CITY OF HIGHLAND
CITY COUNCIL
AGENDA

REGULAR MEETING

September 12, 2023
6:00 p.m.
City Hall
Donahue Council Chambers
27215 Base Line
Highland, California

CITY COUNCIL MEMBERS

Larry McCallon, Mayor
Penny Lilburn, Mayor Pro Tem
Jesse Chavez-Cordova, Council Member
Anaeli Solano, Council Member
John P. Timmer, Council Member

STAFF

Joseph A. Hughes - City Manager
Chuck Dantuono - Director of Administrative Services/City Treasurer
Betty Hughes - City Clerk
Lawrence Mainez - Community Development Director
Carlos Zamano - Public Works Director/City Engineer
Maricela Marroquin - City Attorney

MISSION STATEMENT

Highland is dedicated to the betterment of the individual, the family, the neighborhood and the community. The City Council and the staff of Highland are dedicated to providing the quality of public facilities and services that its citizens are willing to fund and will do so as efficiently as possible.

Visit the City's website at: www.cityofhighland.org

In compliance with the Americans with Disabilities Act (ADA), if you need special assistance, please contact the City Clerk's office at (909) 864-6861, ext. 226, at least 72 hours prior to the meeting for any requests for reasonable accommodation to include interpreters.

Pursuant to Government Code Section 54957.5, any disclosable public records related to an open session item on a regular meeting agenda and distributed by the City of Highland to all or a majority of the City Council less than 72 hours prior to that meeting are available for public inspection at City Hall, 27215 Base Line, Highland, CA 92346, during normal business hours.

Submission of Public Comments: For those wishing to make public comments by email to be read aloud at the meeting, please submit your comments by 5:00 p.m. on September 12, 2023, to the City Clerk at publiccomment@cityofhighland.org. If you are submitting a public comment pertaining to an item on the September 12, 2023 agenda, please identify the agenda item number in the subject line.

For those wishing to make a public comment regarding a public hearing item (No. 10), please identify the agenda item in the subject line. Comments can be submitted any time prior to the meeting, as well as during the meeting up until the close of the public hearing on the corresponding item to be considered part of the record. Please email your comments to publiccomment@cityofhighland.org.

All email comments shall be subject to the same rules as would otherwise govern speaker comments at the Council meeting. Members of the public will be permitted to make public comments in person.

CITY COUNCIL REGULAR MEETING
SEPTEMBER 12, 2023 - 6:00 p.m.
AGENDA

CALL TO ORDER

INVOCATION

PLEDGE OF ALLEGIANCE

ROLL CALL

REPORT FROM CLOSED SESSION

SPECIAL PRESENTATIONS

Introduction
Brian Strain, Emergency MD at Loma Linda

PUBLIC COMMENT (ITEMS NOT ON THE AGENDA)

To address the City Council, please complete a speaker form located at the entrance and give it to the City Clerk prior to the beginning of the meeting. Your name will be called when it is your turn to speak. State Law prohibits the City Council from taking action on any item not on the agenda. Individual speakers are limited to three minutes each.

Comments received via email by September 12, 2023, 5:00 p.m., will be read into the record, provided that the reading shall not exceed three (3) minutes. Email comments submitted by a speaker that also appears in person to address the same matter will not be read into the record.

CITY COUNCIL CONSENT CALENDAR

1. Waive the Reading of All Ordinances
   RECOMMENDATION: Waive the reading of all Ordinances in their entirety and read by title only.

2. Minutes – August 8, 2023 City Council Regular Meeting
   RECOMMENDATION: Approve the Minutes as submitted.

3. Warrant Register
   RECOMMENDATION: Approve Warrant Register No. 757 for September 12, 2023, in the amount of $4,270,897.95 and Payroll of $237,610.45.

4. Treasurer's Report for July 2023
   RECOMMENDATION: That the City Council receive and file Treasurer's Report for July 2023.

5. Year-end Budget Adjustments for Fiscal Year 2022/2023
   RECOMMENDATION: The Finance/Personnel Subcommittee recommends the City Council approve the year-end budget adjustments for fiscal year 2022/2023.

6. Claim Consideration – Luis Carreto
   RECOMMENDATION: George Hills Company recommends the City Council reject the claim.

7. The Coalition for Clean Air Requests the City to Participate in the 2023 California Clean Air Day on October 4, 2023
   RECOMMENDATION: That the City Council adopt Resolution No. 2023-_____ to support and participate in the 2023 California Clean Air Day on October 4, 2023.

8. Amendment to Cooperative Agreement with San Manuel Band of Mission Indians and Inland Valley Development Agency for the 3rd Street/5th Street Corridors Improvement Project (Project No. str18001)
RECOMMENDATION: That the City Council:
1) Approve an Amendment to the Cooperative Agreement with San Manuel Band of Mission Indians (Tribe) and Inland Valley Development Agency (IVDA) regarding the 3rd Street/5th Street Corridors Improvement Project to document that the SB-1 grant in the amount of $1.7 million will be used as a match for the EDA grant and the City will not invoice this portion of the Project cost from the Tribe and IVDA; and
2) Authorize the Mayor to sign the Amendment.

9. Agreement Between the City and the County Regarding Use of the Local Allocation of Opioid Settlement Funds re: Allergan, CVS, Teva, Walgreens, and Walmart
RECOMMENDATION: That the City Council authorize the City Manager to execute the Agreement between the City and the County regarding use of the local allocation of opioid settlement funds re: Allergan, CVS, Teva, Walgreens, and Walmart.

CITY COUNCIL PUBLIC HEARING

The order of business for Public Hearings shall be:

1) Mayor opens Public Hearing;
2) Staff presentation;
3) Applicant/Representative presentation;
4) Speakers in favor of proposal;
5) Speakers in opposition to proposal;
6) Applicant rebuttal;
7) Mayor closes Public Hearing;
8) Council discussion, motion and vote.

ONCE THE PUBLIC HEARING IS CLOSED NO FURTHER TESTIMONY IS TAKEN.

For those wishing to make a public comment regarding a public hearing item (No. 10), please identify the agenda item in the subject line. Comments can be submitted any time prior to the meeting, as well as during the meeting up until the close of the public hearing on the corresponding item to be considered as part of the record. Please email your comments to publiccomment@cityofhighland.org. The City Clerk shall read all email comments provided that the reading shall not exceed three (3) minutes because this is the time limit for speakers at a Council Meeting.

10. Resolution Approving a Development Impact Fee Calculation and Nexus Report (2023 DIF Report), Adopting a Master Facilities Plan, Updating and Establishing the Fee Amounts for the City's Development Impact Fees; Resolution Amending the Park Land Acquisition and Park Facilities Development Fee Applicable to New Residential Subdivisions Pursuant to Section 16.40.200 of the Highland Municipal Code and the Quimby Act (Government Code Section 66477); Introduction of Ordinance Updating and Amending the City's Comprehensive System of Development Impact Fees and Superseding Ordinance Nos. 309 and 422; Making Determinations under CEQA

RECOMMENDATION: The Finance/Personnel Subcommittee recommends that the City Council:

1) Adopt Resolution No. 2023- _____ approving a Development Impact Fee Calculation Nexus Report (2023 DIF Report), adopt a Master Facilities Plan as part of the 2023 DIF Report, updating and establishing the fee amounts for the City's Development Impact Fees, and making determinations under CEQA;
2) Adopt Resolution No. 2023- _____ amending the Park Land Acquisition and Park Facilities Development Fee applicable to new residential subdivisions pursuant to Section 16.40.200 of the Highland Municipal Code and the Quimby Act (Government Code Section 66477), and making determinations under CEQA;
3) Introduce and conduct first reading, read by title only, of Ordinance No. _____ updating and amending the City's comprehensive system of Development Impact Fees, superseding Ordinance Nos. 309 and 422, and making determinations under CEQA; and
4) TREH Partners XV, LLC has requested the City Council lock SPR 006-001A-DRA-20-012 to the existing Development Impact Fees per Resolution No. 2021-058 (see attachment 4).

CITY COUNCIL LEGISLATIVE

11. Measure I Capital Project Needs Analysis for Fiscal Years 2024/25-2028/29

RECOMMENDATION: That the City Council:

1) Approve the Measure I Five-Year Capital Project Needs Analysis for Fiscal Years 2024/25-2028/29 for the Major Street and Freeway Interchange Programs; and
2) Adopt Resolution No. 2023- _____ adopting the Measure I Five-Year Capital Project Needs Analysis for Fiscal Years 2024/25-2028/29.

12. Recruitment for a New City Manager

RECOMMENDATION: That the City Council refer this item to the Finance/Personnel Subcommittee to engage the services of a professional recruiting firm.

13. City Manager Report and Comments (Work Program, Regional/Legislative/ Development Issues, Subcommittees, etc.)

RECOMMENDATION: Discussion and possible action.

14. Council Member Comments (Agency/Committee/AB 1234 Reports, District Updates, etc.)
RECOMMENDATION: Discussion and possible action.

ANNOUNCEMENTS

CLOSED SESSION

CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION
Significant exposure to litigation pursuant to Government Code Section 54956.9(d)(2) and/or (d)(3):
One case.

ADJOURN

Regular Meetings
Effective March 1, 2022, pursuant to Resolution No. 2022-001, the regular City Council meetings will be held once a month on the second Tuesday of each month.

2023
October 10; November 14; December 12

I, Alondra Muñoz, Deputy City Clerk, certify I caused to be posted this Agenda on or before September 7, 2023, by 5:30 p.m., on our website at www.cityofhighland.org and in the following designated areas:

Highland Branch Library
7863 Central Avenue

Fire Station No. 1
26974 Base Line

City Hall
27215 Base Line

Date: September 7, 2023

Alondra Muñoz
Deputy City Clerk

STAFF REPORT

TO THE CITY COUNCIL

DATE: September 12, 2023

FROM: Joseph A. Hughes, City Manager

REVIEWED BY: Betty Hughes, MMC, City Clerk

PREPARED BY: Alondra Muñoz, Deputy City Clerk

SUBJECT: Waive the Reading of All Ordinances

RECOMMENDATION: Waive the reading of all Ordinances in their entirety and read by title only.

Approved _____ Motion _____ Second _____ Agenda Item No. 1

Denied _____ Ayes _____

Continued _____ Noes _____ File No. _____

Tabled _____ Abstain _____

Absent _____

City Clerk

City Manager

STAFF REPORT

TO THE CITY COUNCIL

DATE: September 12, 2023

FROM: Joseph A. Hughes, City Manager

REVIEWED BY: Betty Hughes, MMC, City Clerk

PREPARED BY: Alondra Muñoz, Deputy City Clerk

SUBJECT: Minutes – August 8, 2023 Regular Meeting

RECOMMENDATION: Approve the minutes as submitted.

Approved _____ Motion _____ Second _____ Agenda Item No. 2

Denied _____ Ayes _____

Continued _____ Noes _____ File No. _____

Tabled _____ Abstain _____

Absent _____

City Clerk

City Manager

MINUTES
CITY COUNCIL REGULAR MEETING
AUGUST 8, 2023

CALL TO ORDER

The regular meeting of the City Council of the City of Highland was called to order at 6:00 p.m. by Mayor McCallon at the Donahue Council Chambers, 27215 Base Line, Highland, California.

The invocation was given by Pastor Rex Arnold, Centerpoint Church, and the Pledge of Allegiance was led by Council Member Timmer.

ROLL CALL

Present: Lilburn, McCallon, Solano, Timmer
Absent: Chavez-Cordova

REPORT FROM CLOSED SESSION

None

SPECIAL PRESENTATIONS

Mayor McCallon presented Assembly Member James Ramos with a Proclamation proclaiming September 22, 2023 as California Native American Day.

CAL FIRE Deputy Chief, Ron Janssen introduced Liz Brown as the newly appointed Battalion Chief for the City of Highland.

PUBLIC COMMENT (ITEMS NOT ON THE AGENDA)

Christina Flores spoke regarding issues with internet and trash service practices by management at Fairway Mobile Estates.

Elvira Perez spoke regarding issues with internet service practices by management at Fairway Mobile Estates.

Teresa Balcazar spoke regarding issues with trash service practices by management at Fairway Mobile Estates.

CITY COUNCIL CONSENT CALENDAR

A MOTION was made by Council Member Timmer, seconded by Council Member Solano, to approve the consent calendar as submitted with Mayor Pro Tem Lilburn abstaining from Item #10. Motion carried on a roll call vote, 4-0, with Council Member Chavez-Cordova being absent.

1. Waive the Reading of All Ordinances
   Waived the reading of all Ordinances in their entirety and read by title only.

2. Minutes - July 11, 2023 City Council Regular Meeting
   Approved the Minutes as submitted.

3. Warrant Register
   Approved Warrant Register No. 756 for August 8, 2023, in the amount of $4,025,104.28 and Payroll of $238,462.86.

4. Treasurer's Report for June 2023
   Received and filed Treasurer's Report for June 2023.

5. Claim Consideration - Cari McCormick v. CalPERS
   Rejected claim.

6. Records Destruction Authorization
   Approved the destruction of certain records.

7. Notice of Completion - Bid No. 2023-02, "Emmerton Lane Trail Restoration & Improvement Project"
   1) Accepted Project No. 2023-02, "Emmerton Lane Trail Restoration & Improvement Project" as complete;
   2) Authorized the Mayor to sign the Notice of Completion; and
   3) Directed the City Clerk to file the Notice of Completion.

8. Notice of Completion - Bid No. 2022-10, "Article III Transit Stop Access Improvements to Omnitrans Bus Routes #4 and #15 on Base Line, Boulder Avenue, and 9th Street, and Pedestrian Improvements on Olive Tree Lane (Project swk19002) and Article III Sidewalk Improvement Project Messina Street at Seine Avenue (Project swk21001)"
   1) Accepted Bid No. 2022-10, "Article III Transit Stop Access Improvements to Omnitrans Bus Routes #4 and #15 on Base Line, Boulder Avenue, and 9th Street, and Pedestrian Improvements on Olive Tree Lane (Project swk19002) and Article III Sidewalk Improvement Project Messina Street at Seine Avenue (Project swk21001)";
   2) Authorized the Mayor to sign the Notice of Completion; and
   3) Directed the City Clerk to file the Notice of Completion.

9. Notice of Completion - Bid No. 2022-11, "Lankershim Avenue at 9th Street Traffic Signal Improvements" (Project No. sig19001)
   1) Accepted Bid No. 2022-11, "Lankershim Avenue at 9th Street Traffic Signal Improvements" (Project No. sig19001) as complete;
   2) Authorized the Mayor to sign the Notice of Completion; and
   3) Directed the City Clerk to file the Notice of Completion.

10. Community Development Block Grant (CDBG) Subrecipient Contract between the City of Highland and Highland District Council on Aging, Inc., to Provide for Senior Programs, Activities and Services to Improve Quality of Life, Physical Fitness, Social Programs, Daily Interaction and Nutrition to Low- and Moderate- Income Seniors
    Approved the contract and authorized execution by the Community Development Director.

11. Declare One (1) Seat Vacant on the Planning Commission
    1) Declared One (1) seat vacant on the Planning Commission; and
    2) Directed the City Clerk to advertise the vacancy on the Planning Commission.

CITY COUNCIL PUBLIC HEARING

12. Resolution Approving a Development Impact Fee Report (Nexus Study), Adopting a Master Facilities Plan, Updating and Establishing the Fee Amounts for the City's Development Impact Fees; Resolution Amending the Park Land Acquisition nd Park Facilities Development Fee Applicable to New Residential Subdivisions Pursuant to Section 16.40.200 of the Highland Municipal Code and the Quimby Act (Government Code Section 66477); Introduction of Ordinance Updating and Amending the City's Comprehensive System of Development Impact Fees and Superseding Ordinance Nos. 309 and 422; Making Determinations under CEQA

    Mayor McCallon introduced the item and stated, that per the request from staff, the item will continue to the September 12, 2023 City Council meeting.

    Mayor McCallon opened the public hearing.

    A MOTION was made by Council Member Solano, seconded by Mayor Pro Tem Lilburn, to leave the public hearing item open and continue this item to the September 12, 2023 City Council meeting. Motion carried, 4-0, with Council Member Chavez-Cordova being absent.

CITY COUNCIL LEGISLATIVE

13. Measure I 5-Year Capital Improvement Plan (2023/2024-2027/2028)

Public Works Director/City Engineer Zamano gave a brief review of the staff report.

A MOTION was made by Mayor Pro Tem Lilburn, seconded by Council Member Solano, to:

1) Approve the Measure I Capital Improvement Plan Expenditure Strategy (2023/2024-2027/2028); and
2) Approve Resolution No. 2023-038 adopting the Measure I 5-Year Capital Improvement Plan (2023/2024-2027/2028). Motion carried, 4-0, with Council Member Chavez-Cordova being absent.

RESOLUTION NO. 2023-038
RESOLUTION OF THE COUNCIL OF THE CITY OF HIGHLAND, STATE OF CALIFORNIA, ADOPTING THE MEASURE I FIVE-YEAR CAPITAL IMPROVEMENT PLAN FOR FY2023/2024 THROUGH FY2027/2028

14. City Manager Report and Comments (Work Program, Regional/Legislative/ Development Issues, Subcommittees, etc.)

City Manager Hughes provided a construction update for the 3rd/5th Street Corridor Improvement Project. The road closure on Palm Avenue for pouring of concrete encountered a delay due to a conflict with SCE facilities. Edison crews completed adjustments of two vaults and relocated services behind the new curb and gutter. The road closure will be extended from August 11 to August 31. The pouring of concrete on Palm Avenue will begin today and will continue through August 18. Traffic must be kept off for the concrete to cure properly, primarily because of the big rigs that travel through that area. Notifications went out to all parties affected by this closure.

The perimeter park fencing at Community Park is underway, with an anticipation of mid-September as the completion date.

The online permit portal for dog licensing went live, residents can get their dog licenses online.

The applicant for the Wakeland Housing Development Project on Central Avenue has applied for the next round of the Multifamily Housing Program (MHP) funding. A decision will be reached in August.

The Historical and Cultural Preservation Board will begin preparations for the 26th Annual Citrus Harvest Festival. A proposed date and budget for the event will be presented to City Council in September.

On August 1, the Planning Commission approved plans for Quick Quack Car Wash on Greenspot Road. It will be adjacent to the 7-Eleven gas station between 7-Eleven and the Edison facility. The Planning Commission also approved entitlements for a 40-unit apartment project on the north side of Base Line between Victoria Avenue and Sterling Avenue.

On July 13, Costco submitted their planning entitlement application. Staff is preparing the staff report with hope of bringing it forward to the Planning Commission meeting on September 19; otherwise, it will go before the first meeting in October.

On Saturday, September 9, a community clean up is scheduled. The site is still being determined by staff.

On Thursday, September 14 at 5:30 p.m., the city will host the State of the City Address at the Bear Springs Hotel Event Center.

On Monday, September 25, a Blood Drive will be hosted at the Highland Police Station.

On Saturday, September 23, a compost giveaway event will be hosted at City Hall.

July public safety statistics are outlined as follows: the Fire Department responded to 660 calls for service, 489 medical aides, 9 structure fires, 17 vegetation fires, 41 traffic collisions and 10 vehicle fires. For the period of June 12 to July 9, the Highland Sheriff's Department responded to 3,272 calls for service, made 246 reports, and 110 arrests.

15. Council Member Comments (Agency/Committee/AB 1234 Reports, District Updates, etc.)

Mayor Pro Tem Lilburn stated she has received multiple compliments about the Pacific Street Rehabilitation Project. Community Development Director Mainez will be the speaker for the Chamber of Commerce Luncheon this month. The National Night Out event was a success and wanted to thank staff for their contribution.

Mayor Pro Tem Lilburn inquired about the inoperable vehicles parked in front yards and next to the curb primarily within the western portion of the city. Does the city issue citations or which agency is responsible for overseeing this?

Community Development Director Mainez responded that Code Enforcement officers address inoperable vehicles that are parked in front yards or vehicles parked too long on the street. The Sheriff's Department will enforce the vehicle code and ticket or tow vehicles on the street. It is encouraged that residents utilize the portal in the city's website to report these concerns.

Mayor Pro Tem Lilburn asked for clarification who issues the citation, the city or the Sheriff's Department?

Community Development Director Mainez responded it is the Sheriff's Department.

Mayor Pro Tem Lilburn stated she will follow up with the Sheriff's Department on this issue.

ANNOUNCEMENTS

None

CLOSED SESSION

None

ADJOURN

There being no further business, Mayor McCallon adjourned the meeting at 6:39 p.m. in memory of Daniel Lowry and Gavino Martinez.

Submitted By:

Betty Hughes, MMC
City Clerk

Approved By:

Larry McCallon
Mayor

STAFF REPORT

TO THE CITY COUNCIL

DATE: September 12, 2023

FROM: Joseph A. Hughes, City Manager

REVIEWED BY: Chuck Dantuono, Director of Administrative Services/City Treasurer CAD

PREPARED BY: Leticia Nava-Cruz, Assistant Director of Administrative Services LNC

SUBJECT: Warrant Register #757

RECOMMENDATION: City Council to approve Warrant Register #757; Warrants in the amount of $4,270,897.95 and Payroll in the amount of $237,610.45.

FISCAL IMPACT: The total of Cash and Expenditures is $4,508,508.40.

PUBLIC NOTICE: The agenda for this item was posted at the three required locations.

BACKGROUND: See Printouts Attached.

Approved _____ Motion_____ Second _____ Agenda Item No. 3

Denied _____ Ayes_____

Continued_____ Noes _____ File No. _____

Tabled_____ Abstain_____

Absent_____

BHughes

City Clerk

City Manager

CITY OF HIGHLAND

WARRANT REGISTER #757

September 12, 2023

Warrants:

8/8/2023	Ck#87717-87756		345,763.41
8/11/2023	Payroll Wire #821-824 & Ck #87757-87758		74,435.65
8/15/2023	Ck#87759-87800		2,261,216.49
8/22/2023	Ck#87801-87824 & Wire#1002438266		985,865.02
8/25/2023	Payroll Wire #825-828 & Ck #87825-87826		74,947.19
8/29/2023	Ck#87827-87872		333,774.42
9/5/2023	Ck#87873-87903		194,895.77
		Total Warrants	$4,270,897.95

Payroll:

8/11/2023	Direct Deposits #13130-13172		118,065.47
8/11/2023	Ck #699		281.90
8/25/2023	Direct Deposits #13173-13215		118,981.18
8/25/2023	Ck #700		281.90
		Total Payroll	$ 237,610.45

Total Warrants & Payroll **$4,508,508.40**

APPROVED BY:

Larry McCallon
Finance Subcommittee

Joseph A. Hughes
City Manager

John Timmer
Finance Subcommittee

Chuck Dantuono
Director of Administrative
Services/City Treasurer

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
87717	8/8/2023	001271 ALLSTAR FIRE EQUIPMENT INC	FS#3: SMALL TOOLS		
			FS#3: SMALL TOOLS		
			029.2100.4204		84.48
			FS#3: EQUIP REPAIR		
			FS#3: EQUIP REPAIR		
			029.2100.4204		201.60
				Total :	**286.08**
87718	8/8/2023	005771 AMAZON CAPITAL SERVICES	OFFICE SUPPLIES		
			100% RECYCLED PAPER BOWLS		
			042.9510.4200		28.54
			100% RECYCLED PAPER TOWELS		
			042.9510.4200		32.30
			IPAD CASE		
			IPAD CASE		
			028.2050.4200		14.54
			IPAD CASE		
			029.2100.4200		14.54
				Total :	**89.92**
87719	8/8/2023	000165 AT&T	CORP YARD TELE/INT-AUG		
			CORP YARD TELE/INT-AUG		
			004.8310.4060		1,202.64
				Total :	**1,202.64**
87720	8/8/2023	000165 AT&T	CITY HALL TELE/INT-AUG		
			CITY HALL TELE/INT-AUG		
			042.9510.4060		1,023.01
				Total :	**1,023.01**
87721	8/8/2023	005516 BASE HILL, INC.	JANITORIAL SERVICE-JUL		
			CITY HALL-JUL		
			042.9510.4504		1,562.00
			COUNCIL CHAMBERS-JUL		
			042.9510.4504		311.00
			AURANTIA PARK-JUL		
			001.6000.4504		1,454.00

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
87721	8/8/2023	005516 BASE HILL, INC.	(Continued)		
			COMM PARK-JUL		
			001.6000.4504		1,950.00
			PD-JUL		
			001.2000.4504		1,080.00
				Total :	**6,357.00**
87722	8/8/2023	006192 BLUEBEAM	BLUEBEAM SOFTWARE SUBSCRIPTION FY23/24		
			BLUEBEAM SOFTWARE SUBSCRIPTION FY23/24		
			042.9510.4533		2,320.00
				Total :	**2,320.00**
87723	8/8/2023	003636 CALIFORNIA PROFESSIONAL	SIG19001 CON ARPA RET PPE#1		
			SIG19001 CON ARPA RET PPE#1		
			030.1350		-3,900.00
			SIG19001 CON ARPA PPE#1		
			SIG19001 CON ARPA PPE#1		
			030.8495.6550		78,000.00
				Total :	**74,100.00**
87724	8/8/2023	006099 CHARTER COMMUNICATIONS	PD TELE/INT SVC-AUG		
			PD TELE/INT SVC-AUG		
			001.2000.4065		1,548.97
				Total :	**1,548.97**
87725	8/8/2023	004860 CRIME SCENE STERI-CLEAN, LLC	25909 BASELINE RD BIO HAZARD CLEAN UP		
			25909 BASELINE RD BIO HAZARD CLEAN UP		
			004.8310.4576		900.00
				Total :	**900.00**
87726	8/8/2023	001701 CSMFO	CSMFO BUDGET AWARD APP 22/23		
			CSMFO BUDGET AWARD APP 22/23		
			001.1700.4310		150.00
				Total :	**150.00**
87727	8/8/2023	004868 DISASTER MASTERS FIRE PROT	ANNUAL FIRE SPRINKLER TESTING 23/24		
			CORP YARD- FIRE SPKL TESTING RS1		
			004.8310.4070		375.00
			CORP YARD-FIRE SPKL TEST RS2		

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
87727	8/8/2023	004868 DISASTER MASTERS FIRE PROT	(Continued)	
			004.8310.4070 LIBRARY-FIRE SPKL TEST	185.00
			001.6000.4070 YMCA-FIRE SPKL TEST RS1	185.00
			001.6000.4070 YMCA-FIRE SPKL TEST RS2	185.00
			001.6000.4070 CITY HALL-FIRE SPKL TEST	185.00
			042.9510.4070 FS#1-FIRE SPKL TEST	185.00
			028.2050.4070 FS#1-FIRE SPKL TEST	92.50
			029.2100.4070 FS#2-FIRE SPKL TEST	92.50
			028.2050.4070 FS#2-FIRE SPKL TEST	92.50
			029.2100.4070 FS#3-FIRE SPKL TEST	92.50
			028.2050.4070 FS#3-FIRE SPKL TEST	92.50
			029.2100.4070 PD-FIRE SPKL TEST	92.50
			001.2000.4070	555.00
			Total :	**2,410.00**
87728	8/8/2023	000085 EAST VALLEY WATER DISTRICT	BOULDER MEDIAN-JUL	
			BOULDER MEDIAN-JUL 004.8310.4030	166.38
			BOULDER MEDIAN-JUL	
			BOULDER MEDIAN-JUL 004.8310.4030	292.14
			LMD02 E-JUL	
			LMD02 E-JUL 012.8500.4030	693.25
			LMD48 C-JUL	
			LMD48 C-JUL 012.8500.4030	123.30

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
87728	8/8/2023	000085 EAST VALLEY WATER DISTRICT	(Continued)	
			LMD48 C-JUL	
			LMD48 C-JUL	
			012.8500.4030	546.78
			LMD48-JUL	
			LMD48-JUL	
			012.8500.4030	1,098.05
			LMD48 B-JUL	
			LMD48 B-JUL	
			012.8500.4030	1,174.34
			LMD31-JUL	
			LMD31-JUL	
			012.8500.4030	388.10
			LMD00 BASELINE-JUL	
			LMD00 BASELINE-JUL	
			012.8500.4030	655.40
			LMD22-JUL	
			LMD22-JUL	
			012.8500.4030	195.90
			LMD03 YARNELL-JUL	
			LMD03 YARNELL-JUL	
			012.8500.4030	31.78
			LMD02 A-JUL	
			LMD02 A-JUL	
			012.8500.4030	76.35
			LMD03 BASELINE-JUL	
			LMD03 BASELINE-JUL	
			012.8500.4030	142.80
			LMD20 BASELINE-JUL	
			LMD20 BASELINE-JUL	
			012.8500.4030	322.87
			LMD01 A-JUL	
			LMD01 A-JUL	
			012.8500.4030	79.92
			LMD70-JUL	
			LMD70-JUL	
			012.8500.4030	106.12
			LMD36-JUL	

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
87728	8/8/2023	000085 EAST VALLEY WATER DISTRICT	(Continued)	
			LMD36-JUL	
			012.8500.4030	265.95
			LMD35-JUL	
			LMD35-JUL	
			012.8500.4030	105.17
			LMD06-JUL	
			LMD06-JUL	
			012.8500.4030	45.86
			LMD01 B-JUL	
			LMD01 B-JUL	
			012.8500.4030	93.02
			BEATTIE IRRIGATION-JUL	
			BEATTIE IRRIGATION-JUL	
			001.6000.4030	15,018.73
			LMD30-JUL	
			LMD30-JUL	
			012.8500.4030	936.29
			LMD39-JUL	
			LMD39-JUL	
			012.8500.4030	676.40
			CANYON OAKS PARK-JUL	
			CANYON OAKS PARK-JUL	
			016.8540.4030	620.78
			LMD02 B-JUL	
			LMD02 B-JUL	
			012.8500.4030	377.14
			LMD13-JUL	
			LMD13-JUL	
			012.8500.4030	267.08
			LMD02 D-JUL	
			LMD02 D-JUL	
			012.8500.4030	164.90
			LMD02 C-JUL	
			LMD02 C-JUL	
			012.8500.4030	457.20
			LMD08-JUL	
			LMD08-JUL	

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
87728	8/8/2023	000085 EAST VALLEY WATER DISTRICT	(Continued)		
			012.8500.4030 LMD20 STREATER-JUL		288.04
			LMD20 STREATER-JUL 012.8500.4030 LMD70 IRRIGATION-JUL		126.10
			LMD70 IRRIGATION-JUL 012.8500.4030		802.91
				Total :	**26,339.05**
87729	8/8/2023	006202 EVER FENCE CORPORATION	PRK23001 PPE#1 CON PROP 68-JUL PRK23001 PPE#1 CON PROP 68-JUL 027.8490.6020		76,914.45
			PRK23001 PPE#1 CON PROP 68 RET-JUL PRK23001 PPE#1 CON PROP 68 RET-JUL 027.1350		-4,150.22
			PRK23001 PPE#1 CON PROP 68-JUL PRK23001 PPE#1 CON PROP 68-JUL 023.3890.6020		6,090.00
				Total :	**78,854.23**
87730	8/8/2023	000090 FEDEX	OVERNIGHT MAIL OVERNIGHT MAIL 001.4200.4210		26.61
				Total :	**26.61**
87731	8/8/2023	000108 HIGH TECH SECURITY	BURGLAR ALARM MONITORING & MAINTENANCE CORP YARD: BURG SYST & MAINT-JUL 004.8310.4066		55.00
			CITY HALL: BURG SYST & MAINT-JUL 042.9510.4066		80.00
			COMM PARK: BURG SYST & MAINT-JUL 001.6000.4066		55.00
			FIRE ALARM MONITORING & MAINTNENACE CORP YARD: FIRE SYST & MAINT-JUL 004.8310.4066		85.00
			YMCA/LIBRARY: FIRE SYST & MAINT-JUL 001.6000.4066		100.00

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
87731	8/8/2023	000108 HIGH TECH SECURITY	(Continued)	
			CITY HALL: FIRE SYST & MAINT-JUL	
			042.9510.4066	50.00
			FS#3: FIRE SYST & MAINT-JUL	
			028.2050.4066	25.00
			FS#3: FIRE SYST & MAINT-JUL	
			029.2100.4066	25.00
			PD: FIRE SYST & MAINT-JUL	
			001.2000.4066	85.00
			CORP YARD: CCTV SYST-JUL	
			CORP YARD: CCTV SYST-JUL	
			004.8310.4066	25.00
			CANYON OAKS PARK: CCTV SYST-JUL	
			016.8540.4066	25.00
			CITY HALL: CCTV SYST-JUL	
			042.9510.4066	25.00
			AURANTIA & COMM PARK: CCTV SYST-JUL	
			001.6000.4066	75.00
			BURG SYST & MAINT-AUG	
			CORP YARD: BURG SYST & MAINT-AUG	
			004.8310.4066	55.00
			CITY HALL: BURG SYST & MAINT-AUG	
			042.9510.4066	80.00
			COMM PARK: BURG SYST & MAINT-AUG	
			001.6000.4066	55.00
			FIRE SYST & MAINT-AUG	
			CORP YARD: FIRE SYST & MAINT-AUG	
			004.8310.4066	85.00
			YMCA/LIBRARY: FIRE SYST & MAINT-AUG	
			001.6000.4066	100.00
			CITY HALL: FIRE SYST & MAINT-AUG	
			042.9510.4066	50.00
			FS#3: FIRE SYST & MAINT-AUG	
			028.2050.4066	25.00
			FS#3: FIRE SYST & MAINT-AUG	
			029.2100.4066	25.00
			PD: FIRE SYST & MAINT-AUG	

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
87731	8/8/2023	000108 HIGH TECH SECURITY	(Continued)		
			001.2000.4066 CCTV SYST-AUG CORP YARD: CCTV SYST-AUG		85.00
			004.8310.4066 CANYON OAKS PARK: CCTV SYST-AUG		25.00
			016.8540.4066 CITY HALL: CCTV SYST-AUG		25.00
			042.9510.4066 AURANTIA & COMM PARK: CCTV SYST-AUG		25.00
			001.6000.4066 CITY HALL - BURG CELL UNIT CITY HALL - BURG CELL UNIT		75.00
			042.9510.4066 CITY HALL - BURG CELL UNIT CITY HALL - BURG CELL UNIT		160.00
			042.9510.4066		160.00
				Total :	**1,740.00**
87732	8/8/2023	000105 HIGHLAND CHAMBER OF COMMERCE	LUNCHEON: MORENO& WILSON LUNCHEON-MORENO		
			001.6020.4330 LUNCHEON-WILSON		25.00
			001.4200.4330 LUNCHEON-MORGAN/MORENO/FLOREZ/WILSON LUNCHEON-MORGAN & MORENO		25.00
			001.6020.4330 LUNCHEON-FLOREZ & WILSON		50.00
			001.4200.4330		50.00
				Total :	**150.00**
87733	8/8/2023	001996 HINDERLITER DE LLAMAS & ASSOC	SALES TAX AUDIT: JUL-SEP 2023 SALES TAX AUDIT: JUL-SEP 2023		
			001.1450.4505		450.00
				Total :	**450.00**
87734	8/8/2023	005632 INNOVATIVE SIGNS & DESIGNS	BC MARKINGS FOR VEHICLE BC MARKINGS FOR VEHICLE		

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
87734	8/8/2023	005632 INNOVATIVE SIGNS & DESIGNS	(Continued)		
			029.2100.6060		913.47
				Total :	**913.47**
87735	8/8/2023	000127 K & L HARDWARE	AURANTIA PARK: BLDG MAINT		
			AURANTIA PARK: BLDG MAINT		
			001.6000.4070		32.90
			PD: BLDG MAINT		
			PD: BLDG MAINT		
			001.2000.4070		55.11
			PD: BLDG MAINT		
			PD: BLDG MAINT		
			001.2000.4070		27.58
			PD: BLDG MAINT		
			PD: BLDG MAINT		
			001.2000.4070		2.93
				Total :	**118.52**
87736	8/8/2023	000207 KONICA MINOLTA	IT MONTHLY CONTRACT-AUG		
			IT MONTHLY CONTRACT-AUG		
			042.9510.4627		5,003.00
			PRINTER MAINT CONTRACT-JUL		
			PRINTER MAINT CONTRACT-JUL		
			042.9510.4631		703.68
				Total :	**5,706.68**
87737	8/8/2023	005993 MACS SPRING INC	AURANTIA PARK: BLDG MAINT		
			AURANTIA PARK: BLDG MAINT		
			001.6000.4070		65.00
				Total :	**65.00**
87738	8/8/2023	001679 MC CRAY'S ENTERPRISES	ME541: REPAIRS		
			ME541: REPAIRS		
			028.2050.4240		8,586.67
			ME541: REPAIRS		
			029.2100.4240		8,586.67
			ME541: AMBER LIGHT REPAIR		
			ME541: AMBER LIGHT REPAIR		
			028.2050.4240		23.49

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Voucher	Date	Vendor	Description/Account		Amount
87738	8/8/2023	001679 MC CRAY'S ENTERPRISES	(Continued)		
			ME541: AMBER LIGHT REPAIR		
			029.2100.4240		23.48
				Total :	17,220.31
87739	8/8/2023	004989 MULTIFORCE SYSTEMS CORP	FUEL MGMT SYSTEM		
			FUEL MGMT SYSTEM		
			001.2000.4255		9,917.70
			FUEL MGMT SYSTEM		
			051.1050		-207.70
				Total :	9,710.00
87740	8/8/2023	002511 RECORDER-CLERK CO OF SB	DOCUMENT RECORDING-JUL		
			DOCUMENT RECORDING-JUL		
			001.1200.4506		20.00
			DOCUMENT RECORDING-JUL		
			DOCUMENT RECORDING-JUL		
			001.1200.4506		17.00
				Total :	37.00
87741	8/8/2023	001070 SAFETY-KLEEN SYSTEMS, INC.	GUN CLEANER PREVENTATIVE MAINTENANCE		
			GUN CLEANER PREVENTATIVE MAINTENANCE		
			001.2000.4245		259.41
				Total :	259.41
87742	8/8/2023	005304 SAN BERNARDINO VALLEY	CITY SHARE WASH PLAN #4 (PLAN B)		
			CITY SHARE WASH PLAN #4 (PLAN B)		
			001.3200.4605		6,685.83
				Total :	6,685.83
87743	8/8/2023	001848 SB CO ASSESSORS OFFICE	PARCE MAP REVISIONS-AUG		
			PARCE MAP REVISIONS-AUG		
			001.4100.4310		2.00
				Total :	2.00
87744	8/8/2023	000203 SOUTHERN CALIFORNIA EDISON	CITY HALL-JUL		
			CITY HALL-JUL		
			042.9510.4010		2,478.31
			POLICE STATION-JUL		

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Voucher	Date	Vendor	Description/Account	Amount
87744	8/8/2023	000203 SOUTHERN CALIFORNIA EDISON	(Continued)	
			POLICE STATION-JUL	
			001.2000.4010	14,006.97
			CORP YARD-JUL	
			CORP YARD-JUL	
			004.8310.4010	1,341.69
			LIBRARY/ELC-JUL	
			LIBRARY/ELC-JUL	
			001.6000.4010	9,367.10
			CITY HALL-JUL	
			CITY HALL-JUL	
			042.9510.4010	967.53
			EV STATION-JUL	
			EV STATION-JUL	
			042.9510.4012	3,296.33
			Total :	**31,457.93**
87745	8/8/2023	000203 SOUTHERN CALIFORNIA EDISON	LS3-JUL	
			LS3-JUL	
			013.8510.4011	57.85
			SIGNAL-JUL	
			SIGNAL-JUL	
			004.8310.4580	50.21
			FS#3-JUL	
			FS#3-JUL	
			028.2050.4010	1,589.67
			FS#3-JUL	
			029.2100.4010	1,589.66
			FS#1-JUL	
			028.2050.4010	436.49
			FS#1-JUL	
			029.2100.4010	436.49
			FS#2-JUL	
			028.2050.4010	330.11
			FS#2-JUL	
			029.2100.4010	330.11
			LMD 76-JUL	
			LMD 76-JUL	

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Voucher	Date	Vendor	Description/Account		Amount
87745	8/8/2023	000203 SOUTHERN CALIFORNIA EDISON	(Continued)		
			012.8500.4010 OAK CREEK PARK-JUL OAK CREEK PARK-JUL		15.63
			016.8540.4010 SEELEY PARK-JUL SEELEY PARK-JUL		17.93
			016.8540.4010		21.47
				Total :	**4,875.62**
87746	8/8/2023	006150 SPECTRUM GAS PRODUCTS	FS#3 OXYGEN REFILL FS#3 OXYGEN REFILL		
			028.2050.4207		456.93
				Total :	**456.93**
87747	8/8/2023	000208 STAPLES CREDIT PLAN	CORP YARD: OFFICE SUPPLIES CORP YARD: OFFICE SUPPLIES		
			004.8310.4200		449.12
				Total :	**449.12**
87748	8/8/2023	004863 THE EARPHONE GUY, LLC	LAPEL MICROPHONE EC LAPEL MICROPHONE EC		
			001.2000.4250		506.43
				Total :	**506.43**
87749	8/8/2023	005839 TRUSTED TECH TEAM	MICROSOFT 365 LIC-AUG MICROSOFT 365 LIC-AUG		
			042.9510.4533		1,484.45
				Total :	**1,484.45**
87750	8/8/2023	000222 UNDERGROUND SERVICE ALERT	MONTHLY REGULATORY COST-JUL MONTHLY REGULATORY COST-JUL		
			004.8310.4553 MONTHLY DIG ALERT TICKETS-JUL MONTHLY DIG ALERT TICKETS-JUL		307.21
			004.8310.4553		1,068.75
				Total :	**1,375.96**
87751	8/8/2023	000979 VERIZON WIRELESS	AIR CARD-JUL		

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Voucher	Date	Vendor	Description/Account		Amount
87751	8/8/2023	000979 VERIZON WIRELESS	(Continued)		
			AIR CARD-JUL		
			001.2000.4062		38.01
				Total :	**38.01**
87752	8/8/2023	000233 WAXIE SANITARY SUPPLY	FS#3: JANITORIAL SUPPLIES		
			FS#3: JANITORIAL SUPPLIES		
			028.2050.4055		63.50
			FS#3: JANITORIAL SUPPLIES		
			029.2100.4055		63.50
				Total :	**127.00**
87753	8/8/2023	000237 WILLDAN ASSOCIATES	STR20-002A CE LOCAL GCF-JUN		
			STR20-002A CE LOCAL GCF-JUN		
			023.3890.6545		4,337.34
			STR20-002A CE COSB-JUN		
			STR20-002A CE COSB-JUN		
			027.8490.6550		5,322.66
				Total :	**9,660.00**
87754	8/8/2023	001677 YMCA OF THE EAST VALLEY	MONTHLY REIMB-JUN		
			MONTHLY REIMB-JUN		
			001.6000.4526		42,291.00
				Total :	**42,291.00**
87755	8/8/2023	006001 YUNEX LLC	TRAFFIC SIGNAL MAINT-JUN		
			TRAFFIC SIGNAL MAINT-JUN		
			004.8310.4580		3,872.28
			STREET LIGHT MAINT-JUN		
			STREET LIGHT MAINT-JUN		
			013.8510.4664		2,528.50
			TRAFFIC SIGNAL CALL OUTS-JUN		
			TRAFFIC SIGNAL CALL OUTS-JUN		
			004.8310.4580		6,026.26
				Total :	**12,427.04**
87756	8/8/2023	004298 ZOLL MEDICAL CORPORATION	FS#3: PARAMEDIC SUPPLIES		
			FS#3: PARAMEDIC SUPPLIES		
			028.2050.4207		1,948.19

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Voucher	Date	Vendor		Description/Account		Amount
87756	8/8/2023	004298	004298 ZOLL MEDICAL CORPORATION	(Continued)	Total :	1,948.19
40 Vouchers for bank code : wfb					Bank total :	345,763.41
40 Vouchers in this report					Total vouchers :	345,763.41

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
821	8/11/2023	000003 ICMA RETIREMENT TRUST-457	ICMA DEFERRED COMP 457: PAYMENT	
			ICMA DEFERRED COMP 457: Payment 001.1170	10,968.65
			ICMA DEFERRED COMP 457: Payment 004.1170	2,181.38
			ICMA DEFERRED COMP 457: Payment 010.1170	940.75
			ICMA DEFERRED COMP 457: Payment 012.1170	12.50
			ICMA DEFERRED COMP 457: Payment 016.1170	12.50
			ICMA DEFERRED COMP 457: Payment 023.1170	84.00
			ICMA DEFERRED COMP 457: Payment 024.1170	12.00
			ICMA DEFERRED COMP 457: Payment 041.1170	369.51
			ICMA DEFERRED COMP 457: Payment 042.1170	121.50
			ICMA DEFERRED COMP 457: Payment 070.1170	311.63
			Total :	**15,014.42**
822	8/11/2023	000004 PUBLIC EMPLOYEE RETIREMENT SYS	EPMC: PAYMENT	
			EPMC: Payment 001.1145	615.86
			EPMC: Payment 004.1145	148.67
			EPMC: Payment 010.1145	53.03
			EPMC: Payment 012.1145	2.86
			EPMC: Payment 016.1145	2.86
			EPMC: Payment 023.1145	7.96

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Voucher	Date	Vendor	Description/Account	Amount
822	8/11/2023	000004 PUBLIC EMPLOYEE RETIREMENT SYS	(Continued)	
			EPMC: Payment	
			024.1145	0.67
			EPMC: Payment	
			041.1145	37.94
			EPMC: Payment	
			042.1145	13.83
			EPMC: Payment	
			070.1145	65.71
			PERS: Payment	
			001.1145	17,674.43
			PERS: Payment	
			004.1145	3,425.62
			PERS: Payment	
			010.1145	1,218.45
			PERS: Payment	
			012.1145	228.74
			PERS: Payment	
			016.1145	228.73
			PERS: Payment	
			023.1145	254.19
			PERS: Payment	
			024.1145	24.70
			PERS: Payment	
			041.1145	541.94
			PERS: Payment	
			042.1145	866.16
			PERS: Payment	
			070.1145	938.54
			PERS SURVIVOR: Payment	
			001.1145	26.18
			PERS SURVIVOR: Payment	
			004.1145	4.62
			PERS SURVIVOR: Payment	
			010.1145	1.12
			PERS SURVIVOR: Payment	
			012.1145	0.57

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
822	8/11/2023	000004 PUBLIC EMPLOYEE RETIREMENT SYS	(Continued)	
			PERS SURVIVOR: Payment	
			016.1145	0.55
			PERS SURVIVOR: Payment	
			023.1145	0.41
			PERS SURVIVOR: Payment	
			024.1145	0.03
			PERS SURVIVOR: Payment	
			041.1145	0.32
			PERS SURVIVOR: Payment	
			042.1145	1.78
			PERS SURVIVOR: Payment	
			070.1145	0.69
			Total :	**26,387.16**
823	8/11/2023	000119 INTERNAL REVENUE SERVICE	FEDERAL TAXES: PAYMENT	
			FEDERAL TAXES: Payment	
			001.1120	14,123.31
			FEDERAL TAXES: Payment	
			004.1120	2,254.01
			FEDERAL TAXES: Payment	
			010.1120	870.51
			FEDERAL TAXES: Payment	
			012.1120	118.52
			FEDERAL TAXES: Payment	
			016.1120	118.53
			FEDERAL TAXES: Payment	
			023.1120	132.68
			FEDERAL TAXES: Payment	
			024.1120	16.26
			FEDERAL TAXES: Payment	
			041.1120	455.92
			FEDERAL TAXES: Payment	
			042.1120	427.67
			FEDERAL TAXES: Payment	
			070.1120	826.88
			SOCIAL SECURITY: Payment	

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
823	8/11/2023	000119 INTERNAL REVENUE SERVICE	(Continued)	
			001.1140 MEDICARE: Payment	632.22
			001.1140 MEDICARE: Payment	3,532.82
			004.1140 MEDICARE: Payment	628.20
			010.1140 MEDICARE: Payment	202.72
			012.1140 MEDICARE: Payment	51.20
			016.1140 MEDICARE: Payment	51.18
			023.1140 MEDICARE: Payment	50.60
			024.1140 MEDICARE: Payment	5.36
			041.1140 MEDICARE: Payment	84.20
			042.1140 MEDICARE: Payment	169.26
			070.1140	147.80
			Total :	**24,899.85**
824	8/11/2023	000001 CALIF STATE EMPLOYMENT	STATE TAXES: PAYMENT	
			STATE TAXES: Payment	
			001.1130 STATE TAXES: Payment	5,627.12
			004.1130 STATE TAXES: Payment	877.98
			010.1130 STATE TAXES: Payment	344.48
			012.1130 STATE TAXES: Payment	46.88
			016.1130 STATE TAXES: Payment	46.88
			023.1130	54.56

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
824	8/11/2023	000001 CALIF STATE EMPLOYMENT	(Continued)	
			STATE TAXES: Payment	
			024.1130	5.96
			STATE TAXES: Payment	
			041.1130	185.18
			STATE TAXES: Payment	
			042.1130	127.59
			STATE TAXES: Payment	
			070.1130	282.09
			Total :	7,598.72
87757	8/11/2023	003804 AFLAC WWHQ	AFLAC ACCIDENT INSURANCE: PAYMENT	
			AFLAC ACCIDENT INSURANCE: Payment	
			001.1181	98.23
			AFLAC ACCIDENT INSURANCE: Payment	
			004.1181	13.98
			AFLAC ACCIDENT INSURANCE: Payment	
			012.1181	3.58
			AFLAC ACCIDENT INSURANCE: Payment	
			016.1181	3.56
			AFLAC ACCIDENT INSURANCE: Payment	
			023.1181	5.81
			AFLAC ACCIDENT INSURANCE: Payment	
			024.1181	0.26
			AFLAC ACCIDENT INSURANCE: Payment	
			042.1181	4.18
			AFLAC DISABILITY INSURANCE: Payment	
			001.1181	128.16
			AFLAC DISABILITY INSURANCE: Payment	
			004.1181	24.70
			AFLAC DISABILITY INSURANCE: Payment	
			012.1181	6.30
			AFLAC DISABILITY INSURANCE: Payment	
			016.1181	6.30
			AFLAC DISABILITY INSURANCE: Payment	
			024.1181	0.50
			AFLAC HOSPITAL INSURANCE: Payment	

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
87757	8/11/2023	003804 AFLAC WWHQ	(Continued)	
			001.1181 AFLAC HOSPITAL INSURANCE: Payment	157.64
			012.1181 AFLAC HOSPITAL INSURANCE: Payment	6.71
			016.1181 AFLAC HOSPITAL INSURANCE: Payment	6.70
			023.1181 AFLAC HOSPITAL INSURANCE: Payment	12.32
			042.1181 AFLAC DENTAL: Payment	4.97
			001.1181 AFLAC DENTAL: Payment	27.89
			004.1181 AFLAC DENTAL: Payment	0.55
			041.1181 AFLAC DENTAL: Payment	1.66
			070.1181 AFLAC SPECIFIED HEALTH INS: Payment	0.56
			001.1181 AFLAC SPECIFIED HEALTH INS: Payment	2.96
			012.1181 AFLAC SPECIFIED HEALTH INS: Payment	1.49
			016.1181	1.49
			Total :	**520.50**
87758	8/11/2023	000433 ARROWHEAD UNITED WAY	ARROWHEAD UNITED WAY: PAYMENT ARROWHEAD UNITED WAY: Payment	
			001.1180 ARROWHEAD UNITED WAY: Payment	11.26
			004.1180 ARROWHEAD UNITED WAY: Payment	0.76
			041.1180 ARROWHEAD UNITED WAY: Payment	2.25
			070.1180	0.73
			Total :	**15.00**
6 Vouchers for bank code :		wfb	**Bank total :**	**74,435.65**

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount

6 Vouchers in this report

Total vouchers : 74,435.65

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
87759	8/15/2023	001271 ALLSTAR FIRE EQUIPMENT INC	FS#3: CYLINDER HYDROSTATIC TESTING		
			FS#3: CYLINDER HYDROSTATIC TESTING		
			028.2050.4243		848.00
			FS#3: CYLINDER HYDROSTATIC TESTING		
			029.2100.4243		848.00
				Total :	1,696.00
87760	8/15/2023	005771 AMAZON CAPITAL SERVICES	EMERGENCY KIT SUPPLIES		
			EMERGENCY KIT SUPPLIES		
			042.9510.4260		225.54
			MACO NOTARY GOLD SEAL LABEL		
			MACO NOTARY GOLD SEAL LABEL		
			001.1200.4200		16.24
				Total :	241.78
87761	8/15/2023	000774 ARROWHEAD CREDIT UNION-DEPT 91	CASQA 2023 ANNUAL CONFERENCE: FLOREZ		
			CASQA 2023 ANNUAL CONFERENCE: FLOREZ		
			001.4200.4320		775.00
			ZOOM MEETING-JUL		
			ZOOM MEETING-JUL		
			042.9510.4310		110.00
				Total :	885.00
87762	8/15/2023	000774 ARROWHEAD CREDIT UNION-DEPT 91	ORANGE FIRE BREAKFAST		
			ORANGE FIRE BREAKFAST		
			029.2100.4351		525.00
			FINANCE CHARGE-JUL		
			FINANCE CHARGE-JUL		
			001.1700.4400		31.13
			STAFF APPRECIATION LUNCH		
			APPRECIATION LUNCH		
			001.1600.4337		292.97
			DRI CRASH PLAN-JUL		
			DRI CRASH PLAN-JUL		
			042.9510.4208		19.98
			CIRA MEETING		
			CIRA MEETING		

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
87762	8/15/2023	000774 ARROWHEAD CREDIT UNION-DEPT 91	(Continued)		
			041.9500.4320		307.97
				Total :	**1,177.05**
87763	8/15/2023	000165 AT&T	WHITE PAGES-AUG		
			WHITE PAGES-AUG		
			042.9510.4060		17.13
				Total :	**17.13**
87764	8/15/2023	006099 CHARTER COMMUNICATIONS	CITY HALL TELE/INT-AUG		
			CITY HALL TELE/INT-AUG		
			042.9510.4065		1,655.06
				Total :	**1,655.06**
87765	8/15/2023	005859 COUNTY OF SAN BERNARDINO DEPT	RADIO ACCESS-MAY		
			RADIO ACCESS-MAY		
			028.2050.4209		652.56
			RADIO ACCESS-MAY		
			029.2100.4209		652.56
			RADIO ACCESS-JUN		
			RADIO ACCESS-JUN		
			028.2050.4209		535.65
			RADIO ACCESS-JUN		
			029.2100.4209		535.64
				Total :	**2,376.41**
87766	8/15/2023	003049 CUMMINS SALES & SERVICE	FS#1: VEH MAINT		
			FS#1: VEH MAINT		
			028.2050.4240		99.07
			FS#1: VEH MAINT		
			029.2100.4240		99.07
				Total :	**198.14**
87767	8/15/2023	000213 DAILY JOURNAL CORPORATION	CUP23-003 NEWSPAPER PUBLICATIONS		
			CUP23-003 NEWSPAPER PUBLICATIONS		
			001.1200.4300		193.20
			DRA23-002 NEWSPAPER PUBLICATIONS		
			DRA23-002 NEWSPAPER PUBLICATIONS		
			001.1200.4300		225.40

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
87767	8/15/2023	000213 DAILY JOURNAL CORPORATION	(Continued)		
			DRA22-011 NEWSPAPER PUBLICATIONS		
			DRA22-011 NEWSPAPER PUBLICATIONS		
			001.1200.4300		257.60
			DRA23-003 NEWSPAPER PUBLICATIONS		
			DRA23-003 NEWSPAPER PUBLICATIONS		
			001.1200.4300		282.90
				Total :	**959.10**
87768	8/15/2023	001035 DEPARTMENT OF JUSTICE	FINGERPRINT APPS-JUL		
			FINGERPRINT APPS-SUBIA		
			001.1600.4236		32.00
			FINGERPRINT APPS-TREJO		
			001.1600.4236		32.00
				Total :	**64.00**
87769	8/15/2023	005599 DM CONTRACTING, INC.	SWK19002 CON MSRI PPE1		
			SWK19002 CON MSRI PPE1		
			017.1350		-1,146.47
			SWK19002 CON ART3 PPE1		
			SWK19002 CON ART3 PPE1		
			005.1350		-1,115.06
			SWK21001 CON SB 1 RMRA PPE1		
			SWK21001 CON SB 1 RMRA PPE1		
			004.1350		-1,904.22
			SWK21001 CON ART3 PPE1		
			SWK21001 CON ART3 PPE1		
			005.1350		-2,741.50
			SWK19002 CON MSRI PPE1		
			SWK19002 CON MSRI PPE1		
			017.8350.6545		22,929.31
			SWK19002 CON ART3 PPE1		
			SWK19002 CON ART3 PPE1		
			005.8320.6545		22,301.20
			SWK21001 CON SB 1 RMRA PPE1		
			SWK21001 CON SB 1 RMRA PPE1		
			004.8310.6545		38,084.48
			SWK21001 CON ART3 PPE1		

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
87769	8/15/2023	005599 DM CONTRACTING, INC.	(Continued)	
			SWK21001 CON ART3 PPE1	
			005.8320.6545	54,830.00
			SWK19002 CON MSRI PPE2	
			SWK19002 CON MSRI PPE2	
			017.1350	-695.03
			SWK19002 CON ART3 PPE2	
			SWK19002 CON ART3 PPE2	
			005.1350	-675.99
			SWK19002 CON MSRI PPE2	
			SWK19002 CON MSRI PPE2	
			017.8350.6545	13,900.57
			SWK19002 CON ART3 PPE2	
			SWK19002 CON ART3 PPE2	
			005.8320.6545	13,519.80
			Total :	**157,287.09**
87770	8/15/2023	000085 EAST VALLEY WATER DISTRICT	ATHLETIC CTR-JUL	
			ATHLETIC CTR-JUL	
			001.6000.4030	279.28
			COMMUNITY PARK-JUL	
			COMMUNITY PARK-JUL	
			001.6000.4030	10,506.33
			LMD 34-JUL	
			LMD 34-JUL	
			012.8500.4030	145.42
			CUNNINGHAM PARK-JUL	
			CUNNINGHAM PARK-JUL	
			016.8540.4030	1,881.00
			COMM CTR-JUL	
			COMM CTR-JUL	
			001.6000.4030	52.70
			LMD 30-JUL	
			LMD 30-JUL	
			012.8500.4030	235.93
			LMD 10-JUL	
			LMD 10-JUL	
			012.8500.4030	1,587.65

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
87770	8/15/2023	000085 EAST VALLEY WATER DISTRICT	(Continued)	
			OAK CREEK PARK-JUL	
			OAK CREEK PARK-JUL	
			016.8540.4030	2,007.38
			LMD 10-JUL	
			LMD 10-JUL	
			012.8500.4030	833.35
			LIBRARY/ELC-JUL	
			LIBRARY/ELC-JUL	
			001.6000.4030	70.27
			CORP YARD-JUL	
			CORP YARD-JUL	
			004.8310.4030	72.25
			CORP YARD-JUL	
			CORP YARD-JUL	
			004.8310.4030	149.40
			CORP YARD-JUL	
			CORP YARD-JUL	
			004.8310.4030	1,242.03
			COMM CTR IRRIGATION-JUL	
			COMM CTR IRRIGATION-JUL	
			001.6000.4030	809.82
			LIBRARY/ELC-JUL	
			LIBRARY/ELC-JUL	
			001.6000.4030	694.46
			YMCA COMMUNITY PARK-JUL	
			YMCA COMMUNITY PARK-JUL	
			001.6000.4030	307.49
			LIBRARY/ELC-JUL	
			LIBRARY/ELC-JUL	
			001.6000.4030	336.28
			ATHLETIC CTR-JUL	
			ATHLETIC CTR-JUL	
			001.6000.4030	35.14
			COMMUNITY PARK-JUL	
			COMMUNITY PARK-JUL	
			001.6000.4030	52.70

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
87770	8/15/2023	000085 000085 EAST VALLEY WATER DISTRICT	(Continued)	Total :	21,298.88
87771	8/15/2023	005358 FLEET SERVICES INC	FS#3: VEH MAINT		
			FS#3: VEH MAINT		
			028.2050.4240		124.30
			FS#3: VEH MAINT		
			029.2100.4240		124.30
				Total :	248.60
87772	8/15/2023	000623 HARBOR FREIGHT TOOLS	FS#1: VEH MAINT		
			FS#1: VEH MAINT		
			028.2050.4240		82.64
			FS#1: VEH MAINT		
			029.2100.4240		82.64
			FS#2: TOOL BOX REPLACEMENT		
			FS#2: TOOL BOX REPLACEMENT		
			028.2050.4203		356.66
			FS#2: TOOL BOX REPLACEMENT		
			029.2100.4203		356.66
				Total :	878.60
87773	8/15/2023	002710 HERNANDEZ, KROONE & ASSOCIATES	DRA22-011-MAY		
			DRA22-011-MAY		
			001.3200.4551		240.00
			DRA22-022-APR		
			DRA22-022-APR		
			001.3200.4551		1,140.00
			DRA22-022-MAY		
			DRA22-022-MAY		
			001.3200.4551		1,470.00
			DRA22-022-JUN		
			DRA22-022-JUN		
			001.3200.4551		202.50
			CUP22-014-MAY		
			CUP22-014-MAY		
			001.3200.4551		80.00
			TSI22-001 TR18893 MEDITERRA-MAR		
			TSI22-001 TR18893 MEDITERRA-MAR		

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
87773	8/15/2023	002710 HERNANDEZ, KROONE & ASSOCIATES	(Continued)	
			001.3200.4551 DRA23-002-APR DRA23-002-APR	236.25
			001.3200.4551 DRA23-002-MAY DRA23-002-MAY	666.25
			001.3200.4551 DRA23-002-JUN DRA23-002-JUN	202.50
			001.3200.4551 GENERAL ENG TS-MAR GENERAL ENG TS-MAR	135.00
			001.3200.4550 GENERAL ENG TS-MAY GENERAL ENG TS-MAY	77.50
			001.3200.4550 GENERAL ENG TS-JUN GENERAL ENG TS-JUN	367.50
			001.3200.4550 CHRUCH ST TRAFFIC SUPPORT-APR CHRUCH ST TRAFFIC SUPPORT-APR	33.75
			023.3890.4582 CUP21-001 T/A-MAR CUP21-001 T/A-MAR	1,093.75
			001.3200.4551 CUP22-002-MAY CUP22-002-MAY	63.75
			001.3200.4551 EXE22-008 RW-MAR EXE22-008 RW-MAR	967.50
			001.3200.4551	93.75
			Total :	**7,070.00**
87774	8/15/2023	005353 IDC CONSULTING ENGINEERS, INC.	BRG12001 DE HBP MAY-JUN BRG12001 DE HBP MAY-JUN	
			030.8495.6813 BRG12001 DE DIF REG MAY-JUN	2,122.52

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
87774	8/15/2023	005353 IDC CONSULTING ENGINEERS, INC.	(Continued)		
			BRG12001 DE DIF REG MAY-JUN		
			007.8330.6813		275.00
				Total :	2,397.52
87775	8/15/2023	001618 INNOVATIVE FEDERAL STRATEGIES	PROFESSIONAL SERVICES-JUL		
			PROFESSIONAL SERVICES-JUL		
			023.3890.4554		4,000.00
				Total :	4,000.00
87776	8/15/2023	004506 INTERNATIONAL CODE COUNCIL	GOVERNMENTAL MEMBER DUES 23/24		
			GOVERNMENTAL MEMBER DUES 23/24		
			001.4500.4310		292.00
				Total :	292.00
87777	8/15/2023	000127 K & L HARDWARE	FS#3: MAINT SUPPLIES		
			FS#3: MAINT SUPPLIES		
			028.2050.4070		41.53
			FS#3: MAINT SUPPLIES		
			029.2100.4070		41.52
			FS#2: MAINT SUPPLIES		
			FS#2: MAINT SUPPLIES		
			028.2050.4206		9.89
			FS#2: MAINT SUPPLIES		
			029.2100.4206		9.88
			FS#1: MAINT SUPPLIES		
			FS#1: MAINT SUPPLIES		
			028.2050.4206		56.01
			FS#1: MAINT SUPPLIES		
			029.2100.4206		56.01
				Total :	214.84
87778	8/15/2023	000207 KONICA MINOLTA	COPIER LEASE-JUL		
			COPIER LEASE-JUL		
			001.2000.4205		603.40
			COPIER LEASE-JUL		
			042.9510.4205		1,698.14
				Total :	2,301.54

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
87779	8/15/2023	000145 MATICH CORPORATION	STR20002A PPE#4 CON SB1 RMRA	
			STR20002A PPE#4 CON SB1 RMRA	
			004.8310.6530	375,135.85
			STR20002A PPE#4 CON SB1 RMRA RET	
			STR20002A PPE#4 CON SB1 RMRA RET	
			004.1350	-18,756.79
			STR20002A PPE#4 CON COSB RET	
			STR20002A PPE#4 CON COSB RET	
			027.1350	-25,201.43
			STR20002A PPE#4 CON EVWD RET	
			STR20002A PPE#4 CON EVWD RET	
			027.1350	-984.00
			STR20002A PPE#4 CON COSB	
			STR20002A PPE#4 CON COSB	
			027.8490.6530	504,028.61
			STR20002A PPE#4 CON EVWD	
			STR20002A PPE#4 CON EVWD	
			027.8490.6530	19,680.00
			Total :	**853,902.24**
87780	8/15/2023	001414 RICHARDS, WATSON & GERSHON	GENERAL-JUN	
			GENERAL-JUN	
			001.1450.4520	7,000.62
			DRA23-002-JUN	
			DRA23-002-JUN	
			001.3200.4551	1,368.00
			STR18001 PM NON PART RDA07-JUN	
			STR18001 PM NON PART RDA07-JUN	
			010.3830.6550	342.00
			CODE ENFORCEMENT CASE#9971-JUN	
			CODE ENFORCEMENT CASE#9971-JUN	
			001.4600.4520	2,641.00
			CODE ENFORCEMENT GEN-JUN	
			CODE ENFORCEMENT GEN-JUN	
			001.4600.4520	1,354.50
			PERSONNEL & LABOR RELATIONS-JUN	
			PERSONNEL & LABOR RELATIONS-JUN	
			001.1450.4520	55.00

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
87780	8/15/2023	001414 RICHARDS, WATSON & GERSHON	(Continued)		
			CODE ENFORCEMENT CASE #4744-JUN		
			CODE ENFORCEMENT CASE #4744-JUN		
			001.4600.4520		702.00
				Total :	**13,463.12**
87781	8/15/2023	000030 SAN BERNARDINO COUNTY SHERIFFS	POLICE SERVICES-AUG		
			POLICE SERVICES-AUG		
			001.2000.4560		1,035,616.00
				Total :	**1,035,616.00**
87782	8/15/2023	003713 SATCOM GLOBAL LTD.	SATTELITE PHONE-JUL		
			SATTELITE PHONES-JUL		
			028.2050.4061		21.38
			SATTELITE PHONES-JUL		
			029.2100.4061		21.37
			SATTELITE PHONES-JUL		
			042.9510.4061		42.75
			SATTELITE PHONES-JUL		
			001.2000.4061		42.75
				Total :	**128.25**
87783	8/15/2023	000487 SMART & FINAL	ANNUAL EMPLOYEE APPRECIATION LUNCHEON		
			ANNUAL EMPLOYEE APPRECIATION LUNCHEON		
			001.1600.4337		84.72
			STAFF APPRECIATION LUNCH		
			STAFF APPRECIATION LUNCH		
			001.1600.4337		17.20
				Total :	**101.92**
87784	8/15/2023	000203 SOUTHERN CALIFORNIA EDISON	AURANTIA PARK-JUL		
			AURANTIA PARK-JUL		
			001.6000.4010		251.99
			SIGNALS-JUL		
			SIGNALS-JUL		
			004.8310.4580		3,090.85
			LS2-JUL		
			LS2-JUL		

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
87784	8/15/2023	000203 SOUTHERN CALIFORNIA EDISON	(Continued)	
			013.8510.4011 LS3-JUL LS3-JUL	94.09
			013.8510.4011 CANYON OAK-JUL CANYON OAK-JUL	411.96
			016.8540.4010 LS2 B CITYWIDE STREET LIGHTS-JUL LS2 B CITYWIDE STREET LIGHTS-JUL	22.88
			013.8510.4011 SIGNALS & LS3-JUL SIGNALS-JUL	16,103.49
			004.8310.4580 LS3-JUL	78.16
			013.8510.4011 LMD 73-JUL LMD 73-JUL	1,052.79
			012.8500.4010 HIGHLAND AVE ALPR-JUL	17.26
			001.2000.4062 SIGNALS-JUL SIGNALS-JUL	13.57
			004.8310.4580 LS3-JUL	75.96
			013.8510.4011 SIGNALS-JUL	91.99
			004.8310.4580 SIGNALS-JUL	54.66
			013.8510.4011 LS2-JUL LS2-JUL	47.51
			013.8510.4011 LS3&2 & SIGNALS-JUL LS3&2-JUL	1,224.61
			013.8510.4011 SIGNALS-JUL	540.50
			004.8310.4580	204.74

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
87784	8/15/2023	000203 SOUTHERN CALIFORNIA EDISON	(Continued)		
			LMD 30-JUL		
			LMD 30-JUL		
			012.8500.4010		17.93
			LMD 20-JUL		
			LMD 20-JUL		
			012.8500.4010		17.50
			LMD 10-JUL		
			LMD 10-JUL		
			012.8500.4010		46.51
			LMD 37-JUL		
			LMD 37-JUL		
			012.8500.4010		17.50
			BASE LINE MEDIAN-JUL		
			BASE LINE MEDIAN-JUL		
			004.8310.4010		460.21
			LS2 B-JUL		
			LS2 B-JUL		
			013.8510.4011		20.53
				Total :	**23,957.19**
87785	8/15/2023	000203 SOUTHERN CALIFORNIA EDISON	LS1-JUL		
			LS1-JUL		
			013.8510.4011		9,195.77
			LMDS-JUL		
			LMD 10-JUL		
			012.8500.4010		20.35
			LMD 22-JUL		
			012.8500.4010		17.50
			LMD 03-JUL		
			012.8500.4010		16.78
			LMD 16-JUL		
			012.8500.4010		17.02
			LMD 44-JUL		
			012.8500.4010		17.26
			LMD 17-JUL		
			012.8500.4010		74.86
			LMD 47-JUL		

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
87785	8/15/2023	000203 SOUTHERN CALIFORNIA EDISON	(Continued)	
			012.8500.4010 LMD 29-JUL	17.83
			012.8500.4010 LMD 08-JUL	17.26
			012.8500.4010 LMD 09-JUL	17.26
			012.8500.4010 LMD 02-JUL	17.50
			012.8500.4010 LMD 35-JUL	17.26
			012.8500.4010 LMD 01-JUL	17.26
			012.8500.4010 LMD 31-JUL	17.26
			012.8500.4010 LMD 21-JUL	17.50
			012.8500.4010 LMD 0D-JUL	17.26
			012.8500.4010 LMD 15-JUL	17.50
			012.8500.4010 LMD 02-JUL	35.00
			012.8500.4010 LMD 04-JUL	34.52
			012.8500.4010 LMD 07-JUL	17.50
			012.8500.4010 LMD 06-JUL	16.02
			012.8500.4010 LMD 05-JUL	15.78
			012.8500.4010 LMD 10-JUL	17.02
			012.8500.4010 LMD 02-JUL	17.50
			012.8500.4010 LMD 34-JUL	17.26

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
87785	8/15/2023	000203 SOUTHERN CALIFORNIA EDISON	(Continued)	
			012.8500.4010 LMD 36-JUL	17.50
			012.8500.4010 LMD 20-JUL	34.52
			012.8500.4010 HIGHLAND PARK-JUL	17.26
			HIGHLAND PARK-JUL 001.6000.4010	756.09
			Total :	**10,529.40**
87786	8/15/2023	006127 STAPLES BUSINESS CREDIT	FS#1: 30% RECYCLED PAPER DIVIDERS	
			FS#1: 30% RECYCLED PAPER DIVIDERS 029.2100.4200	14.22
			FS#1: 30% RECYCLED PAPER DIVIDERS 028.2050.4200	14.21
			FS#1: OFFICE SUPPLIES 029.2100.4200	43.11
			FS#1: OFFICE SUPPLIES 028.2050.4200	43.11
			OFFICE SUPPLIES 30% RECYCLED COPY PAPER	
			042.9510.4200 OFFICE SUPPLIES	422.29
			001.0500 OFFICE SUPPLIES	84.28
			OFFICE SUPPLIES 001.0500	20.03
			FS#1: OFFICE SUPPLIES FS#1: OFFICE SUPPLIES	
			029.2100.4200 FS#1: OFFICE SUPPLIES	48.48
			028.2050.4200 FS#1: OFFICE SUPPLIES	48.48
			FS#1: OFFICE SUPPLIES 029.2100.4200	45.56
			FS#1: OFFICE SUPPLIES 028.2050.4200	45.54

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
87786	8/15/2023	006127 006127 STAPLES BUSINESS CREDIT	(Continued)	Total :	829.31
87787	8/15/2023	000636 STEVEN ENTERPRISES INC	VARIOUS TONERS VARIOUS TONERS 001.3200.4200		962.65
				Total :	962.65
87788	8/15/2023	006204 SYNDICATED MEDIA GROUP	EOE AD VETERAN JOURNAL & BLACK MEDIA NEW EOE AD BLACK MEDIA NEWS 001.1600.4300		295.00
			EOE AD VETERAN JOURNAL 001.1600.4300		295.00
				Total :	590.00
87789	8/15/2023	003044 THOMSON REUTERS WEST	CODE BOOKS-AUG CODE BOOKS-AUG 001.1200.4626		1,447.41
				Total :	1,447.41
87790	8/15/2023	004920 TKE ENGINEERING	STR18-001 NON PART LOCAL RDA07-MAY-JUN STR18-001 NON PART LOCAL RDA07-MAY-JUN 010.3830.6550		5,865.00
			SWK19-002 NON PART LOCAL MSRI-MAY-JUN SWK19-002 NON PART LOCAL MSRI-MAY-JUN 017.8350.6530		98.42
			SWK21-001 CE LOCAL MSRI-MAY-JUN SWK21-001 CE LOCAL MSRI-MAY-JUN 017.8350.6530		66.76
			SWK21-001 CE ART3-MAY-JUN SWK21-001 CE ART3-MAY-JUN 005.8320.6545		64.82
			BRG12-001 PM LOCAL DIF REG-MAY-JUN BRG12-001 PM LOCAL DIF REG-MAY-JUN 007.8330.6813		2,185.00
			STR20-002 DE LOCAL RDA07-MAY-JUN STR20-002 DE LOCAL RDA07-MAY-JUN 010.3830.6550		29.70
			STR20-002 DE DIF LOCAL-MAY-JUN STR20-002 DE DIF LOCAL-MAY-JUN		

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
87790	8/15/2023	004920 TKE ENGINEERING	(Continued)	
			007.8330.6550 STR20-002 DE COSB-MAY-JUN STR20-002 DE COSB-MAY-JUN	14.42
			027.8490.6550 SIG19-001 CE ARPA-MAY-JUN SIG19-001 CE ARPA-MAY-JUN	30.88
			030.8495.6550 SWK19-002 NON PART LOCAL MSRI-MAY-JUN SWK19-002 NON PART LOCAL MSRI-MAY-JUN	1,005.00
			017.8350.6530 SWK21-001 CE LOCAL MSRI-MAY-JUN SWK21-001 CE LOCAL MSRI-MAY-JUN	5,909.30
			017.8350.6530 SWK21-001 CE ART3-MAY-JUN SWK21-001 CE ART3-MAY-JUN	4,008.82
			005.8320.6545 CENTRAL & 10TH: ALL WAY STOP-APR-JUN CENTRAL & 10TH: ALL WAY STOP-APR-JUN	3,891.88
			023.3890.4550	327.00
			Total :	**23,497.00**
87792	8/15/2023	004920 TKE ENGINEERING	FIN23-001 MISC PERMITS/INSP-MAY-JUN FIN23-001 MISC PERMITS/INSP-MAY-JUN	
			001.3200.4551 FIN23-001 MISC PERMITS/INSP-MAY-JUN FIN23-001 MISC PERMITS/INSP-MAY-JUN	515.00
			001.3200.4551 SLC23-003 MISC PERMITS/INSP-MAY-JUN SLC23-003 MISC PERMITS/INSP-MAY-JUN	427.50
			001.3200.4551 PGC23-001 MISC PERMITS/INSP-MAY-JUN PGC23-001 MISC PERMITS/INSP-MAY-JUN	57.50
			001.3200.4551 FIN23-002 MISC PERMITS/INSP-MAY-JUN FIN23-002 MISC PERMITS/INSP-MAY-JUN	1,380.00
			001.3200.4551 STC23-001 MISC PERMITS/INSP-MAY-JUN	275.00

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
87792	8/15/2023	004920 TKE ENGINEERING	(Continued)	
			STC23-001 MISC PERMITS/INSP-MAY-JUN	
			001.3200.4551	852.50
			HYD23-003 MISC PERMITS/INSP-MAY-JUN	
			HYD23-003 MISC PERMITS/INSP-MAY-JUN	
			001.3200.4551	660.00
			PGC23-002 MISC PERMITS/INSP-MAY-JUN	
			PGC23-002 MISC PERMITS/INSP-MAY-JUN	
			001.3200.4551	1,402.50
			LDR23-004 MISC PERMITS/INSP-MAY-JUN	
			LDR23-004 MISC PERMITS/INSP-MAY-JUN	
			001.3200.4551	257.50
			LDR23-005 MISC PERMTIS/INSPMAY-JUN	
			LDR23-005 MISC PERMTIS/INSPMAY-JUN	
			001.3200.4551	602.50
			LDR23-006 MSIC PERMITS/INSP-MAY-JUN	
			LDR23-006 MSIC PERMITS/INSP-MAY-JUN	
			001.3200.4551	230.00
			STI22-008 MISC PERMITS/INSP-MAY-JUN	
			STI22-008 MISC PERMITS/INSP-MAY-JUN	
			001.3200.4551	515.00
			STI22-009 MISC PERMITS/INSP-MAY-JUN	
			STI22-009 MISC PERMITS/INSP-MAY-JUN	
			001.3200.4551	515.00
			SDI22-001 MISC PERMITS/INSP-MAY-JUN	
			SDI22-001 MISC PERMITS/INSP-MAY-JUN	
			001.3200.4551	463.50
			SLI23-002 MISC PERMITS/INSP-MAY-JUN	
			SLI23-002 MISC PERMITS/INSP-MAY-JUN	
			001.3200.4551	154.50
			EXE23-002 MISC PERMITS/INSP-MAY-JUN	
			EXE23-002 MISC PERMITS/INSP-MAY-JUN	
			001.3200.4551	618.00
			PGI23-001 MISC PERMITS/INSP-MAY-JUN	
			PGI23-001 MISC PERMITS/INSP-MAY-JUN	
			001.3200.4551	103.00
			SDI23-001 MISC PERMITS/INSP-MAY-JUN	
			SDI23-001 MISC PERMITS/INSP-MAY-JUN	

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
87792	8/15/2023	004920 TKE ENGINEERING	(Continued)	
			001.3200.4551 SWI22-001 MISC PERMITS/INSP-MAY-JUN	3,141.50
			SWI22-001 MISC PERMITS/INSP-MAY-JUN 001.3200.4551 WTI23-001 MISC PERMITS/INSP-MAY-JUN	309.00
			WTI23-001 MISC PERMITS/INSP-MAY-JUN 001.3200.4551 SLC22.001 MISC PERMITS/INSP-MAY-JUN	309.00
			SLC22.001 MISC PERMITS/INSP-MAY-JUN 001.3200.4551 SLC22-001 MISC PERMITS/INSP-MAY-JUN	400.00
			SLC22-001 MISC PERMITS/INSP-MAY-JUN 001.3200.4551 RGI22-003 MISC PERMITS/INSP-MAY-JUN	285.00
			RGI22-003 MISC PERMITS/INSP-MAY-JUN 001.3200.4551 WIN23-003 MISC PERMITS/INSP-MAY-JUN	51.50
			WIN23-003 MISC PERMITS/INSP-MAY-JUN 001.3200.4551 STI21-002 MISC PERMITS/INSP-MAY-JUN	206.00
			STI21-002 MISC PERMITS/INSP-MAY-JUN 001.3200.4551 STI21-001 MISC PERMITS/INSP-MAY-JUN	154.50
			STI21-001 MISC PERMITS/INSP-MAY-JUN 001.3200.4551 TSI22-001 MISC PERMITS/INSP-MAY-JUN	257.50
			TSI22-001 MISC PERMITS/INSP-MAY-JUN 001.3200.4551 PGI22-006 MISC PERMITS/INSP-MAY-JUN	463.50
			PGI22-006 MISC PERMITS/INSP-MAY-JUN 001.3200.4551 WIN22-001 MISC PERMITS/INSP-MAY-JUN	27.50
			WIN22-001 MISC PERMITS/INSP-MAY-JUN 001.3200.4551 WIN23-001 MISC PERMITS/INSP-MAY-JUN	257.50
			WIN23-001 MISC PERMITS/INSP-MAY-JUN 001.3200.4551	360.50

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
87792	8/15/2023	004920 TKE ENGINEERING	(Continued)	
			EXE20-001 MISC PERMITS/INSP-MAY-JUN	
			EXE20-001 MISC PERMITS/INSP-MAY-JUN	
			001.3200.4551	103.00
			EXE22-008 MISC PERMITS/INSP-MAY-JUN	
			EXE22-008 MISC PERMITS/INSP-MAY-JUN	
			001.3200.4551	3,117.00
			FIXED FEE MISC PERMITS/INSP-MAY-JUN	
			FIXED FEE MISC PERMITS/INSP-MAY-JUN	
			001.3200.4551	206.00
			351-22-001 SCG PERMIT/INSP	
			351-22-001 SCG PERMIT/INSP	
			001.3200.4551	103.00
			351-22-044 SCG PERMIT/INSP-MAY-JUN	
			351-22-044 SCG PERMIT/INSP-MAY-JUN	
			001.3200.4551	103.00
			351-22-053 SCG PERMIT/INSP-MAY-JUN	
			351-22-053 SCG PERMIT/INSP-MAY-JUN	
			001.3200.4551	154.50
			351-23-013 SCG PERMIT/INSP FIXED FEE	
			351-23-013 SCG PERMIT/INSP FIXED FEE	
			001.3200.4551	206.00
			351-23-016 SCG PERMIT/INSP FIXED	
			351-23-016 SCG PERMIT/INSP FIXED	
			001.3200.4551	257.50
			351-23-017 SCG PERMIT/INSP FIXED	
			351-23-017 SCG PERMIT/INSP FIXED	
			001.3200.4551	257.50
			351-23-018 SCG PERMIT/INSP FIXED	
			351-23-018 SCG PERMIT/INSP FIXED	
			001.3200.4551	154.50
			EXE22-018 MISC PERMITS/INSP-MAY-JUN	
			EXE22-018 MISC PERMITS/INSP-MAY-JUN	
			001.3200.4551	206.00
			FIXED FEE MISC PERMIT/INSP-MAY-JUN	
			FIXED FEE MISC PERMIT/INSP-MAY-JUN	
			001.3200.4551	463.50
			ENC23-002 MISC PERMITS/INSP-MAY-JUN	

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
87792	8/15/2023	004920 TKE ENGINEERING	(Continued)	
			ENC23-002 MISC PERMITS/INSP-MAY-JUN	
			001.3200.4551	412.00
			350-23-003 ATT MISC PERMITS/INSP-APR-JUN	
			350-23-003 ATT MISC PERMITS/INSP-APR-JUN	
			001.3200.4551	103.00
			350-23-007 ATT MISC PERMITS/INSP FIXED	
			350-23-007 ATT MISC PERMITS/INSP FIXED	
			001.3200.4551	154.50
			350-23-008 ATT MISC PERMITS/INSP FIXED	
			350-23-008 ATT MISC PERMITS/INSP FIXED	
			001.3200.4551	412.00
			350-14-014 ATT MISC PERMITS/INSP FIXED	
			350-14-014 ATT MISC PERMITS/INSP FIXED	
			001.3200.4551	309.00
			Total :	**21,974.00**
87793	8/15/2023	004920 TKE ENGINEERING	BRG07001 NON PART LOCAL RDA07-MAY	
			BRG07001 NON PART LOCAL RDA07-MAY	
			010.3830.6813	1,782.50
			GENERAL ENG SRVS CAPITAL PROJECTS-MAY	
			GENERAL ENG SRVS CAPITAL PROJECTS-MAY	
			023.3890.4550	220.00
			OLA20002 PM MSRI-MAY	
			OLA20002 PM MSRI-MAY	
			017.8350.6550	57.50
			OLA23001 PM MSRI-MAY	
			OLA23001 PM MSRI-MAY	
			023.3890.4550	57.50
			STR17001 NON PART ARPA-MAY	
			STR17001 NON PART ARPA-MAY	
			030.8495.6550	977.50
			STR17002 PM CCF 2017-MAY	
			STR17002 PM CCF 2017-MAY	
			027.8490.6550	690.00
			STR20002 PM COSB-MAY	
			STR20002 PM COSB-MAY	
			027.8490.6550	47.33

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
87793	8/15/2023	004920 TKE ENGINEERING	(Continued)	
			STR20002 PM DIF LOC-MAY	
			STR20002 PM DIF LOC-MAY	
			007.8330.6550	67.67
			STR22002 PM GCF-MAY	
			STR22002 PM GCF-MAY	
			023.3890.4550	57.50
			SWK19002 PM MSRI-MAY	
			SWK19002 PM MSRI-MAY	
			017.8350.6545	115.00
			SDR17001 PM DIF LOC-MAY	
			SDR17001 PM DIF LOC-MAY	
			007.8330.6600	230.00
			BRG07001 NON PART LOCAL RDA07-JUN	
			BRG07001 NON PART LOCAL RDA07-JUN	
			010.3830.6813	1,610.00
			GENERAL ENG SRVS CAPITAL PROJECTS-JUN	
			GENERAL ENG SRVS CAPITAL PROJECTS-JUN	
			023.3890.4550	610.00
			OLA23001 PM MSRI-JUN	
			OLA23001 PM MSRI-JUN	
			023.3890.4550	115.00
			SDR17001 PM DIF LOC-JUN	
			SDR17001 PM DIF LOC-JUN	
			007.8330.6600	230.00
			STR07004A PM RDA07-JUN	
			STR07004A PM RDA07-JUN	
			010.3830.6600	287.50
			STR17001 NON PART ARPA -JUN	
			STR17001 NON PART ARPA -JUN	
			030.8495.6550	1,150.00
			STR17002 PM CCF 2017-JUN	
			STR17002 PM CCF 2017-JUN	
			027.8490.6550	1,092.50
			STR22002 PM GCF-JUN	
			STR22002 PM GCF-JUN	
			023.3890.4550	172.50
			SWK19001 PM MSRI-JUN	

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
87793	8/15/2023	004920 TKE ENGINEERING	(Continued)	
			SWK19001 PM MSRI-JUN	
			017.8350.6545	287.50
			Total :	**9,857.50**
87794	8/15/2023	004920 TKE ENGINEERING	SLC23-004 MISC PERMITS/INSP-MAY-JUN	
			SLC23-004 MISC PERMITS/INSP-MAY-JUN	
			001.3200.4551	220.00
			FIN23-003 MISC PERMIT/INSP-MAY-JUN	
			FIN23-003 MISC PERMIT/INSP-MAY-JUN	
			001.3200.4551	1,117.50
			EXE22-017 MISC PERMIT/INSP-MAY-JUN	
			EXE22-017 MISC PERMIT/INSP-MAY-JUN	
			001.3200.4551	103.00
			PGI22-007 MISC PERMIT/INSP-MAY-JUN	
			PGI22-007 MISC PERMIT/INSP-MAY-JUN	
			001.3200.4551	103.00
			342-22-003 EVWD PERMIT/INSP-MAY-JUN	
			342-22-003 EVWD PERMIT/INSP-MAY-JUN	
			001.3200.4551	566.50
			STI21-003 MISC PERMIT/INSP-MAY-JUN	
			STI21-003 MISC PERMIT/INSP-MAY-JUN	
			001.3200.4551	103.00
			PGI22-002 MISC PERMIT/INSP-MAY-JUN	
			PGI22-002 MISC PERMIT/INSP-MAY-JUN	
			001.3200.4551	103.00
			FIXED FEE PERMIT/INSP-MAY-JUN	
			353-23-021 FIXED FEE MISC	
			001.3200.4551	103.00
			353-23-024 FIXED FEE MISC	
			001.3200.4551	103.00
			353-23-028 FIXED FEE MISC	
			001.3200.4551	103.00
			353-23-030 FIXED FEE MISC	
			001.3200.4551	154.50
			353-23-037 FIXED FEE MISC	
			001.3200.4551	103.00
			353-23-045 FIXED FEE MISC	

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
87794	8/15/2023	004920 TKE ENGINEERING	(Continued)		
			001.3200.4551		103.00
			353-23-046 FIXED FEE MISC		
			001.3200.4551		103.00
			FIXED FEE MISC PERMIT/INSP-APR-MAY		
			FIXED FEE MISC PERMIT/INSP-APR-MAY		
			001.3200.4551		257.50
			PGI21-001 MISC PERMIT/INSP-MAR-JUN		
			PGI21-001 MISC PERMIT/INSP-MAR-JUN		
			001.3200.4551		1,400.00
			LDR23-003 MISC PERMIT/INSP-MAY-JUN		
			LDR23-003 MISC PERMIT/INSP-MAY-JUN		
			001.3200.4551		192.50
				Total :	**4,938.50**
87795	8/15/2023	003689 TPX COMMUNICATIONS	CITY HALL/CORP YARD PHONES-JUL		
			CITY HALL PHONES-JUL		
			042.9510.4060		1,404.47
			CORP YARD PHONES-JUL		
			004.8310.4060		294.41
				Total :	**1,698.88**
87796	8/15/2023	005337 VAN LANT & FANKHANEL, LLP	CITY AUDIT 22/23		
			CITY AUDIT 22/23		
			001.1700.4510		11,000.00
				Total :	**11,000.00**
87797	8/15/2023	000979 VERIZON WIRELESS	CELL PHONE/AIR CARDS-JUL		
			CELL PHONES-JUL		
			001.2000.4061		169.20
			AIR CARDS-JUL		
			001.2000.4062		1,064.34
			CELL PHONES-JUL		
			001.6000.4061		79.94
			CELL PHONES-JUL		
			001.6010.4061		31.27
			CELL PHONES-JUL		
			004.8310.4061		150.98

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
87797	8/15/2023	000979 VERIZON WIRELESS	(Continued)		
			AIR CARDS-JUL		
			004.8310.4062		38.01
			CELL PHONES-JUL		
			028.2050.4061		144.81
			FS#1 IPAD-JUL		
			028.2050.4203		399.64
			AIR CARDS-JUL		
			028.2050.4062		304.08
			AIR CARDS-JUL		
			042.9510.4062		40.01
			CELL PHONES-JUL		
			042.9510.4061		789.01
			AIR CARDS-JUL		
			042.9510.4062		194.05
				Total :	**3,405.34**
87798	8/15/2023	000233 WAXIE SANITARY SUPPLY	FS#2: JANITORIAL SUPPLIES		
			FS#2: JANITORIAL SUPPLIES		
			028.2050.4055		182.04
			FS#2: JANITORIAL SUPPLIES		
			029.2100.4055		182.04
			FS#1: JANITORIAL SUPPLIES		
			FS#1: JANITORIAL SUPPLIES		
			028.2050.4055		121.93
			FS#1: JANITORIAL SUPPLIES		
			029.2100.4055		121.92
			FS#2: JANITORIAL SUPPLIES		
			FS#2: JANITORIAL SUPPLIES		
			028.2050.4055		93.54
			FS#2: JANITORIAL SUPPLIES		
			029.2100.4055		93.54
				Total :	**795.01**
87799	8/15/2023	006173 WEST COAST FIRE SALES	FS#2: SEAT BELT REPAIR		
			FS#2: SEAT BELT REPAIR		
			028.2050.4240		379.82
			FS#2: SEAT BELT REPAIR		

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
87799	8/15/2023	006173 WEST COAST FIRE SALES	(Continued)	
			029.2100.4240	379.82
			Total :	759.64
87800	8/15/2023	000237 WILLDAN ASSOCIATES	BUILDING & SAFETY PLAN CHECK-JUL	
			BUILDING & SAFETY PLAN CHECK-JUL	
			001.4500.4540	6,660.00
			BUILDING & SAFETY INSP-JUL	
			BUILDING & SAFETY INSP-JUL	
			001.4500.4540	22,652.50
			PERMIT TECH-JUL	
			PERMIT TECH-JUL	
			001.4500.4540	3,900.00
			OLA22-001 CE CDBG-MAY	
			OLA22-001 CE CDBG-MAY	
			006.8400.6550	2.38
			OLA20-002 CE CDBG-MAY	
			OLA20-002 CE CDBG-MAY	
			006.8400.6550	-2.38
			OLA20-002 CE CDBG-JUN	
			OLA20-002 CE CDBG-JUN	
			006.8400.6550	437.59
			OLA22-001 CE CDBG-JUN	
			OLA22-001 CE CDBG-JUN	
			006.8400.6550	673.05
			ICH17006 PM SMBMI-IGG	
			ICH17006 PM SMBMI-IGG	
			027.8490.6813	2,181.25
			Total :	36,504.39

41 Vouchers for bank code : wfb — Bank total : 2,261,216.49

41 Vouchers in this report — Total vouchers : 2,261,216.49

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
87801	8/22/2023	005771 AMAZON CAPITAL SERVICES	EMERGENCY KIT SUPPLIES		
			EMERGENCY KIT SUPPLIES		
			042.9510.4260		70.19
			IPHONE CHARGING CABLES		
			IPHONE CHARGING CABLES		
			042.9510.4208		65.40
				Total :	**135.59**
87802	8/22/2023	000433 ARROWHEAD UNITED WAY	BENE152740		
			BENE152740		
			001.1180		11.27
			BENE152740		
			004.1180		0.76
			BENE152740		
			041.1180		2.25
			BENE152740		
			070.1180		0.72
				Total :	**15.00**
87803	8/22/2023	002480 CASC ENGINEERING & CONSULTING	FWQ19003 CLOSED-JUL		
			FWQ19003 CLOSED-JUL		
			001.3200.4551		140.00
			WQP21-002-JUL		
			WQP21-002-JUL		
			001.3200.4551		682.50
			WQP22-002-JUL		
			WQP22-002-JUL		
			001.3200.4551		402.50
			WQP22-003-JUL		
			WQP22-003-JUL		
			001.3200.4551		315.00
			WQP22-011-JUL		
			WQP22-011-JUL		
			001.3200.4551		87.50
			FWQ23-002-JUL		
			FWQ23-002-JUL		
			001.3200.4551		770.00

Bank code : wfb

Voucher	Date	Vendor		Description/Account		Amount
87803	8/22/2023	002480	CASC ENGINEERING & CONSULTING	(Continued)		
				FWQ19-001-JUL		
				FWQ19-001-JUL		
				001.3200.4551		140.00
				FWQ20-002-JUL		
				FWQ20-002-JUL		
				001.3200.4551		140.00
				FWQ21-002-JUL		
				FWQ21-002-JUL		
				001.3200.4551		140.00
				EXE22-008-JUL		
				EXE22-008-JUL		
				001.3200.4551		140.00
				FWQ21-007-JUL		
				FWQ21-007-JUL		
				001.3200.4551		140.00
				FWQ20-002-JUL		
				FWQ20-002-JUL		
				001.3200.4551		140.00
					Total :	**3,237.50**
87804	8/22/2023	005891	CATAPULTK12	WE TIP CALL CENTER SERVICE		
				WE TIP CALL CENTER SERVICE		
				001.2000.4563		3,296.34
					Total :	**3,296.34**
87805	8/22/2023	006099	CHARTER COMMUNICATIONS	FS#3: TELE/INT-AUG		
				FS#3: TELE/INT-AUG		
				028.2050.4065		220.20
				FS#3: TELE/INT-AUG		
				029.2100.4065		220.18
					Total :	**440.38**
87806	8/22/2023	006099	CHARTER COMMUNICATIONS	FS#1: TELE/INT-AUG		
				FS#1: TELE/INT-AUG		
				028.2050.4065		181.34
				FS#1: TELE/INT-AUG		
				029.2100.4065		181.34

Bank code : wfb

Voucher	Date	Vendor		Description/Account		Amount
87806	8/22/2023	006099	006099 CHARTER COMMUNICATIONS	(Continued)	Total :	362.68
87807	8/22/2023	006099	CHARTER COMMUNICATIONS	FS#2: TELE/INT-AUG		
				FS#2: TELE/INT-AUG		
				028.2050.4065		106.13
				FS#2: TELE/INT-AUG		
				029.2100.4065		106.12
					Total :	212.25
87808	8/22/2023	000213	DAILY JOURNAL CORPORATION	NEWSPAPER PUBLICATIONS		
				NEWSPAPER PUBLICATIONS		
				001.1200.4300		276.00
					Total :	276.00
87809	8/22/2023	001764	DEPENDABLE COFFEE & WATER SVC.	COUNCIL COOLER RENTAL & WATER-AUG		
				COUNCIL COOLER RENTAL & WATER-AUG		
				042.9510.4200		22.93
					Total :	22.93
87810	8/22/2023	004781	DIMAS, ENRIQUE	UNIFORM REIMB-DIMAS		
				UNIFORM REIMB-DIMAS		
				001.2000.4566		156.15
					Total :	156.15
87811	8/22/2023	000085	EAST VALLEY WATER DISTRICT	LMD17-B-AUG		
				LMD17-B-AUG		
				012.8500.4030		374.35
				LMD 11-AUG		
				LMD 11-AUG		
				012.8500.4030		486.93
				LMD 55-AUG		
				LMD 55-AUG		
				012.8500.4030		672.53
				LMD 17-D-AUG		
				LMD 17-D-AUG		
				012.8500.4030		48.48
				LMD 25-AUG		
				LMD 25-AUG		
				012.8500.4030		242.36

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
87811	8/22/2023	000085 EAST VALLEY WATER DISTRICT	(Continued)		
			LMD 17-C-AUG		
			LMD 17-C-AUG		
			012.8500.4030		206.88
			LMD 76-AUG		
			LMD 76-AUG		
			012.8500.4030		145.44
			LMD 17-A-AUG		
			LMD 17-A-AUG		
			012.8500.4030		98.48
			SEELEY PARK-AUG		
			SEELEY PARK-AUG		
			016.8540.4030		87.78
			LMD 43-AUG		
			LMD 43-AUG		
			012.8500.4030		233.57
			LMD 47-AUG		
			LMD 47-AUG		
			012.8500.4030		265.26
			LMD 16-AUG		
			LMD 16-AUG		
			012.8500.4030		50.12
				Total :	**2,912.18**
87812	8/22/2023	002190 ENGINEERING RESOURCES OF SO CA	SDR06-002 DE RDA07-JUL		
			SDR06-002 DE RDA07-JUL		
			010.3830.6600		3,684.15
				Total :	**3,684.15**
87813	8/22/2023	000090 FEDEX	OVERNIGHT MAIL		
			OVERNIGHT MAIL		
			001.4600.4210		81.25
				Total :	**81.25**
87814	8/22/2023	005018 FLYERS ENERGY, LLC	FUEL-JUL		
			FUEL-JUL		
			001.2000.4220		5,216.74
			FUEL-JUL		

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
87814	8/22/2023	005018 FLYERS ENERGY, LLC	(Continued)	
			001.4200.4220 FUEL-JUL	52.59
			001.4600.4220 FUEL-JUL	289.99
			001.6000.4220 FUEL-JUL	148.16
			001.6010.4220 FUEL-JUL	158.78
			004.8310.4220 FUEL-JUL	555.57
			028.2050.4220 FUEL-JUL	1,058.10
			029.2100.4220 FUEL-JUL	1,058.10
			042.9510.4220	37.07
			Total :	**8,575.10**
87815	8/22/2023	006148 GRANITE CONSTRUCTION CO	STR18001 PPE#8 CON SB1 LPP STR18001 PPE#8 CON SB1 LPP	
			027.8490.6550 STR18001 PPE#8 CON SB1 LPP RET STR18001 PPE#8 CON SB1 LPP RET	164,605.49
			027.1350 STR18001 PPE#8 CON EDA RET STR18001 PPE#8 CON EDA RET	-8,230.27
			030.1350 STR18001 PPE#8 CON IVDA RET STR18001 PPE#8 CON IVDA RET	-19,151.88
			027.1350 STR18001 PPE#8 CON RDA RET STR18001 PPE#8 CON RDA RET	-6,037.35
			010.1350 STR18001 PPE#8 CON SMBMI RET STR18001 PPE#8 CON SMBMI RET	-6,039.40
			027.1350 STR18001 PPE#8 CON EDA STR18001 PPE#8 CON EDA	-6,037.35

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
87815	8/22/2023	006148 GRANITE CONSTRUCTION CO	(Continued)	
			030.8495.6550	383,037.62
			STR18001 PPE#8 CON IVDA	
			STR18001 PPE#8 CON IVDA	
			027.8490.6550	120,747.09
			STR18001 PPE#8 CON RDA	
			STR18001 PPE#8 CON RDA	
			010.3830.6550	120,788.04
			STR18001 PPE#8 CON RDA LABOR COMP	
			STR18001 PPE#8 CON RDA LABOR COMP	
			010.3830.6550	-10,000.00
			STR18001 PPE#8 CON SMBMI	
			STR18001 PPE#8 CON SMBMI	
			027.8490.6550	120,747.09
			Total :	**854,429.08**
87816	8/22/2023	003947 HDR ENGINEERING, INC.	STR17-002 CE CCF 2017-JUL	
			STR17-002 CE CCF 2017-JUL	
			027.8490.6550	9,108.00
			Total :	**9,108.00**
87817	8/22/2023	000207 KONICA MINOLTA	COPIER LEASE-AUG	
			COPIER LEASE-AUG	
			001.2000.4205	603.40
			COPIER LEASE-AUG	
			042.9510.4205	1,698.14
			Total :	**2,301.54**
87818	8/22/2023	001193 LIFE ASSIST, INC.	FS#1: PPE SUPPLIES	
			FS#1: PPE SUPPLIES	
			030.8495.4349	183.18
			Total :	**183.18**
87819	8/22/2023	000190 SAN BERNARDINO COUNTY	ICH09-02A CON LOCAL RDA07-MAR	
			ICH09-02A CON LOCAL RDA07-MAR	
			010.3830.6813	89,882.00
			Total :	**89,882.00**
87820	8/22/2023	004623 SAN BERNARDINO COUNTY, FIRE PROT	ILLEGALLY DUMPED VSCG WASTE DISPOSAL	

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
87820	8/22/2023	004623 SAN BERNARDINO COUNTY, FIRE PROT	(Continued)	
			ILLEGALLY DUMPED VSCG WASTE DISPOSAL	
			001.4200.4596	1,044.51
			Total :	**1,044.51**
87821	8/22/2023	000203 SOUTHERN CALIFORNIA EDISON	LS3-AUG	
			LS3-AUG	
			013.8510.4011	49.64
			SIGNALS-AUG	
			SIGNALS-AUG	
			004.8310.4580	56.06
			Total :	**105.70**
87822	8/22/2023	001527 STERICYCLE INC.	SHREDDING SERVICE-JUL-AUG	
			SHREDDING SERVICE-JUL-AUG	
			001.1200.4626	282.01
			Total :	**282.01**
87823	8/22/2023	000636 STEVEN ENTERPRISES INC	ANNUAL MAINTENANCE OCE 7050 23/24	
			ANNUAL MAINTENANCE OCE 7050 23/24	
			001.3200.4245	1,486.00
			Total :	**1,486.00**
87824	8/22/2023	004920 TKE ENGINEERING	PGI23-003 PERMIT/INSP-MAY-JUN	
			PGI23-003 PERMIT/INSP-MAY-JUN	
			001.3200.4551	2,935.50
			Total :	**2,935.50**
1002438266	8/22/2023	000004 PUBLIC EMPLOYEE RETIREMENT SYS	GASB 68 REPORT 22/23	
			GASB 68 REPORT CLASSIC 22/23	
			001.1700.4510	350.00
			GASB 68 REPORT PEPRA 22/23	
			001.1700.4510	350.00
			Total :	**700.00**

25 Vouchers for bank code : wfb — **Bank total : 985,865.02**

25 Vouchers in this report — **Total vouchers : 985,865.02**

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
825	8/25/2023	000003 ICMA RETIREMENT TRUST-457	ICMA DEFERRED COMP 457: PAYMENT		
			ICMA DEFERRED COMP 457: Payment 001.1170		10,968.65
			ICMA DEFERRED COMP 457: Payment 004.1170		2,181.37
			ICMA DEFERRED COMP 457: Payment 010.1170		940.77
			ICMA DEFERRED COMP 457: Payment 012.1170		12.50
			ICMA DEFERRED COMP 457: Payment 016.1170		12.50
			ICMA DEFERRED COMP 457: Payment 023.1170		83.99
			ICMA DEFERRED COMP 457: Payment 024.1170		12.00
			ICMA DEFERRED COMP 457: Payment 041.1170		369.50
			ICMA DEFERRED COMP 457: Payment 042.1170		121.50
			ICMA DEFERRED COMP 457: Payment 070.1170		311.64
				Total :	**15,014.42**
826	8/25/2023	000004 PUBLIC EMPLOYEE RETIREMENT SYS	EPMC: PAYMENT		
			EPMC: Payment 001.1145		617.44
			EPMC: Payment 004.1145		148.76
			EPMC: Payment 010.1145		53.02
			EPMC: Payment 012.1145		2.84
			EPMC: Payment 016.1145		2.84
			EPMC: Payment 023.1145		7.95

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
826	8/25/2023	000004 PUBLIC EMPLOYEE RETIREMENT SYS	(Continued)	
			EPMC: Payment	
			024.1145	0.67
			EPMC: Payment	
			041.1145	37.91
			EPMC: Payment	
			042.1145	13.88
			EPMC: Payment	
			070.1145	65.75
			PERS: Payment	
			001.1145	17,642.26
			PERS: Payment	
			004.1145	3,422.09
			PERS: Payment	
			010.1145	1,194.23
			PERS: Payment	
			012.1145	228.75
			PERS: Payment	
			016.1145	228.71
			PERS: Payment	
			023.1145	254.14
			PERS: Payment	
			024.1145	26.36
			PERS: Payment	
			041.1145	541.93
			PERS: Payment	
			042.1145	907.93
			PERS: Payment	
			070.1145	938.54
			PERS SURVIVOR: Payment	
			001.1145	26.17
			PERS SURVIVOR: Payment	
			004.1145	4.62
			PERS SURVIVOR: Payment	
			010.1145	1.10
			PERS SURVIVOR: Payment	
			012.1145	0.55

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
826	8/25/2023	000004 PUBLIC EMPLOYEE RETIREMENT SYS	(Continued)	
			PERS SURVIVOR: Payment	
			016.1145	0.55
			PERS SURVIVOR: Payment	
			023.1145	0.41
			PERS SURVIVOR: Payment	
			024.1145	0.04
			PERS SURVIVOR: Payment	
			041.1145	0.32
			PERS SURVIVOR: Payment	
			042.1145	1.81
			PERS SURVIVOR: Payment	
			070.1145	0.70
			Total :	**26,372.27**
827	8/25/2023	000119 INTERNAL REVENUE SERVICE	FEDERAL TAXES: PAYMENT	
			FEDERAL TAXES: Payment	
			001.1120	13,905.11
			FEDERAL TAXES: Payment	
			004.1120	2,298.61
			FEDERAL TAXES: Payment	
			010.1120	960.90
			FEDERAL TAXES: Payment	
			012.1120	121.79
			FEDERAL TAXES: Payment	
			016.1120	121.79
			FEDERAL TAXES: Payment	
			023.1120	148.69
			FEDERAL TAXES: Payment	
			024.1120	16.14
			FEDERAL TAXES: Payment	
			041.1120	455.92
			FEDERAL TAXES: Payment	
			042.1120	464.54
			FEDERAL TAXES: Payment	
			070.1120	1,155.79
			SOCIAL SECURITY: Payment	

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
827	8/25/2023	000119 INTERNAL REVENUE SERVICE	(Continued)	
			001.1140 MEDICARE: Payment	632.22
			001.1140 MEDICARE: Payment	3,501.60
			004.1140 MEDICARE: Payment	634.96
			010.1140 MEDICARE: Payment	212.74
			012.1140 MEDICARE: Payment	51.94
			016.1140 MEDICARE: Payment	51.92
			023.1140 MEDICARE: Payment	52.70
			024.1140 MEDICARE: Payment	5.50
			041.1140 MEDICARE: Payment	84.22
			042.1140 MEDICARE: Payment	178.24
			070.1140	190.12
			Total :	**25,245.44**
828	8/25/2023	000001 CALIF STATE EMPLOYMENT	STATE TAXES: PAYMENT STATE TAXES: Payment	
			001.1130 STATE TAXES: Payment	5,550.80
			004.1130 STATE TAXES: Payment	909.88
			010.1130 STATE TAXES: Payment	389.62
			012.1130 STATE TAXES: Payment	48.71
			016.1130 STATE TAXES: Payment	48.73
			023.1130	61.56

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
828	8/25/2023	000001 CALIF STATE EMPLOYMENT	(Continued)	
			STATE TAXES: Payment	
			024.1130	5.95
			STATE TAXES: Payment	
			041.1130	185.17
			STATE TAXES: Payment	
			042.1130	147.85
			STATE TAXES: Payment	
			070.1130	431.29
			Total :	**7,779.56**
87825	8/25/2023	003804 AFLAC WWHQ	AFLAC ACCIDENT INSURANCE: PAYMENT	
			AFLAC ACCIDENT INSURANCE: Payment	
			001.1181	98.23
			AFLAC ACCIDENT INSURANCE: Payment	
			004.1181	13.97
			AFLAC ACCIDENT INSURANCE: Payment	
			012.1181	3.57
			AFLAC ACCIDENT INSURANCE: Payment	
			016.1181	3.57
			AFLAC ACCIDENT INSURANCE: Payment	
			023.1181	5.81
			AFLAC ACCIDENT INSURANCE: Payment	
			024.1181	0.27
			AFLAC ACCIDENT INSURANCE: Payment	
			042.1181	4.18
			AFLAC DISABILITY INSURANCE: Payment	
			001.1181	128.14
			AFLAC DISABILITY INSURANCE: Payment	
			004.1181	24.70
			AFLAC DISABILITY INSURANCE: Payment	
			012.1181	6.31
			AFLAC DISABILITY INSURANCE: Payment	
			016.1181	6.31
			AFLAC DISABILITY INSURANCE: Payment	
			024.1181	0.50
			AFLAC HOSPITAL INSURANCE: Payment	

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
87825	8/25/2023	003804 AFLAC WWHQ	(Continued)	
			001.1181 AFLAC HOSPITAL INSURANCE: Payment	157.63
			012.1181 AFLAC HOSPITAL INSURANCE: Payment	6.70
			016.1181 AFLAC HOSPITAL INSURANCE: Payment	6.72
			023.1181 AFLAC HOSPITAL INSURANCE: Payment	12.32
			042.1181 AFLAC DENTAL: Payment	4.97
			001.1181 AFLAC DENTAL: Payment	27.89
			004.1181 AFLAC DENTAL: Payment	0.55
			041.1181 AFLAC DENTAL: Payment	1.66
			070.1181 AFLAC SPECIFIED HEALTH INS: Payment	0.56
			001.1181 AFLAC SPECIFIED HEALTH INS: Payment	2.96
			012.1181 AFLAC SPECIFIED HEALTH INS: Payment	1.49
			016.1181	1.49
			Total :	**520.50**
87826	8/25/2023	000433 ARROWHEAD UNITED WAY	ARROWHEAD UNITED WAY: PAYMENT ARROWHEAD UNITED WAY: Payment	
			001.1180 ARROWHEAD UNITED WAY: Payment	11.26
			004.1180 ARROWHEAD UNITED WAY: Payment	0.76
			041.1180 ARROWHEAD UNITED WAY: Payment	2.25
			070.1180	0.73
			Total :	**15.00**
6 Vouchers for bank code :		wfb	**Bank total :**	**74,947.19**

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount

6 Vouchers in this report

Total vouchers : 74,947.19

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
87827	8/29/2023	005737 AGA ENGINEERS, INC.	ON CALL TRAFFIC SVC-JUL		
			ON CALL TRAFFIC SVC-JUL		
			020.8440.4550		2,895.00
			TS MONITORING-JUL		
			TS MONITORING-JUL		
			020.8440.4550		3,200.00
				Total :	**6,095.00**
87828	8/29/2023	000014 ALL CITY MANAGEMENT SERVICES	CROSSING GUARD SERVICES 7/23-8/5/23		
			CROSSING GUARD SERVICES 7/23-8/5/23		
			002.8200.4530		1,430.55
			CROSSING GUARD SERVICES 8/6-8/19/23		
			CROSSING GUARD SERVICES 8/6-8/19/23		
			002.8200.4530		3,624.06
				Total :	**5,054.61**
87829	8/29/2023	001271 ALLSTAR FIRE EQUIPMENT INC	FS#1: REPAIRS		
			FS#1: REPAIRS		
			028.2050.4245		88.90
			FS#1: REPAIRS		
			029.2100.4245		88.90
				Total :	**177.80**
87830	8/29/2023	005771 AMAZON CAPITAL SERVICES	OFFICE MATERIALS-CREDIT MEMO		
			OFFICE MATERIALS-CREDIT MEMO		
			001.2000.4206		-6.11
			OFFICE MATERIALS		
			OFFICE MATERIALS		
			001.2000.4206		36.95
			OFFICE MATERIALS		
			OFFICE MATERIALS		
			001.2000.4206		20.94
			OFFICE MATERIALS-CREDIT MEMO		
			OFFICE MATERIALS-CREDIT MEMO		
			001.2000.4206		-1.42
			COMPUTER EQUIPMENT		
			COMPUTER EQUIPMENT		

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
87830	8/29/2023	005771 AMAZON CAPITAL SERVICES	(Continued)		
			001.2000.4206		236.24
				Total :	**286.60**
87831	8/29/2023	000165 AT&T	POLICE DEPT-SEP		
			POLICE DEPT-SEP		
			001.2000.4060		2,114.45
				Total :	**2,114.45**
87832	8/29/2023	000165 AT&T	BASELINE LITTLE LEAGUE-SEP		
			BASELINE LITTLE LEAGUE-SEP		
			001.6000.4060		1,024.18
				Total :	**1,024.18**
87833	8/29/2023	000165 AT&T	CITY HALL-SEP		
			CITY HALL-SEP		
			042.9510.4060		1,024.18
				Total :	**1,024.18**
87834	8/29/2023	001072 AUTO ZONE	VEH#135: MAINT		
			VEH#135: MAINT		
			004.8310.4240		20.46
				Total :	**20.46**
87835	8/29/2023	003599 BAB STEERING HYDRAULICS INC,	ME543: REPAIR STEERING		
			ME543: REPAIR STEERING		
			028.2050.4240		325.41
			ME543: REPAIR STEERING		
			029.2100.4240		325.41
				Total :	**650.82**
87836	8/29/2023	005543 BEAR SPRINGS HOTEL	VOL DINNER BUFFET		
			VOL DINNER BUFFET		
			001.6020.4336		1,162.53
				Total :	**1,162.53**
87837	8/29/2023	005324 CHARLES ABBOTT ASSOCIATES, INC	FIRE MARSHALL-JUL		
			FIRE MARSHAL-JUL		
			029.2100.4540		6,265.00

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
87837	8/29/2023	005324 005324 CHARLES ABBOTT ASSOCIATES, IN (Continued)		Total :	6,265.00
87838	8/29/2023	005553 CLARK PEST CONTROL OF STOCKTON	YMCA PEST CONTROL YMCA PEST CONTROL 001.6000.4589		104.00
			CITY HALL PEST CONTROL CITY HALL PEST CONTROL 042.9510.4589		72.00
			PD PEST CONTROL PD PEST CONTROL 001.2000.4589		111.00
			CORP YARD PEST CONTROL CORP YARD PEST CONTROL 004.8310.4589		80.00
				Total :	367.00
87839	8/29/2023	005394 DATA TICKET, INC.	PARKING CITATION-JUL PARKING CITATION-JUL 001.1700.4516		97.91
				Total :	97.91
87840	8/29/2023	003360 DIRECTV	PD: SATTELITE CABLE-AUG PD: SATTELITE CABLE-AUG 001.2000.4065		93.25
				Total :	93.25
87841	8/29/2023	000085 EAST VALLEY WATER DISTRICT	LMD 29-AUG LMD 29-AUG 012.8500.4030		199.46
			LMD 15-A-AUG LMD 15-A-AUG 012.8500.4030		284.28
			LMD 07-AUG LMD 07-AUG 012.8500.4030		290.76
			FS#2-AUG FS#2-AUG 028.2050.4030 FS#2-AUG		125.60

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
87841	8/29/2023	000085 EAST VALLEY WATER DISTRICT	(Continued)	
			029.2100.4030 AURANTIA PARK-AUG AURANTIA PARK-AUG	125.59
			001.6000.4030 LMD 44-AUG LMD 44-AUG	2,022.80
			012.8500.4030 LMD 15-B-AUG LMD 15-B-AUG	856.90
			012.8500.4030 FS#2 FS-AUG FS#2 FS-AUG	597.96
			028.2050.4030 FS#2 FS-AUG	17.57
			029.2100.4030 BOULDER MEDIAN-AUG BOULDER MEDIAN-AUG	17.57
			004.8310.4030	500.26
			Total :	**5,038.75**
87842	8/29/2023	000085 EAST VALLEY WATER DISTRICT	LMD 04-AUG LMD 04-AUG	
			012.8500.4030 POLICE STATION-AUG POLICE STATION-AUG	66.82
			001.2000.4030 POLICE STATION-AUG POLICE STATION-AUG	180.45
			001.2000.4030 CITY HALL-AUG CITY HALL-AUG	1,533.23
			042.9510.4030 BASELINE MEDIAN-AUG BASELINE MEDIAN-AUG	216.58
			004.8310.4030 FS#1-AUG FS#1-AUG	241.68

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
87842	8/29/2023	000085 EAST VALLEY WATER DISTRICT	(Continued)	
			028.2050.4030 FS#1-AUG	70.48
			029.2100.4030 LMD 21-B LMD 21-D-AUG	70.48
			012.8500.4030 CITY HALL-AUG CITY HALL-AUG	196.84
			042.9510.4030 FS#3 FS-AUG FS#3 FS-AUG	35.14
			028.2050.4030 FS#3 FS-AUG	26.35
			029.2100.4030 BASELINE MEDIAN-AUG BASELINE MEDIAN-AUG	26.35
			004.8310.4030 LMD 73-AUG LMD 73-AUG	445.36
			012.8500.4030 LMD 37-AUG LMD 37-AUG	61.58
			012.8500.4030 FS#3 DOM-AUG FS#3 DOM-AUG	307.19
			028.2050.4030 FS#3 DOM-AUG	165.23
			029.2100.4030 LMD 21-A-AUG LMD 21-A-AUG	165.22
			012.8500.4030 POLICE STATION FS-AUG POLICE STATION FS-AUG	89.19
			001.2000.4030 FS#3 IRR-AUG FS#3 IRR-AUG	52.70
			028.2050.4030	36.03

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
87842	8/29/2023	000085 EAST VALLEY WATER DISTRICT	(Continued)		
			FS#3 IRR-AUG		
			029.2100.4030		36.03
			POLICE STATION FS-AUG		
			POLICE STATION FS-AUG		
			001.2000.4030		52.70
				Total :	**4,075.63**
87843	8/29/2023	005358 FLEET SERVICES INC	ME543: MAINT		
			ME543: MAINT		
			028.2050.4240		270.70
			ME543: MAINT		
			029.2100.4240		270.70
				Total :	**541.40**
87844	8/29/2023	005018 FLYERS ENERGY, LLC	FUEL-AUG		
			FUEL-AUG		
			001.2000.4220		5,740.36
			FUEL-AUG		
			001.4200.4220		144.82
			FUEL-AUG		
			001.4600.4220		514.40
			FUEL-AUG		
			001.6000.4220		158.11
			FUEL-AUG		
			001.6010.4220		134.44
			FUEL-AUG		
			004.8310.4220		592.88
			FUEL-AUG		
			028.2050.4220		954.83
			FUEL-AUG		
			029.2100.4220		954.83
			FUEL-AUG		
			042.9510.4220		39.55
				Total :	**9,234.22**
87845	8/29/2023	006187 GREASE MONKEY #977	VEH #133: MAINT		
			VEH #133: MAINT		

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
87845	8/29/2023	006187 GREASE MONKEY #977	(Continued)		
			042.9510.4240 VEH #127: MAINT VEH #127: MAINT		88.86
			001.4600.4240		174.17
				Total :	**263.03**
87846	8/29/2023	002710 HERNANDEZ, KROONE & ASSOCIATES	TSI22-001 TR 18893 MEDITERRA-JUL TSI22-001 TR 18893 MEDITERRA-JUL		
			001.3200.4551		192.00
				Total :	**192.00**
87847	8/29/2023	000662 HI WAY SAFETY INC	COMM PARK: SIGNAGE COMM PARK: SIGNAGE		
			001.6000.4206		336.46
				Total :	**336.46**
87848	8/29/2023	005873 INTERSTATE STRIPING INC	TRAFFIC STRIPING MAINT TRAFFIC STRIPING MAINT		
			004.8310.4578		11,025.76
				Total :	**11,025.76**
87849	8/29/2023	000127 K & L HARDWARE	YMCA: BLDG MAINT YMCA: BLDG MAINT		
			001.6000.4070 FS#1: TOOLS FS#1: TOOLS		11.84
			028.2050.4070 FS#1: TOOLS		36.55
			029.2100.4070 FS#3: MAINTENANCE SUPPLIES FS#3: MAINTENANCE SUPPLIES		36.54
			028.2050.4070 FS#3: MAINTENANCE SUPPLIES		50.82
			029.2100.4070		50.82
				Total :	**186.57**
87850	8/29/2023	005310 KOA CORPORATION	STR22-002 DE MSRI-JUL STR22-002 DE MSRI-JUL		

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
87850	8/29/2023	005310 KOA CORPORATION	(Continued)		
			017.8350.6530		3,213.04
				Total :	3,213.04
87851	8/29/2023	005285 LA VERNE POWER EQUIPMENT INC	CORP YARD: CHAINSAW		
			CORP YARD: CHAINSAW		
			004.8310.4245		239.23
				Total :	239.23
87852	8/29/2023	000168 LETICIA NAVA-CRUZ, PETTY CASH	PETTY CASH-AUG		
			PETTY CASH-AUG		
			001.0020		129.88
				Total :	129.88
87853	8/29/2023	006206 LOVESONG LLC	FP21-004-PERMIT REFUND		
			FP21-004-PERMIT REFUND		
			001.1320		335.25
				Total :	335.25
87854	8/29/2023	001404 LOWE'S	FINANCE CHARGE		
			FINANCE CHARGE		
			001.1700.4400		29.00
			CITY HALL: EMERGENCY KIT SUPPLIES		
			CITY HALL: EMERGENCY KIT SUPPLIES		
			042.9510.4260		71.63
			CORP YARD: SHED		
			CORP YARD: SHED		
			004.8310.4206		257.13
			CORP YARD: SMALL TOOLS		
			CORP YARD: SMALL TOOLS		
			004.8310.4203		228.74
			FS#3: GAS DRYER		
			FS#3: GAS DRYER		
			029.2100.4203		336.78
			FS#3: GAS DRYER		
			028.2050.4203		336.77
				Total :	1,260.05
87855	8/29/2023	005993 MACS SPRING INC	STORM DRAIN MAINT		

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
87855	8/29/2023	005993 MACS SPRING INC	(Continued)		
			STORM DRAIN MAINT		
			004.8310.4666		195.00
				Total :	**195.00**
87856	8/29/2023	000145 MATICH CORPORATION	STR20002A PPE#5 CON SB1 RMRA		
			STR20002A PPE#5 CON SB1 RMRA		
			004.8310.6530		83,352.90
			STR20002A PPE#5 CON SB1 RMRA RET		
			STR20002A PPE#5 CON SB1 RMRA RET		
			004.1350		-4,167.65
			STR20002A PPE#5 CON COSB RET		
			STR20002A PPE#5 CON COSB RET		
			027.1350		-1,043.77
			STR20002A PPE#5 CON COSB		
			STR20002A PPE#5 CON COSB		
			027.8490.6530		20,875.31
				Total :	**99,016.79**
87857	8/29/2023	005099 OMEGA INDUSTRIAL SUPPLY, INC.	GRAFFITI REMOVAL SUPPLIES		
			GRAFFITI REMOVAL SUPPLIES		
			001.6010.4206		510.95
			COMM PARK: GRAFFITI MAINT		
			COMM PARK: GRAFFITI MAINT		
			001.6000.4206		510.95
				Total :	**1,021.90**
87858	8/29/2023	006124 RAYZ TIRES AND WHEELS	VEH #116: TIRE REPAIR		
			VEH #116: TIRE REPAIR		
			001.6010.4240		30.00
				Total :	**30.00**
87859	8/29/2023	000192 SAM'S CLUB/SYNCHRONY BANK	NATIONAL NIGHT OUT SUPPLIES		
			NATIONAL NIGHT OUT SUPPLIES		
			001.6020.4336		151.78
				Total :	**151.78**
87860	8/29/2023	000424 SAN BERNARDINO COUNTY FIRE	HAZARDOUS WASTE FEE 7/23-9/23		
			HAZARDOUS WASTE FEE 7/23-9/23		

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
87860	8/29/2023	000424 SAN BERNARDINO COUNTY FIRE	(Continued)		
			001.4200.4596		12,616.00
				Total :	**12,616.00**
87861	8/29/2023	002149 SB CO DEPT OF PUBLIC HEALTH	ANIMAL CONTROL 4/1-6/30/23		
			ANIMAL CONTROL 4/1-6/30/23		
			001.2200.4565		134,200.00
				Total :	**134,200.00**
87862	8/29/2023	000024 SB CO DEPT OF PUBLIC WORKS	TRAFFIC SIGNAL MAINT 4/23-6/23		
			TRAFFIC SIGNAL MAINT 4/23-6/23		
			004.8310.4580		975.37
				Total :	**975.37**
87863	8/29/2023	005731 SITEONE LANDSCAPE SUPPLY, LLC	COMM PARK: IRRIG REPAIRS		
			COMM PARK: IRRIG REPAIRS		
			001.6000.4206		543.80
				Total :	**543.80**
87864	8/29/2023	000204 SOCALGAS	FS#2-AUG		
			FS#2-AUG		
			028.2050.4020		22.04
			FS#2-AUG		
			029.2100.4020		22.02
			POLICE-AUG		
			POLICE-AUG		
			001.2000.4020		1,778.63
			FS#3-AUG		
			FS#3-AUG		
			028.2050.4020		29.86
			FS#3-AUG		
			029.2100.4020		29.84
			FS#1-AUG		
			FS#1-AUG		
			028.2050.4020		29.62
			FS#1-AUG		
			029.2100.4020		29.61
				Total :	**1,941.62**

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Voucher	Date	Vendor	Description/Account		Amount
87865	8/29/2023	001422 SOUTH COAST EMERGENCY	E542A: ROLL UP DOOR REPAIRS		
			E542A: ROLL UP DOOR REPAIRS		
			029.2100.4240		1,810.37
			E542A: ROLL UP DOOR REPAIRS		
			028.2050.4240		1,810.36
				Total :	**3,620.73**
87866	8/29/2023	000203 SOUTHERN CALIFORNIA EDISON	LMD 48 & UPLIGHTING-AUG		
			LMD 48 & UPLIGHTING-AUG		
			012.8500.4010		2.86
			LMD 48 & UPLIGHTING-AUG		
			013.8510.4011		29.49
			LMD 55-AUG		
			012.8500.4010		17.50
			LMD70-AUG		
			012.8500.4010		15.29
			LMD 48B-AUG		
			012.8500.4010		17.70
			LMD 48C-AUG		
			012.8500.4010		17.73
			LMD 76-AUG		
			012.8500.4010		15.39
			LMD 13-AUG		
			012.8500.4010		17.40
				Total :	**133.36**
87867	8/29/2023	002459 SOUTHERN CALIFORNIA WASTE, MANA	WASTE MGMT FORUM: M MORGAN		
			WASTE MGMT FORUM: M MORGAN		
			001.4200.4330		235.00
				Total :	**235.00**
87868	8/29/2023	006072 TRENCH SHORING COMPANY	PERMA PATCH		
			PERMA PATCH		
			004.8310.4206		2,070.31
				Total :	**2,070.31**
87869	8/29/2023	000233 WAXIE SANITARY SUPPLY	CITY HALL: JANITORIAL SUPPLIES		
			CITY HALL: JANITORIAL SUPPLIES		

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
87869	8/29/2023	000233 WAXIE SANITARY SUPPLY	(Continued)	
			042.9510.4055 COMM & AURANTIA PARK: JANITORIAL SUPPLIE COMM PARK: JANITORIAL SUPPLIES	637.94
			001.6000.4206 AURANTIA PARK: JANITORIAL SUPPLIES	993.00
			001.6000.4206 FS#3: JANITORIAL SUPPLIES FS#3: JANITORIAL SUPPLIES	330.13
			028.2050.4055 FS#3: JANITORIAL SUPPLIES	12.36
			029.2100.4055 FS#1: JANITORIAL SUPPLIES FS#1: JANITORIAL SUPPLIES	12.35
			028.2050.4055 FS#1: JANITORIAL SUPPLIES	17.02
			029.2100.4055 FS#3: JANITORIAL SUPPLIES FS#3: JANITORIAL SUPPLIES	17.01
			028.2050.4055 FS#3: JANITORIAL SUPPLIES	105.17
			029.2100.4055 FS#1: JANITORIAL SUPPLIES FS#1: JANITORIAL SUPPLIES	105.17
			028.2050.4055 FS#1: JANITORIAL SUPPLIES	92.63
			029.2100.4055 FS#1: JANITORIAL SUPPLIES FS#1: JANITORIAL SUPPLIES	92.62
			028.2050.4055 FS#1: JANITORIAL SUPPLIES	73.18
			029.2100.4055	73.17
			Total :	**2,561.75**
87870	8/29/2023	003535 WEST COAST ARBORISTS, INC.	CITY TREE MAINT-JUL CITY TREE MAINT-JUL 004.8310.4680	1,640.00

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
87870	8/29/2023	003535 003535 WEST COAST ARBORISTS, INC.	(Continued)	Total :	1,640.00
87871	8/29/2023	000237 WILLDAN ASSOCIATES	STR20-002A CE LOCAL GCF-JUL		
			STR20-002A CE LOCAL GCF-JUL		
			023.3890.6545		3,242.23
			STR20-002A CE COSB-JUL		
			STR20-002A CE COSB-JUL		
			027.8490.6550		3,978.77
				Total :	7,221.00
87872	8/29/2023	004298 ZOLL MEDICAL CORPORATION	FS#3: PARAMEDIC SUPPLIES		
			FS#3: PARAMEDIC SUPPLIES		
			028.2050.4207		2,044.51
			FS#3: PARAMEDIC SUPPLIES		
			FS#3: PARAMEDIC SUPPLIES		
			028.2050.4207		3,050.44
				Total :	5,094.95
46 Vouchers for bank code : wfb				Bank total :	333,774.42
46 Vouchers in this report				Total vouchers :	333,774.42

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
87873	9/5/2023	006099 CHARTER COMMUNICATIONS	CORP YARD: TELE/INT SVC-AUG CORP YARD: TELE/INT SVC-AUG 004.8310.4060	626.90
			Total :	**626.90**
87874	9/5/2023	000143 COMMUNITY WORKS DESIGN GROUP	GENERAL PLAN CHECK-JUL GENERAL PLAN CHECK-JUL 001.4100.4547	232.50
			DRA20-006 PLAN CHECK & REIMB-JUL DRA20-006 PLAN CHECK & REIMB-JUL 001.4100.4547	885.50
			DRA21-002 PLAN CHECK CLOSED-JUL DRA21-002 PLAN CHECK CLOSED-JUL 001.4100.4547	77.50
			DRA21-007 PLAN CHECK & REIMB-JUL DRA21-007 PLAN CHECK & REIMB-JUL 001.4100.4547	332.00
			DRA21-022 PLAN CHECK-JUL DRA21-022 PLAN CHECK-JUL 001.4100.4547	77.50
			DRA21-009 PLAN CHECK-JUL DRA21-009 PLAN CHECK-JUL 001.4100.4547	155.00
			DRA22-002 PLAN CHECK-JUL DRA22-002 PLAN CHECK-JUL 001.4100.4547	155.00
			CUP22-002 PLAN CHECK-JUL CUP22-002 PLAN CHECK-JUL 001.4100.4547	310.00
			CUP22-003 PLAN CHECK-JUL CUP22-003 PLAN CHECK-JUL 001.4100.4547	77.50
			DRA23-008 PLAN CHECK & REIMB-JUL DRA23-008 PLAN CHECK & REIMB-JUL 001.4100.4547	242.95
			CUP23-009 PLAN CHECK-JUL CUP23-009 PLAN CHECK-JUL	

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
87874	9/5/2023	000143 COMMUNITY WORKS DESIGN GROUP	(Continued)	
			001.4100.4547	697.50
			DRA22-011 PLAN CHECK-JUL	
			DRA22-011 PLAN CHECK-JUL	
			001.4100.4547	697.50
			CUP22-013 PLAN CHECK-JUL	
			CUP22-013 PLAN CHECK-JUL	
			001.4100.4547	310.00
			LAND ANALYSIS: COMPOST	
			LAND ANALYSIS: COMPOST	
			027.8490.4349	5,068.75
			TRA20001 DE GCF-JUL	
			TRA20001 DE GCF-JUL	
			023.3890.6816	1,455.66
			TRA20001 DE RTP-JUL	
			TRA20001 DE RTP-JUL	
			030.8495.6816	2,010.20
			Total :	**12,785.06**
87875	9/5/2023	005933 COMPASS CONSULTING ENTERPRISES	STR07004A ENVIRONMENTAL COMPLIANCE PROF	
			STR07004A ENV COMP PROF SVC-JUL	
			030.8495.6600	3,709.23
			Total :	**3,709.23**
87876	9/5/2023	000213 DAILY JOURNAL CORPORATION	DRA23-002 NEWSPAPER PUBLICATIONS	
			DRA23-002 NEWSPAPER PUBLICATIONS	
			001.1200.4300	349.60
			DRA23-001 NEWSPAPER PUBLICATIONS	
			DRA23-001 NEWSPAPER PUBLICATIONS	
			001.1200.4300	287.50
			Total :	**637.10**
87877	9/5/2023	001764 DEPENDABLE COFFEE & WATER SVC.	CITY HALL: COOLER RENTAL & COFFEE	
			CITY HALL: COOLER RENTAL & COFFEE	
			042.9510.4200	103.73
			Total :	**103.73**
87878	9/5/2023	000085 EAST VALLEY WATER DISTRICT	BOULDER MEDIAN-AUG	
			BOULDER MEDIAN-AUG	

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
87878	9/5/2023	000085 EAST VALLEY WATER DISTRICT	(Continued)	
			004.8310.4030 BOULDER MEDIAN-AUG BOULDER MEDIAN-AUG	161.14
			004.8310.4030 LMD 02 E-AUG LMD 02 E-AUG	305.01
			012.8500.4030 LMD 48C-AUG LMD 48C-AUG	898.86
			012.8500.4030 LMD 48C-AUG LMD 48C-AUG	123.30
			012.8500.4030 LMD 48-AUG LMD 48-AUG	612.30
			012.8500.4030 LMD 48-AUG LMD 48-AUG	1,146.18
			012.8500.4030 LMD 31-AUG LMD 31-AUG	942.07
			012.8500.4030 LMD 00 BASELINE-AUG LMD 00 BASELINE-AUG	393.34
			012.8500.4030 LMD 22-AUG LMD 22-AUG	831.47
			012.8500.4030 LMD 03 YARNELL-AUG LMD 03 YARNELL-AUG	209.96
			012.8500.4030 LMD 02A-AUG LMD 02A-AUG	31.78
			012.8500.4030 LMD 03 BASELINE-AUG LMD 03 BASELINE-AUG	73.73
			012.8500.4030	132.32

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
87878	9/5/2023	000085 EAST VALLEY WATER DISTRICT	(Continued)	
			LMD 20 BASELINE-AUG	
			LMD 20 BASELINE-AUG	
			012.8500.4030	347.18
			LMD 01A-AUG	
			LMD 1A-AUG	
			012.8500.4030	77.30
			LMD 70-AUG	
			LMD 70-AUG	
			012.8500.4030	132.32
			LMD 36-AUG	
			LMD 36-AUG	
			012.8500.4030	250.71
			LMD 35-AUG	
			LMD 35-AUG	
			012.8500.4030	141.86
			LMD 06-AUG	
			LMD 06-AUG	
			012.8500.4030	45.86
			LMD 01B-AUG	
			LMD 01B-AUG	
			012.8500.4030	93.02
			BEATTIE IRRIGATION-AUG	
			BEATTIE IRRIGATION-AUG	
			001.6000.4030	8,384.13
			LMD 30-AUG	
			LMD 30-AUG	
			012.8500.4030	998.25
			LMD 39-AUG	
			LMD 39-AUG	
			012.8500.4030	660.44
			CANYON OAKS PARK-AUG	
			CANYON OAKS PARK-AUG	
			016.8540.4030	902.59
			LMD 02B-AUG	
			LMD 02B-AUG	
			012.8500.4030	401.21
			LMD 13-AUG	

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
87878	9/5/2023	000085 EAST VALLEY WATER DISTRICT	(Continued)		
			LMD 13-AUG		
			012.8500.4030		267.08
			LMD 02D-AUG		
			LMD 02D-AUG		
			012.8500.4030		164.90
			LMD 02C-AUG		
			LMD 02C-AUG		
			012.8500.4030		495.80
			LMD 08-AUG		
			LMD 08-AUG		
			012.8500.4030		293.28
			LMD 20 STREATER-AUG		
			LMD 20 STREATER-AUG		
			012.8500.4030		126.10
			LMD 70 IRRIGATION-AUG		
			LMD 70 IRRIGATION-AUG		
			012.8500.4030		973.01
				Total :	**20,616.50**
87879	9/5/2023	000090 FEDEX	OVERNIGHT MAIL		
			OVERNIGHT MAIL		
			001.4600.4210		81.95
				Total :	**81.95**
87880	9/5/2023	004956 FIDELITY SECURITY	VISION-SEP		
			VISION-SEP		
			001.1160		165.03
			VISION-SEP		
			004.1160		38.88
			VISION-SEP		
			010.1160		19.03
			VISION-SEP		
			012.1160		5.18
			VISION-SEP		
			016.1160		5.18
			VISION-SEP		
			024.1160		0.41

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
87880	9/5/2023	004956 FIDELITY SECURITY	(Continued)		
			VISION-SEP		
			041.1160		1.64
			VISION-SEP		
			042.1160		10.36
			VISION-SEP		
			070.1160		3.59
				Total :	**249.30**
87881	9/5/2023	004939 GUARDIAN	DENTAL-SEP		
			DENTAL-SEP		
			001.1160		1,001.91
			DENTAL-SEP		
			004.1160		250.83
			DENTAL-SEP		
			010.1160		125.01
			DENTAL-SEP		
			012.1160		10.11
			DENTAL-SEP		
			016.1160		10.11
			DENTAL-SEP		
			024.1160		1.82
			DENTAL-SEP		
			041.1160		18.19
			DENTAL-SEP		
			042.1160		20.22
			DENTAL-SEP		
			070.1160		11.98
				Total :	**1,450.18**
87882	9/5/2023	002710 HERNANDEZ, KROONE & ASSOCIATES	STR18001 CM IVDA-JUL		
			STR18001 CM IVDA-JUL		
			027.8490.6550		6,612.05
			STR18001 CM RDA07-JUL		
			STR18001 CM RDA07-JUL		
			010.3830.6550		6,612.04
			STR18001 CM SMBMI-JUL		
			STR18001 CM SMBMI-JUL		

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
87882	9/5/2023	002710 HERNANDEZ, KROONE & ASSOCIATES	(Continued)	
			027.8490.6550 STR18001 CM EDA-JUL STR18001 CM EDA-JUL	6,612.05
			030.8495.6550 STR18001 CNTG IVDA-JUL STR18001 CNTG IVDA-JUL	14,420.51
			027.8490.6550 STR18001 CNTG RDA07-JUL STR18001 CNTG RDA07-JUL	1,441.90
			010.3830.6550 STR18001 CNTG SMBMI-JUL STR18001 CNTG SMBMI-JUL	1,441.89
			027.8490.6550 STR18001 CNTG EDA-JUL STR18001 CNTG EDA-JUL	1,441.90
			030.8495.6550 DRA23-009 - JUL DRA23-009 - JUL	3,144.70
			001.3200.4551	626.25
			Total :	**42,353.29**
87883	9/5/2023	000108 HIGH TECH SECURITY	BURGLAR ALARM MONIT & MAINT-SEP CORP YARD: BURG SYST & MAINT-SEP	
			004.8310.4066 CITY HALL: BURG SYST & MAINT-SEP	55.00
			042.9510.4066 COMM PARK: BURG SYST & MAINT-SEP	100.00
			001.6000.4066 FIRE ALARM MONIT & MAINT-SEP CORP YARD: FIRE SYST & MAINT-SEP	55.00
			004.8310.4066 YMCA/LIBRARY: FIRE SYST & MAINT-SEP	85.00
			001.6000.4066 CITY HALL: FIRE SYST & MAINT-SEP	135.00
			042.9510.4066 FS#3: FIRE SYST & MAINT-SEP	50.00
			028.2050.4066	42.50

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
87883	9/5/2023	000108 HIGH TECH SECURITY	(Continued)		
			FS#3: FIRE SYST & MAINT-SEP		
			029.2100.4066		42.50
			PD: FIRE SYST & MAINT-SEP		
			001.2000.4066		85.00
			CCTV SYST MONIT & MAINT-SEP		
			CORP YARD: CCTV SYST-SEP		
			004.8310.4066		25.00
			CANYON OAKS PARK: CCTV SYST-SEP		
			016.8540.4066		25.00
			CITY HALL: CCTV SYST-SEP		
			042.9510.4066		25.00
			AURANTIA & COMM PARK: CCTV SYST-SEP		
			001.6000.4066		75.00
			CORRECT CANYON NO PROJ-AUG		
			016.8540.4066		-25.00
			CANYON OAKS PARK: CORR-AUG		
			016.8540.4066		25.00
				Total :	**800.00**
87884	9/5/2023	000105 HIGHLAND CHAMBER OF COMMERCE	CHAMBER LUNCHEON-AUG		
			CHAMBER LUNCHEON: FLORES/WILSON-AUG		
			001.4200.4330		50.00
			CHAMBER LUNCHEON: MORGAN/MORENO-AUG		
			001.6020.4330		50.00
			CHAMBER LUNCHEON: SLATER-AUG		
			001.4100.4330		25.00
			CHAMBER LUNCHEON: ZAMANO-AUG		
			001.3200.4330		25.00
				Total :	**150.00**
87885	9/5/2023	001320 HIGHLAND SENIOR CENTER	CDBG REIMB-JUL		
			CDBG REIMB-JUL		
			006.8400.4348		2,000.00
				Total :	**2,000.00**
87886	9/5/2023	000127 K & L HARDWARE	BUILDING SUPPLIES		
			CORP YARD: BLDG SUPPLIES		

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
87886	9/5/2023	000127 K & L HARDWARE	(Continued)		
			004.8310.4070 PD: BLDG SUPPLIES		5.34
			001.2000.4070 LIBRARY/YMCA/COMM PARK: BLDG SUPPIES		5.34
			001.6000.4070 CORP YARD: MISC SUPPLIES CORP YARD: MISC SUPPLIES		16.00
			004.8310.4206 PD: RETURNS PD: RETURNS		206.89
			001.2000.4206		-2.13
				Total :	**231.44**
87887	9/5/2023	004989 MULTIFORCE SYSTEMS CORP	TAX ON SOFTWARE REVERSE TAX ON SOFTWARE REVERSE		
			051.1050 TAX ON SOFTWARE REVERSE		207.70
			001.2000.4255 SALES TAX ON SOFTWARE NOT CHARGED ON		-207.70
			001.2000.4255		113.15
				Total :	**113.15**
87888	9/5/2023	000155 NEW YORK LIFE	NEW YORK LIFE-SEP NEW YORK LIFE-SEP		
			001.1180 NEW YORK LIFE-SEP		9.75
			004.1180 NEW YORK LIFE-SEP		0.65
			041.1180 NEW YORK LIFE-SEP		1.95
			070.1180		0.65
				Total :	**13.00**
87889	9/5/2023	001439 OFFICE SOLUTIONS	30% RECYCLED COLORED PAPER VARIOUS COLOR 30% RECYCLED COLORED PAPER		
			042.9510.4200 30% RECYCLE PAPER RETURN		600.76

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
87889	9/5/2023	001439 OFFICE SOLUTIONS	(Continued)		
			30% RECYCLE PAPER RETURN		
			042.9510.4200		-594.69
				Total :	6.07
87890	9/5/2023	000169 PITNEY BOWES GLOBAL FINANCIAL	POSTAGE METER 7/23-9/23		
			POSTAGE METER 7/23-9/23		
			042.9510.4248		579.93
				Total :	579.93
87891	9/5/2023	000598 PR PRINTING	COH WINDOW ENVELOPES		
			30% RECYCLED COH WINDOW ENVELOPES		
			042.9510.4200		1,003.32
				Total :	1,003.32
87892	9/5/2023	000176 PRINCIPAL LIFE INSURANCE CO	PRINCIPAL-SEP		
			PRINCIPAL-SEP		
			001.1200.3590		31.59
			PRINCIPAL-SEP		
			001.1450.3590		68.89
			PRINCIPAL-SEP		
			001.1600.3590		6.64
			PRINCIPAL-SEP		
			001.1700.3590		103.84
			PRINCIPAL-SEP		
			001.3200.3590		50.82
			PRINCIPAL-SEP		
			001.4200.3590		75.58
			PRINCIPAL-SEP		
			001.4500.3590		53.54
			PRINCIPAL-SEP		
			001.4600.3590		81.87
			PRINCIPAL-SEP		
			001.6000.3590		19.61
			PRINCIPAL-SEP		
			001.6010.3590		20.36
			PRINCIPAL-SEP		
			001.6020.3590		12.17

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
87892	9/5/2023	000176 PRINCIPAL LIFE INSURANCE CO	(Continued)	
			PRINCIPAL-SEP	
			004.8310.3590	137.36
			PRINCIPAL-SEP	
			010.3830.3590	42.79
			PRINCIPAL-SEP	
			012.8500.3590	9.70
			PRINCIPAL-SEP	
			016.8540.3590	9.68
			PRINCIPAL-SEP	
			023.3890.3590	7.71
			PRINCIPAL-SEP	
			024.8470.3590	1.01
			PRINCIPAL-SEP	
			041.9500.3590	15.04
			PRINCIPAL-SEP	
			042.9510.3590	15.68
			PRINCIPAL-SEP	
			070.7000.3590	32.74
			PRINCIPAL-SEP	
			001.4100.3590	143.07
			Total :	**939.69**
87893	9/5/2023	000004 PUBLIC EMPLOYEE RETIREMENT SYS	PERS HEALTH-SEP	
			PERS HEALTH-SEP	
			041.1150	333.42
			PERS HEALTH-SEP	
			070.1150	316.66
			PERS HEALTH-SEP	
			001.1450.3511	71.35
			PERS HEALTH-SEP	
			041.9500.3515	2,000.00
			PERS HEALTH-SEP	
			001.1150	12,950.75
			PERS HEALTH-SEP	
			004.1150	2,160.77
			PERS HEALTH-SEP	

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
87893	9/5/2023	000004 PUBLIC EMPLOYEE RETIREMENT SYS	(Continued)		
			010.1150 PERS HEALTH-SEP		1,422.33
			012.1150 PERS HEALTH-SEP		197.62
			016.1150		197.62
				Total :	**19,650.52**
87894	9/5/2023	006124 RAYZ TIRES AND WHEELS	VEH #123: MAINTENANCE VEH #123: MAINTENANCE 001.4200.4240		1,806.95
			VEH #129: TIRES VEH #129: TIRES 004.8310.4240		504.72
				Total :	**2,311.67**
87895	9/5/2023	004243 S.B.M.W.D.	COMM PARK: PERMIT FEES COMM PARK: PERMIT FEES 001.6000.4030		180.00
			PD: PERMIT FEES PD: PERMIT FEES 001.2000.4030		300.00
				Total :	**480.00**
87896	9/5/2023	005731 SITEONE LANDSCAPE SUPPLY, LLC	CORP YARD: SMALL TOOL & SUPPLIES CORP YARD: SMALL TOOL & SUPPLIES 004.8310.4206		97.35
				Total :	**97.35**
87897	9/5/2023	000203 SOUTHERN CALIFORNIA EDISON	POLICE STATION-AUG POLICE STATION-AUG 001.2000.4010		13,839.97
			CITY HALL & EV STATION-AUG CITY HALL-AUG 042.9510.4010		2,082.89
			EV STATION-AUG 042.9510.4012 CITY HALL-AUG		4,194.02

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
87897	9/5/2023	000203 SOUTHERN CALIFORNIA EDISON	(Continued)	
			CITY HALL-AUG	
			042.9510.4010	2,421.96
			CORP YARD-AUG	
			CORP YARD-AUG	
			004.8310.4010	1,300.38
			FS#1-3-AUG	
			FS#1-3-AUG	
			028.2050.4010	2,996.98
			FS#1-3-AUG	
			029.2100.4010	2,996.97
			LS3(NEW METER)-AUG	
			LS3(NEW METER)-AUG	
			013.8510.4011	100.86
			LIBRARY-AUG	
			LIBRARY-AUG	
			001.6000.4010	8,991.72
			Total :	**38,925.75**
87898	9/5/2023	004920 TKE ENGINEERING	PGC22-010 MISC PERMITS/INSP-NOV	
			PGC22-010 MISC PERMITS/INSP-NOV	
			001.3200.4551	800.00
			RGI22-003 MISC PERMITS/INSP-NOV	
			RGI22-003 MISC PERMITS/INSP-NOV	
			001.3200.4551	154.50
			STI22-008 MISC PERMITS/INSP-NOV	
			STI22-008 MISC PERMITS/INSP-NOV	
			001.3200.4551	1,081.50
			SDI22-001 MISC PERMITS/INSP-NOV	
			SDI22-001 MISC PERMITS/INSP-NOV	
			001.3200.4551	2,163.00
			STC21-001 MISC PERMITS/INSP-NOV	
			STC21-001 MISC PERMITS/INSP-NOV	
			001.3200.4551	115.00
			RGI22-001 MISC PERMITS/INSP-NOV	
			RGI22-001 MISC PERMITS/INSP-NOV	
			001.3200.4551	463.50
			STI22-010 MISC PERMITS/INSP-NOV	

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
87898	9/5/2023	004920 TKE ENGINEERING	(Continued)	
			STI22-010 MISC PERMITS/INSP-NOV	
			001.3200.4551	778.50
			RGI22-004 MISC PERMITS/INSP-NOV	
			RGI22-004 MISC PERMITS/INSP-NOV	
			001.3200.4551	1,133.00
			FIN22-003 MISC PERMITS/INSP-NOV	
			FIN22-003 MISC PERMITS/INSP-NOV	
			001.3200.4551	167.50
			FIN22-005 MISC PERMITS/INSP-NOV	
			FIN22-005 MISC PERMITS/INSP-NOV	
			001.3200.4551	575.00
			STC22-003 MISC PERMITS/INSP-NOV	
			STC22-003 MISC PERMITS/INSP-NOV	
			001.3200.4551	515.00
			HYD22-003 MISC PERMITS/INSP-NOV	
			HYD22-003 MISC PERMITS/INSP-NOV	
			001.3200.4551	517.50
			PCG22-011 MISC PERMITS/INSP-NOV	
			PCG22-011 MISC PERMITS/INSP-NOV	
			001.3200.4551	630.00
			STI22-010 MISC PERMITS/INSP-DEC	
			STI22-010 MISC PERMITS/INSP-DEC	
			001.3200.4551	154.50
			STI22-008 MISC PERMITS/INSP-DEC	
			STI22-008 MISC PERMITS/INSP-DEC	
			001.3200.4551	103.00
			SDI22-001 MISC PERMITS/INSP-DEC	
			SDI22-001 MISC PERMITS/INSP-DEC	
			001.3200.4551	206.00
			EXE22-013 MISC PERMITS/INSP-DEC	
			EXE22-013 MISC PERMITS/INSP-DEC	
			001.3200.4551	1,339.00
			RGI22-001 MISC PERMITS/INSP-DEC	
			RGI22-001 MISC PERMITS/INSP-DEC	
			001.3200.4551	206.00
			SWI22-001 MISC PERMITS/INSP-DEC	
			SWI22-001 MISC PERMITS/INSP-DEC	

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
87898	9/5/2023	004920 TKE ENGINEERING	(Continued)	
			001.3200.4551 PGC22-010 MISC PERMITS/INSP-DEC PGC22-010 MISC PERMITS/INSP-DEC	309.00
			001.3200.4551 RGI22-003 MISC PERMITS/INSP-DEC RGI22-003 MISC PERMITS/INSP-DEC	170.00
			001.3200.4551 RGI22-004 MISC PERMITS/INSP-DEC RGI22-004 MISC PERMITS/INSP-DEC	206.00
			001.3200.4551 LDR22-008 MISC PERMITS/INSP-NOV-DEC LDR22-008 MISC PERMITS/INSP-NOV-DEC	103.00
			001.3200.4551 LDR22-009 MISC PERMITS/INSP-NOV-DEC LDR22-009 MISC PERMITS/INSP-NOV-DEC	227.50
			001.3200.4551 FIN22-006 MISC PERMITS/INSP-DEC FIN22-006 MISC PERMITS/INSP-DEC	142.50
			001.3200.4551 STC22-004 MISC PERMITS/INSP-DEC STC22-004 MISC PERMITS/INSP-DEC	27.50
			001.3200.4551 HYD22-004 MISC PERMITS/INSP-DEC HYD22-004 MISC PERMITS/INSP-DEC	315.00
			001.3200.4551 LDR22-006 MISC PERMITS/INSP-NOV-DEC LDR22-006 MISC PERMITS/INSP-NOV-DEC	230.00
			001.3200.4551	197.50
			Total :	**13,030.50**
87899	9/5/2023	004920 TKE ENGINEERING	STI21-005 EVWD MISC PERMIT/INSP-SEP STI21-005 EVWD MISC PERMIT/INSP-SEP	
			001.3200.4551 STC20-001 EVWD MISC PERMIT/INSP-SEP STC20-001 EVWD MISC PERMIT/INSP-SEP	542.50
			001.3200.4551 SLI21-001 EVWD MISC PERMIT/INSP-SEP	115.00

Bank code : wfb

Voucher	Date	Vendor	Description/Account		Amount
87899	9/5/2023	004920 TKE ENGINEERING	(Continued)		
			SLI21-001 EVWD MISC PERMIT/INSP-SEP		
			001.3200.4551		1,236.00
				Total :	1,893.50
87900	9/5/2023	004920 TKE ENGINEERING	PGI21-001 MISC PERMITS/INSP-NOV-DEC		
			PGI21-001 MISC PERMITS/INSP-NOV-DEC		
			001.3200.4551		600.00
				Total :	600.00
87901	9/5/2023	000465 TOM DODSON & ASSOCIATES	STR17002 ENV CCF - JUL		
			STR17002 ENV CCF - JUL		
			027.8490.6550		6,498.92
				Total :	6,498.92
87902	9/5/2023	000226 UNUM LIFE INSURANCE	LONG TERM DISABILITY-SEP		
			LONG TERM DISABILITY-SEP		
			001.1180		812.53
			LONG TERM DISABILITY-SEP		
			004.1180		59.20
			LONG TERM DISABILITY-SEP		
			010.1180		40.70
			LONG TERM DISABILITY-SEP		
			023.1180		11.10
			LONG TERM DISABILITY-SEP		
			041.1180		25.87
			LONG TERM DISABILITY-SEP		
			070.1180		55.47
				Total :	1,004.87
87903	9/5/2023	006001 YUNEX LLC	BASELINE & PALM: INSALL DECO POLE		
			BASELINE & PALM: INSALL DECO POLE		
			004.8310.4580		18,434.24
			VICTORIA & 5TH: REPLACE SEC LUMINAIRE		
			VICTORIA & 5TH: REPLACE SEC LUMINAIRE		
			004.8310.4580		3,518.61
				Total :	21,952.85
31 Vouchers for bank code : wfb				Bank total :	194,895.77

Bank code : wfb

Voucher	Date	Vendor	Description/Account	Amount
31 Vouchers in this report			Total vouchers :	194,895.77

STAFF REPORT

TO THE CITY COUNCIL

DATE: September 12, 2023

FROM: Joseph A. Hughes, City Manager

PREPARED BY: Chuck Dantuono, Director of Administrative Services/City Treasurer CD
Leticia Nava-Cruz, Assistant Director of Administrative Services LNC

SUBJECT: Treasurer's Report for July 2023

RECOMMENDATION: City Council to receive and file the Treasurer's Report for July 2023

FISCAL IMPACT: Cash and Investments:

General Fund	$12,800,538.00
Special Revenue Funds	$37,618,049.17
Internal Service Funds	$ 4,300,004.17
Capital Projects Funds	$20,781,041.69
Agency Funds	$ 1,688,985.51
Housing Authority Fund	$ 3,628,646.55
SARDA Funds	$ 3,613,380.27

PUBLIC NOTICE: The agenda for this item was posted at the three required locations.

BACKGROUND: Increases in the checking account were due to revenues received plus funds wired from LAIF and CAMP. Decreases in the checking account were a result of payments to vendors, payroll and funds wired to LAIF, CAMP and U.S. Bank.

Increases in the fiscal agent accounts (US Bank) resulted from interest and bond payment receipt. Decreases resulted in vendor payments and debt service payments.

Increases in the CAMP account were due to interest received. Decreases were a result of funds being wired to the city's checking account primarily for payment of public works projects.

The maximum limit on regular accounts is $75M.

Approved _____ Motion _____ Second _____ Agenda Item No. 4

Denied _____ Ayes _____

Continued _____ Noes _____ File No. _____

Tabled _____ Abstain _____

Absent _____

BDHugh

City Clerk

City Manager

CITY OF HIGHLAND
Treasurer's Report
as of July 31, 2023

CASH AND BANK ACCOUNTS:

Cash on Hand-Office Petty Cash & Change Fund Accounts	1,150.00
Wells Fargo Checking Account (reconciled book balance)	8,382,060.53

DESCRIPTION	MATURITY PERIOD	YIELD	PAR VALUE	ORIGINAL COST
INVESTMENTS: LOCAL GOVERNMENT INVESTMENT POOLS				
California Treasurer's Local Agency Investment Fund (LAIF)	n/a	3.305%		
General Fund			11,721,128.19	
Special Revenue Funds			22,600,574.00	
Internal Service Funds			5,226,704.00	
Capital Projects Funds			19,803,533.00	
Total City LAIF Funds				59,351,939.19
Housing Authority Fund			3,647,969.16	
Total Housing Authority LAIF Funds				3,647,969.16
Total LAIF Funds				62,999,908.35
California Asset Management Program (CAMP)	n/a	5.310%		
General Fund			3,175,511.50	
Special Revenue Funds			1,782,736.00	
Capital Projects Funds			5,965,582.00	
Total CAMP Funds				10,923,829.50
INVESTMENTS: FISCAL AGENT ACCOUNTS				
US Bank Corporate Trust Services (Community Facilities Districts)				
Community Facilities District (CFD) 90-1				
Administrative Expense Fund #128262-011				
US Bank Money Market Account CUSIP #8AMMF0AP6	n/a	0.00%	102,090.65	102,090.65
Fire Protection Expense Fund #128262-012				
US Bank Money Market Account CUSIP #8AMMF0AP6	n/a	0.00%	3,098.04	3,098.04
Police Protection Expense Fund #128262-013				
US Bank Money Market Account CUSIP #8AMMF0AP6	n/a	0.00%	1,145.83	1,145.83
Community Facilities District (CFD) 2001-1				
Special Tax Fund #217795000				
US Bank Money Market Account CUSIP #8AMMF0AP6	n/a	0.00%	329,171.15	329,171.15
Interest Account #217795001				
US Bank Money Market Account CUSIP #8AMMF0AP6	n/a	0.00%	-	-
Principal Account #217795002				
US Bank Money Market Account CUSIP #8AMMF0AP6	n/a	0.00%	-	-
Administrative Expense Account #217795003				
US Bank Money Market Account CUSIP #8AMMF0AP6	n/a	0.00%	19,381.67	19,381.67
Surplus Fund #217795004				
US Bank Money Market Account CUSIP #8AMMF0AP6	n/a	0.00%	29,279.83	29,279.83
Community Facilities District (CFD) 2007-1				
Administrative Expense Fund #260722000				
US Bank Money Market Account CUSIP #8AMMF0390	n/a	0.00%	9,828.34	9,828.34
Fire Expense Fund #260722001				
US Bank Money Market Account CUSIP #8AMMF0390	n/a	0.00%	0.42	0.42
Police Expense Fund #260722002				
US Bank Money Market Account CUSIP #8AMMF0390	n/a	0.00%	0.12	0.12
TOTAL INVESTMENTS US BANK (COMMUNITY FACILITIES DISTRICTS)				493,996.05

1) Maximum limits on accounts are $75M City and $75M Housing Authority.
2) Market Value is based on the June 30, 2023 applicable percentage of 0.984828499.
3) Market Value is $62,044,105.18 ($62,999,908.35 x 0.984828499).

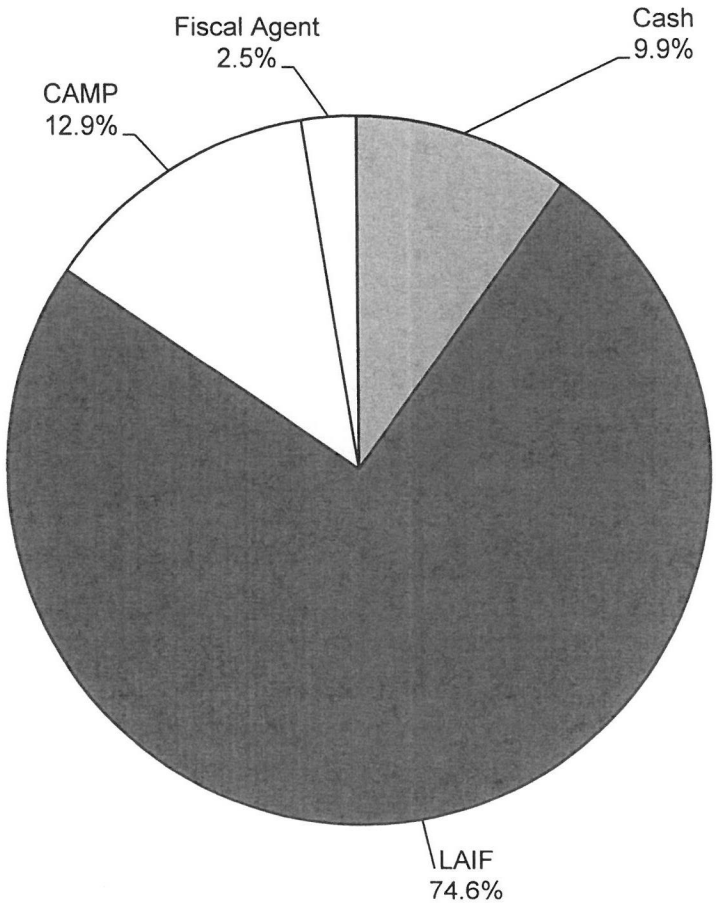
DESCRIPTION	MATURITY PERIOD	YIELD	PAR VALUE	ORIGINAL COST
INVESTMENTS: FISCAL AGENT ACCOUNTS (continued)				
US Bank Corporate Trust Services (SARDA)				
2004B Tax Allocation Refunding Bonds				
Special Fund 786709001				
Federated Treasury Obligations CUSIP #60934N872	n/a	4.98%	2,076.97	2,076.97
Interest Fund 786709002				
Federated Treasury Obligations CUSIP #60934N872	n/a	0.00%	-	-
Principal Fund 786709003				
Federated Treasury Obligations CUSIP #60934N872	n/a	0.00%	-	-
Reserve Fund 786709004				
Federated Treasury Obligations CUSIP #60934N872	n/a	4.98%	175,162.13	175,162.13
2015A Tax Allocation Refunding Bonds				
Special Fund 268777000				
Federated Treasury Obligations CUSIP #60934N872	n/a	4.98%	544.06	544.06
Interest Fund 268777001				
Federated Treasury Obligations CUSIP #60934N872	n/a	4.98%	72.82	72.82
Principal Fund 268777002				
Federated Treasury Obligations CUSIP #60934N872	n/a	0.00%	-	-
Reserve Fund 268777004				
Federated Treasury Obligations CUSIP #60934N872	n/a	4.98%	969,216.27	969,216.27
Expense Account 268777006				
Federated Treasury Obligations CUSIP #60934N872	n/a	4.98%	13,985.03	13,985.03
2017 Tax Allocation Refunding Bonds				
Debt Service Fund 259928000				
Federated Treasury Obligations CUSIP #60934N872	n/a	4.98%	468,543.27	468,543.27
Interest Fund 259928001				
Federated Treasury Obligations CUSIP #60934N872	n/a	5.26%	0.38	0.38
Principal Fund 259928002				
Federated Treasury Obligations CUSIP #60934N872	n/a	0.00%	-	-
TOTAL INVESTMENTS US BANK (SARDA)				1,629,600.93
TOTAL CASH AND INVESTMENTS				**84,430,545.36**

All investments are placed in accordance with City of Highland's Investment Policy and Guidelines. The above summary provides sufficient cash flow liquidity to meet the next six month's estimated expenditures. This report is in accordance with Government Code Section 53646.

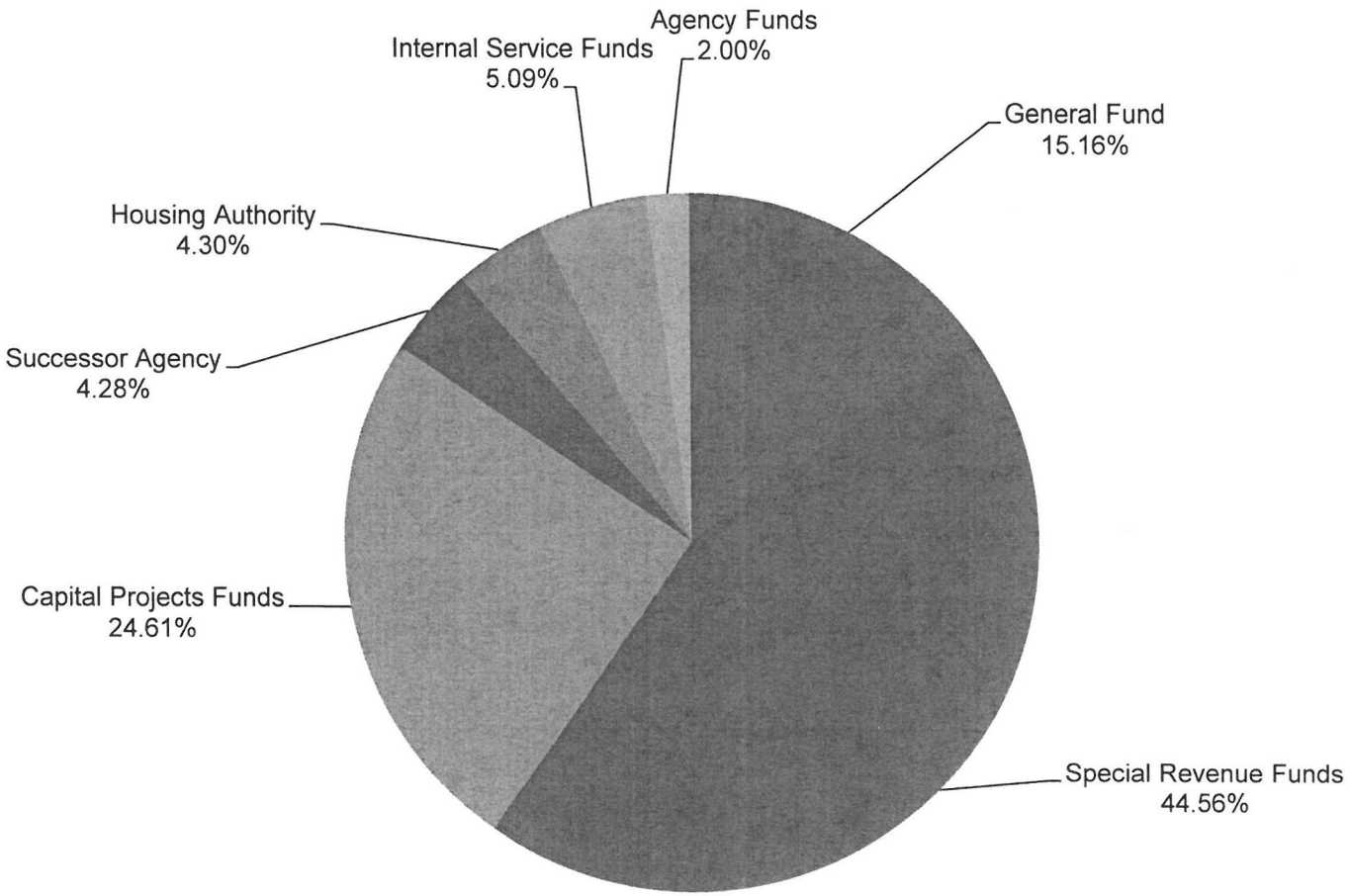
SIGNED:_____
Joseph A. Hughes
CITY MANAGER

SIGNED:_____
Chuck Dantuono
DIRECTOR OF ADMINISTRATIVE SERVICES/CITY TREASURER

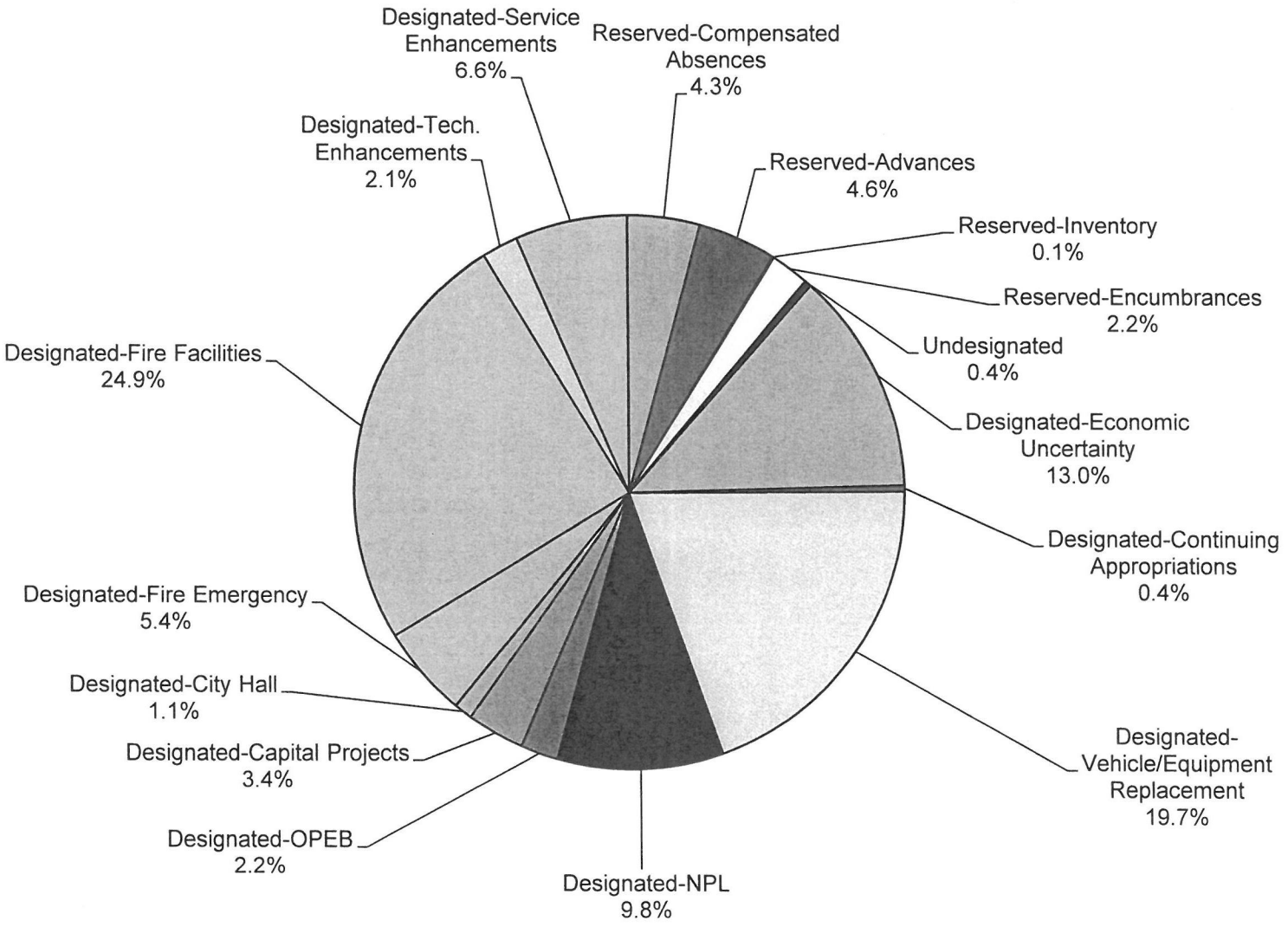
Treasurer's Report



Cash & Investments



General Fund Reserves



STAFF REPORT

TO THE CITY COUNCIL

DATE: September 12, 2023

FROM: Joseph A. Hughes, City Manager

PREPARED BY: Chuck Dantuono, Director of Administrative Services/City Treasurer CAD

SUBJECT: Year-end budget adjustments for fiscal year 2022/2023.

RECOMMENDATION: The Finance Subcommittee recommends that the City Council approve the year-end budget adjustments for fiscal year 2022/2023.

FISCAL IMPACT: See the attached spreadsheet for a detailed list of each budget adjustment.

PUBLIC NOTICE: The agenda for this item was posted at the three required locations.

BACKGROUND: The following budget adjustments were reviewed and approved by the Finance Subcommittee on August 29, 2023.

Expenditures:

City Clerk – In November 2022, the City Council approved reclassifying the Administrative Assistant III position to a Deputy City Clerk. A budget adjustment was not performed at that time. The two proposed budget adjustments are for salary and benefits. The expenditures of $32,375 ($22,525 + $9,850) will come from 001-2100 (fund balance).

General Government – Transfers of $39,530, $1,650,000, $580,000, and $525,000 were made to the Traffic Safety fund, the General Capital Financing fund, the Insurance fund, and the General Services fund, respectively, to help fund current and/or future expenditures in these funds. The total of $2,794,530 will come from 001-2100 (fund balance).

Code Enforcement – A Code Compliance Officer was out on Military Leave for over a year. As a result, we contracted for this position and a budget adjustment of $75,000 is needed for Contract Services-Code Enforcement. These funds will come from 001-2100 (fund balance).

Traffic Safety – When the new contract for crossing guards was implemented, the hourly rate was increased. As a result, a budget adjustment is needed in the amount of $4,290 for Contract Services-Crossing Guards. These funds will come from 002-2100 (fund balance).

Approved _____ Motion _____ Second _____ Agenda Item No. 5

Denied _____ Ayes _____

Continued _____ Noes _____ File No. _____

Tabled _____ Abstain _____

Absent _____

B Hughes

City Clerk

City Manager

Gas Tax – Gas Tax went over budget on the Street/Sidewalk Construction and Traffic Improvements line items. These projects were budgeted in the prior year. These funds $825,025 ($680,000 + $145,025) will come from 004-2100 (fund balance).

Article 3 – Article 3 went over budget on the Street/Sidewalk Construction and Sidewalk Repairs line items. These projects were budgeted in the prior year. These funds $193,000 ($104,500 + $88,500) will come from reimbursement of the Article 3 grants.

CDBG – CDBG went over budget on the Traffic Improvements line item. These projects were budgeted in the prior year. These funds ($212,700) will come from reimbursement of the CDBG grant.

Development Impact Fees – Construction on the Base Line Interchange project was budgeted for in the prior year. These funds ($1,217,100) will come from 007-2100 (fund balance).

Street Light District – More maintenance work on streetlights were performed due to needed repairs and accidents. Staff will be reimbursed by the insurance companies for the repairs that were due to accidents. A budget adjustment was also needed for the Electricity-Stret Lighting line item. These funds $49,600 ($29,600 + $20,000) will come from 013-2100 (fund balance).

Park Maintenance District – Water usage in the PMD fund was higher than budgeted. These funds ($7,500) will come from 016-2100 (fund balance).

Measure I – Project str12005 did not qualify for a state grant therefore these expenditures of $149,250 are being transferred to the Measure I fund. Measure I went over budget on the Street/Sidewalk Construction and Sidewalk Repairs line items. These projects were budgeted in the prior year. These funds $214,250 ($149,250 + $40,000 + $25,000) will come from 017-2100 (fund balance).

COPS – More grant funds ($310) were received than expected, so they were expended. A budget adjustment for the revenue side is included in the revenue section as well.

General Services – In November 2022, the City Council approved changing the current full-time IT position to part-time and adding a full-time IT contract. A budget adjustment was not performed at that time. As a result, a budget adjustment of $11,275 is needed for Contract Services-Network. These funds will come from 042-2100 (fund balance).

Housing Authority – The three budget adjustments needed in the Housing Authority fund are associated with the potential senior housing project south of Jeffrey Court. The funds of $12,300 ($3.800 + $3,500 + $5,000) will come from 070-2100 (fund balance-bond proceeds).

Revenues:
Traffic Safety – This is the revenue side of the transfer ($39,530) from the General Fund.

COPS – This is the revenue side of the COPS grant expenditures ($310).

General Capital Financing – This is the revenue side of the transfer ($1,620,000) from the General Fund.

Grants – This is the revenue side of the transfer ($149,250) from the Measure I Fund.

Insurance – This is the revenue side of the transfer ($580,000) from the General Fund.

General Services – This is the revenue side of the transfer ($525,000) from the General Fund.

City-Fiscal Year 2022/2023 Year-End Budget Adjustments-Expenditures

General Fund

Expenditure	Fund	Department	Account	Proposed Increase	Current Budget	Proposed Budget
Addition of Deputy City Clerk position	001-General	1200-City Clerk	3010-Salaries	22,525	160,190	182,715
Addition of Deputy City Clerk position	001-General	1200-City Clerk	3510-Cafeteria Plan	9,850	33,060	42,910
Transfer funds to help offset current year expenditures	001-General	1450-General Government	4102-Operating Xfer Out-Traffic Safety	39,530	-	39,530
Transfer funds for future expenditures	001-General	1450-General Government	4123-Operating Xfer Out-Gen Capital Fin	1,650,000	-	1,650,000
Transfer funds for future expenditures	001-General	1450-General Government	4141-Operating Xfer Out-Insurance	580,000	-	580,000
Transfer funds for future expenditures	001-General	1450-General Government	4142-Operating Xfer Out-General Services	525,000	-	525,000
CE Officer out for a year on Military Leave-need contract	001-General	4600-Code Enforcement	4535-Contract Services-Code Enforcement	75,000	-	75,000

Traffic Safety

Expenditure	Fund	Department	Account	Proposed Increase	Current Budget	Proposed Budget
Crossing Guard contract increased	002-Traffic Safety	8200-Traffic Safety	4530-Contract Services-Crossing Guards	4,290	59,000	63,290

Gas Tax

Expenditure	Fund	Department	Account	Proposed Increase	Current Budget	Proposed Budget
Project str20002 budgeted in 2021/2022 & done in 2022/2023	004-Gas Tax	8310-Gas Tax	6530-Street/Sidewalk Construction	680,000	-	680,000
Project str18001 budgeted in 2021/2022 & done in 2022/2023	004-Gas Tax	8310-Gas Tax	6550-Traffic Improvements	145,025	-	145,025

Article 3

Expenditure	Fund	Department	Account	Proposed Increase	Current Budget	Proposed Budget
Project str17001 budgeted in 2021/2022 & done in 2022/2023	005-Article 3	8320-Article 3	6530-Street/Sidewalk Construction	104,500	-	104,500
Various projects budgeted in 2021/2022 & done in 2022/2023	005-Article 3	8320-Article 3	6545-Sidewalk Repairs	88,500	-	88,500

CDBG

Expenditure	Fund	Department	Account	Proposed Increase	Current Budget	Proposed Budget
CDBG overlay projects budgeted in 2021/2022 & done in 2022/2023	006-CDBG	8400-HCD	6550-Traffic Improvements	212,700	390,000	602,700

Development Impact Fees

Expenditure	Fund	Department	Account	Proposed Increase	Current Budget	Proposed Budget
Base Line interchange project-ich09001	007-DIF	8330-DIF	6813-Bridge Construction	1,217,100	481,000	1,698,100

Street Light District

Expenditure	Fund	Department	Account	Proposed Increase	Current Budget	Proposed Budget
Budgeted too low on electricity	013-SLD	8510-SLD	4011-Electricity-Street Lighting	29,600	275,000	304,600
More maint was done than budgeted-some to be reimbursed	013-SLD	8510-SLD	4664-Contract Services-Street Light Maint.	20,000	100,000	120,000

Park Maintenance District

Expenditure	Fund	Department	Account	Proposed Increase	Current Budget	Proposed Budget
Water usage was higher than budgeted	016-PMD	8540-PMD	4030-Water	7,500	32,500	40,000

City-Fiscal Year 2022/2023 Year-End Budget Adjustments-Expenditures

Measure I

Expenditure	Fund	Department	Account	Proposed Increase	Current Budget	Proposed Budget
Project str12005 did not qulaify for grant funding-xfer to Measure I	017-Measure I	8350-Measure I	4127-Operating Xfer Out-Grants Fund	149,250	-	149,250
Various projects budgeted in 2021/2022 & done in 2022/2023	017-Measure I	8350-Measure I	6530-Street/Sidewalk Construction	40,000	83,000	123,000
Various projects budgeted in 2021/2022 & done in 2022/2023	017-Measure I	8350-Measure I	6545-Sidewalk Repairs	25,000	-	25,000

COPS

Expenditure	Fund	Department	Account	Proposed Increase	Current Budget	Proposed Budget
Received higher grant amount	021-COPS	8450-AB 3229	4560-Contract Services-Police Services	310	165,000	165,310

General Services

Expenditure	Fund	Department	Account	Proposed Increase	Current Budget	Proposed Budget
New IT Contract-IT person went part-time	042-General Services	9510-Building Services	4627-Contract Services-Network	11,275	5,000	16,275

Summary

Current City Expenditure Budget	70,982,845
Total Proposed Expenditure Increases	5,636,955
Total Proposed City Expenditure Budget	76,619,800

Total Proposed Expenditure Increases 5,636,955

City-Fiscal Year 2022/2023 Year-End Budget Adjustments-Revenues

Traffic Safety

Expenditure	Fund	Department	Account	Proposed Increase	Current Budget	Proposed Budget
Transfer funds to help offset current year expenditures	002-Traffic Safety	8200-Traffic Safety	9901-Operating Xfer In-General Fund	39,530	-	39,530

COPS

Expenditure	Fund	Department	Account	Proposed Increase	Current Budget	Proposed Budget
Received higher grant amount	021-COPS	8450-AB 3229	9350-COPS Grant	310	156,000	156,310

General Capital Financing

Expenditure	Fund	Department	Account	Proposed Increase	Current Budget	Proposed Budget
Transfer funds for future expenditures	023-General Capital Fi	3890-Capital Construction	9901-Operating Xfer In-General Fund	1,650,000	-	1,650,000

Grants Fund

Expenditure	Fund	Department	Account	Proposed Increase	Current Budget	Proposed Budget
Project str12005 did not qulaify for grant funding-xfer to Measure I	027-Grants Fund	8490-Misc. Grants	9917-Operating Xfer In-Measure I	149,250	-	149,250

Insurance

Expenditure	Fund	Department	Account	Proposed Increase	Current Budget	Proposed Budget
Transfer funds for future expenditures	041-Insurance	9500-General Liability	9901-Operating Xfer In-General Fund	580,000	-	580,000

General Services

Expenditure	Fund	Department	Account	Proposed Increase	Current Budget	Proposed Budget
Transfer funds for future expenditures	042-General Services	9510-Building Servives	9901-Operating Xfer In-General Fund	525,000	-	525,000

Summary

Current City Revenue Budget	49,140,735
Total Proposed Revenue Increases	2,944,090
Total Proposed City Revenue Budget	52,084,825

Total Proposed Revenue Increases 2,944,090

Housing Authority-Fiscal Year 2022/2023 Year-End Budget Adjustments-Expenditures

Housing Authority

Expenditure	Fund	Department	Account	Proposed Increase	Current Budget
Senior Housing Project contract services	070-Housing Authority	7000-Housing Authority	4520-Contract Services-Attorney	3,800	30,000
Senior Housing Project contract services	070-Housing Authority	7000-Housing Authority	4556-Contract Services-Demolition	3,500	47,575
Senior Housing Project contract services	070-Housing Authority	7000-Housing Authority	4611-Contract Services-LMI Housing	5,000	25,000

Summary

Current HA Expenditure Budget	284,380
Total Proposed Expenditure Increases	12,300
Total Proposed HA Expenditure Budget	296,680

Total Proposed Expenditure Increases 12,300

Proposed Budget
33,800
51,075
30,000

STAFF REPORT

TO THE CITY COUNCIL

DATE: September 12, 2023

FROM: Joseph Hughes, City Manager

REVIEWED BY: Betty Hughes, MMC, City Clerk
Chuck Dantuono, Director of Administrative Services/City Treasurer
Dana Calkins, George Hills Company, Claims Adjusters

PREPARED BY: Alondra Muñoz, Deputy City Clerk

SUBJECT: Claim Consideration – Luis Carreto

RECOMMENDATION: George Hills Company recommends the City Council reject the claim.

BACKGROUND: The Claim was received in the City Clerk's Office on August 14, 2023. It was then sent to the City's claim adjuster, George Hills Company, who is recommending the claim be rejected.

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Approved _____	Motion _____	Second _____	Agenda Item No. 6
Denied _____	Ayes _____		
Continued _____	Noes _____		File No. _____
Tabled _____	Abstain _____		
	Absent _____		

City Clerk

City Manager

GEORGE HILLS
Our minds over your matters.

August 24, 2023

Betty Hughes
City of Highland

RE:		
	Client:	City of Highland
	Claim Number:	GHC0061657
	Date of Loss:	3/15/2023
	Claimant:	Luis Carreto

Dear Ms. Hughes:

We have reviewed the above captioned claims and request that you take the action indicated below:

- **Please issue a standard rejection to commence the statute of limitations.**

Please provide us with a copy of the notices sent.

Should you have any questions, please feel free to contact the undersigned.

Kindest Regards,
George Hills Company, Inc.

Dana Calkins

Dana Calkins
Sr. Claims Adjuster
Direct Dial: (916) 333-0575
Email: dana.calkins@georgehills.com

City of
HIGHLAND
Inc. 1987

August 14, 2023

Patti Schneiders
Claims Processor
Rancho Cordova Office
PO Box 278
Rancho Cordova, CA 95741

Re: Claimant(s): Luis Carreto
Incident Date: March 15, 2023

Dear Patti:

Enclosed is a copy of a Claim received and filed in the Office of the City Clerk on August 14, 2023, by the above referenced claimant(s). Note: The location stated in the attachment indicates that he was in the City of San Bernardino. I attached a vicinity map for reference. Please review and advise this office on the appropriate action to be taken. This item will be tentatively scheduled for the City Council regular meeting of Tuesday, September 12, 2023, pending your recommendation. All correspondence will be required from George Hills no later than September 1.

If you have any questions, please contact Chuck Dantuono at (909) 864-6861, ext. 224 or myself at ext. 260.

Sincerely,

Alondra Muñoz
Deputy City Clerk

cc: Joseph Hughes, City Manager
Chuck Dantuono, Director of Administrative Services
Maricela Marroquin, City Attorney
Betty Hughes, City Clerk

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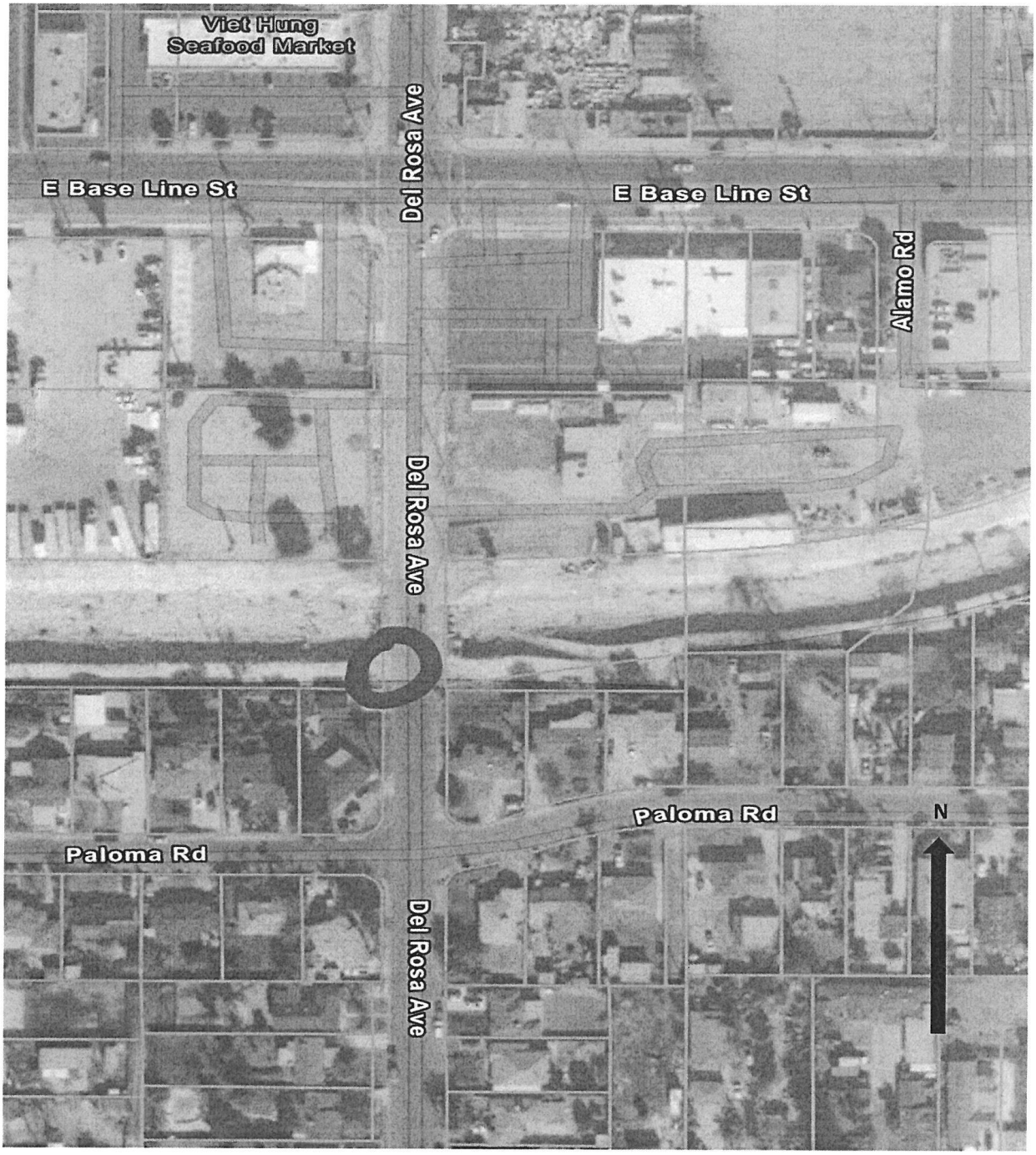
Mayor Larry McCallon | **Mayor Pro Tem** Penny Lilburn | **City Council** Jesse Chavez-Cordova | **City Council** Anaeli Solano | **City Council** John P. Timmer | **City Manager** Joseph A. Hughes

27215 Base Line • Highland, CA 92346
Tel: 909.864.6861 • Fax: 909.862.3180 • www.cityofhighland.org

City of Highland
Vicinity Map

The blue shading is in the City of San Bernardino and the green shading is in the City of Highland.



RECEIVED
AUG 14 2023
CITY OF HIGHLAND

Do not write in this space.
For office use only:

Received:_____

By: A. Muñoz

☑ Mail ☐ In person

CLAIM AGAINST THE CITY OF HIGHLAND

(For damages to persons or personal property)

A claim must be filed with the City Clerk within 180 days after which the incident or event occurred. Be sure your claim is against the City of Highland and not another public entity. Where space is insufficient, please use additional paper and identify information by paragraph number. Completed claims must be mailed or delivered to:

CITY CLERK, CITY OF HIGHLAND
27215 BASE LINE
HIGHLAND CA 92346
(909) 864-6861, ext. 226

WARNING: IT IS A CRIMINAL OFFENSE TO FILE A FALSE CLAIM, PENAL CODE S72; INSURANCE CODE S556.1.

NOTICE: PER GOVERNMENT CODE SECTION 910.4, THIS FORM MUST BE USED IN ORDER TO COMPLY WITH SECTIONS 910 AND 910.2 OF THE GOVERNMENT CODE.

TO THE HONORABLE MAYOR AND CITY COUNCIL OF THE CITY OF HIGHLAND:

The undersigned respectfully submits the following claim and information relative to damage to persons and/or personal property:

1. Name of Claimant Luis Carreto

   a. Complete Address of Claimant, including City, State and Zip Code:

   _____

   _____

   b. Phone Number (___) ___-____

   c. Date of Birth_____

d. Driver's License/State Identification Card Number:

_____

Issued by which State:_____

_____ Driver's License _____ Identification Card

Expiration Date:_____

2. Name, telephone and address to which claimant desires notices to be sent, if other than above:

Stephan Filip PC

100 W Broadway, Suite 1040, Glendale,CA 91210

3. Occurrence or event from which the claim arises:

a. Date of occurrence 03/15/2023

b. Time of occurrence Around 5:00 PM

c. Place of occurrence (Exact and specific location)

Sidewalk of Del Rosa Ave above the Highland Creek

Highland, CA 92410

d. How and under what circumstances did damage or injury occur? Specify the particular occurrence, event, act or omission you claim caused the injury or damage (use additional paper if necessary).

Mr. Carreto was walking along Del Rosa Ave when he stepped into a pothole with his left leg.

As a result, he sustained serious injuries. Negligently maintanied sidewalk caused the injuries.

e. What particular action by the City, or its employees, caused the alleged damage or injury?

The City of Highland failed to provide safe premises.

_____

4. A general description of the indebtedness, obligation, injury, damage or loss incurred so far as it may be known at the time of presentation of the claim. If there were no injuries, state "no injuries".

Mr. Carreto sustained serious injuries to his left ankle and left knee. The extent of the injuries will be provided upon completion of treatments.

5. Give the name(s) of the City employee(s) causing the damage or injury:

N/A

6. Name and address of any other person injured:

N/A

7. Name and address of the owner of any damaged property:

N/A

8. Damages Claimed:

a. Amount claimed as of this date: $ 500,000.00

b. Estimate amount of future costs: $ Unknown

c. Total amount claimed: $ 500,000.00

d. Basis for computation of amounts claimed. **Include copies of all bills, invoices, estimates, etc.**:

Full medical records and bill will be provided upon completion of treatments.

9. Names and addresses of all witnesses, hospitals, doctors, etc.

a. AMR

b. Dignity Health - St. Bernardine Medical Center

c. Integrated Medical Center - San Bernardino

d. Riverside Elite Imaging

e. California Sports and Spine Center

10. Any additional information which might be helpful in considering this claim:

Please see photos attached

WARNING: IT IS A CRIMINAL OFFENSE TO FILE A FALSE CLAIM, PENAL CODE S72; INSURANCE CODE S556.1.

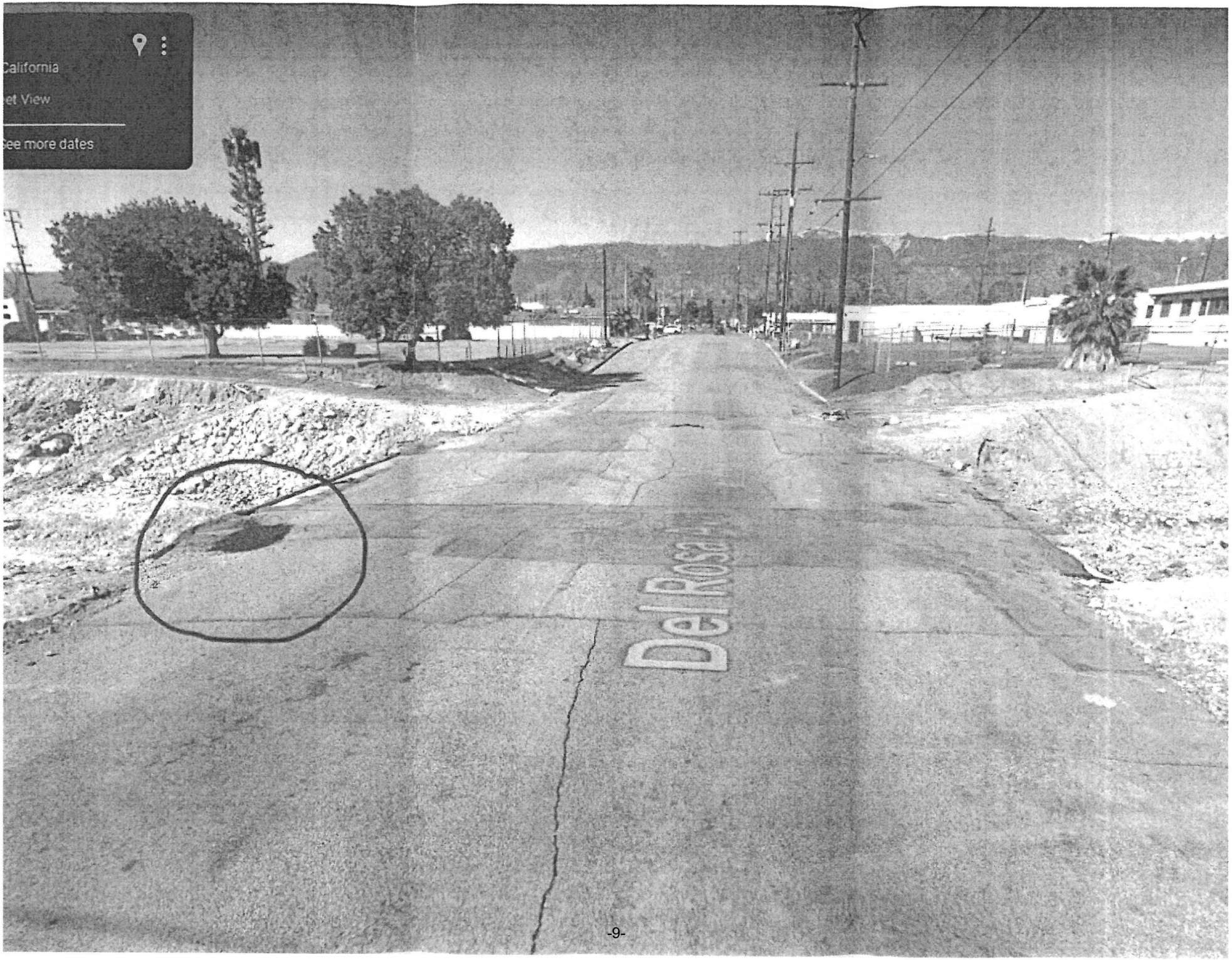
I have read the matters and statements made in the above claim and I know the same to be true of my own knowledge, except as to those matters stated upon information or belief as to such matters I believe the same to be true. I certify under penalty of perjury that the foregoing is true and correct.

Signed at: Glendale, CA
City and State

Date: 08/11/2023

Signature of Claimant

Stephan Airapetian
Printed name of person signing above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East Valley Water District
Highland Creek
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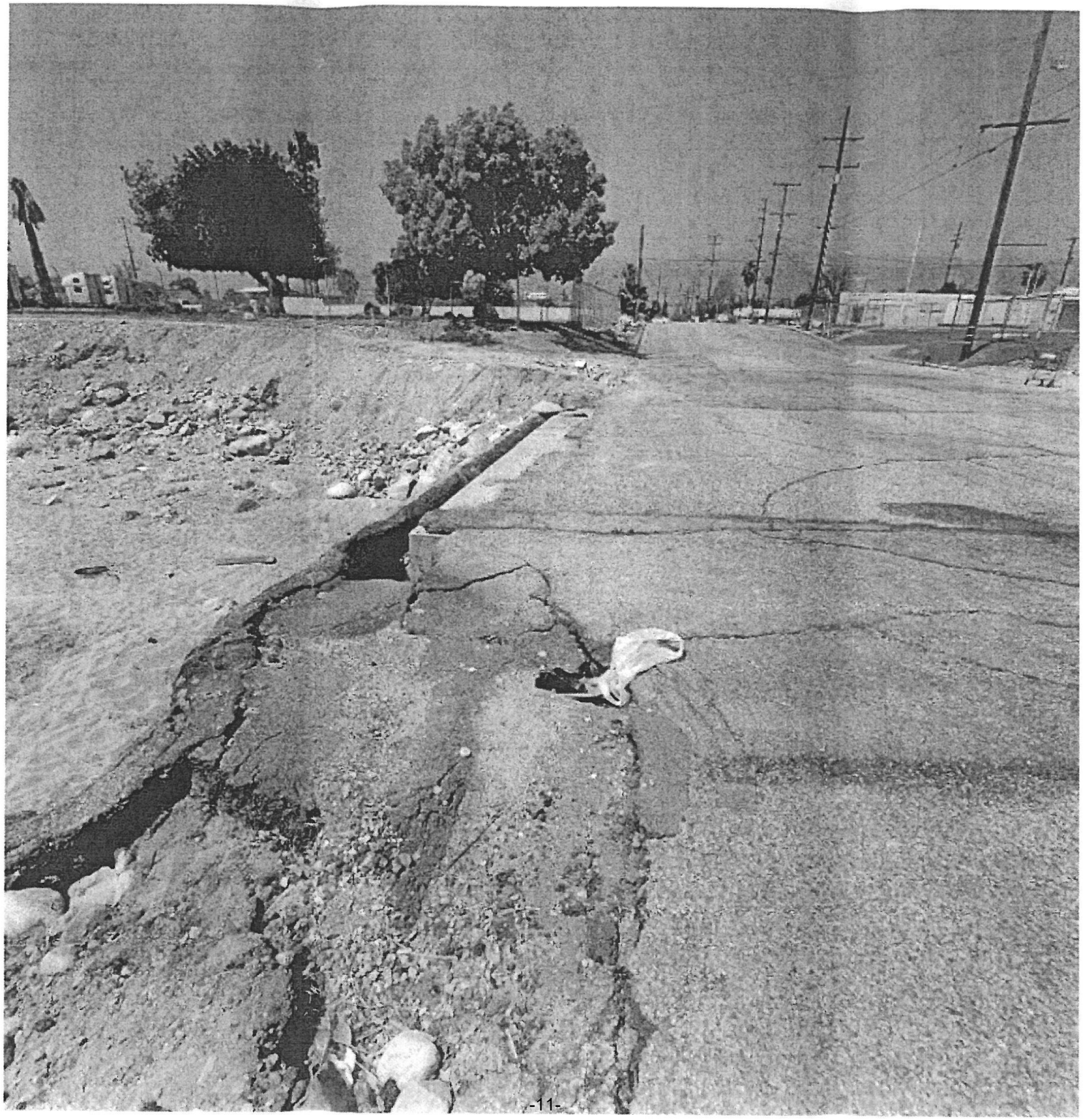


STAFF REPORT

TO THE CITY COUNCIL

DATE: September 12, 2023

FROM: Joseph A. Hughes, City Manager

REVIEWED BY: Carlos Zamano, Public Works Director/City Engineer C2

PREPARED BY: Melissa Morgan, Public Services Manager

SUBJECT: The Coalition for Clean Air requests the City participate in the 2023 California Clean Air Day on October 4, 2023.

RECOMMENDATION: That the City Council adopt Resolution No. 2023- ___ to support and participate in the 2023 California Clean Air Day on October 4, 2023.

FISCAL IMPACT: None.

PUBLIC NOTICE: Public notice is not required prior to the City Council taking action on this matter. However, the Agenda was posted at the three (3) locations within the City, as required by Council Resolution and on the City's Website.

BACKGROUND: The California Clean Air Coalition was founded in 1971 and is California's only statewide organization working exclusively on-air quality issues. From creating the idea for California's original Smog Check program in 1981 to ensuring the first national ban on the toxic dry-cleaning chemical "perc" to helping pass legislation to put 1 million electric vehicles on California's roads by 2025, CCA has paved the way for socially and environmentally responsible air policy nationally and worldwide.

California Clean Air Day is built on the idea that shared experiences unite people to action to improve our community health. By joining together for a unified day of action we can create new habits to clear the air for all members of California's diverse communities. This year's California Clean Air Day is October 4, 2023. Cities and local governments have the ability to lead their communities to a more breathable future. Cities, counties, school districts, water districts, and other local and special districts all have a responsibility to take action and inspire constituents and stakeholders.

Approved _____ Motion _____ Second _____ Agenda Item No. 7

Denied _____ Ayes _____

Continued _____ Noes _____ File No. _____

Tabled _____ Abstain _____

Absent _____

City Clerk City Manager

RESOLUTION NO. 2023-___

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HIGHLAND, COUNTY OF SAN BERNARDINO, CALIFORNIA DECLARING OCTOBER 4, 2023 AS CLEAN AIR DAY

WHEREAS, Air pollution contributes to higher rates of cancer and heart and lung diseases, which adversely affect health; and

WHEREAS, California has some of the worst air quality in the United States; and

WHEREAS, It is vital that we protect the health and well-being of our residents, visitors, and workforce; and

WHEREAS, Emissions from vehicles, industry, and even household sources significantly affects the natural environment, air quality and well-being of City of Highland residents; and

WHEREAS, Individual actions such as not idling vehicles, walking or biking to work and school, carpooling, and conserving energy can directly improve air quality in our region; and

WHEREAS, State, County and local employees, vendors and elected officials have tremendous power to help lower emissions; and

WHEREAS, Pledges by individuals have shown to result in action; and

WHEREAS, Education about air quality can raise community awareness, encourage our community to develop better habits, and improve our community health; and

WHEREAS, Californians will be joining together across the state to clear the air on October 4, 2023; and

WHEREAS, the City of Highland is committed to the health of our residents, workforce, visitors, and community at large;

NOW, THEREFORE BE IT RESOLVED, by the City Council of the City of Highland that October 4, 2023 be declared "Clean Air Day" in the city; and be it further

RESOLVED, That we encourage all residents, businesses, employees, and community members to participate in Clean Air Day and help clear the air for all Californians.

APPROVED AND ADOPTED this 12th day of September 2023.

_____
Larry McCallon
Mayor

ATTEST:

_____
Betty Hughes, MMC
City Clerk

STAFF REPORT

TO THE CITY COUNCIL

MEETING DATE: September 12, 2023

FROM: Joseph Hughes, City Manager

PREPARED BY: Carlos Zamano, Public Works Director/City Engineer CZ

SUBJECT: Amendment to Cooperative Agreement with San Manuel Band of Mission Indians and Inland Valley Development Agency
3rd Street/5th Street Corridors Improvement Project (Project No. str18001)

RECOMMENDATION: It is recommended that the City Council:

1. Approve an Amendment to the Cooperative Agreement with San Manuel Band of Mission Indians (Tribe) and Inland Valley Development Agency (IVDA) regarding the 3rd Street and 5th Street Corridors Improvement Project to document that the SB-1 grant in the amount of $1.7 million will be used as a match for EDA grant and the City will not invoice this portion of the Project cost from the Tribe and IVDA; and

2. Authorize the Mayor to sign the Amendment.

FISCAL IMPACT: There is no fiscal impact associated with this amendment to the Cooperative Agreement.

PUBLIC NOTICE: The agenda for this item was posted at the three locations per Resolution No. 2011-047 and on the City's website.

BACKGROUND: The 3rd Street/5th Street Corridor Improvements Project involves roadway improvements to the following streets:

- 3rd Street (Palm Avenue to 5th Street)
- 5th Street (Victoria Avenue to Palm Avenue – South Side only)
- 5th Street (Palm Avenue to SR-210)
- Palm Avenue (3rd Street to 5th Street)

Approved _____ Motion _____ Second _____ Agenda Item No. 8

Denied _____ Ayes _____

Continued _____ Noes _____ File No. _____

Tabled _____ Abstain _____

Absent _____

B Hughes

City Clerk

City Manager

- Central Avenue (3rd Street to 5th Street)

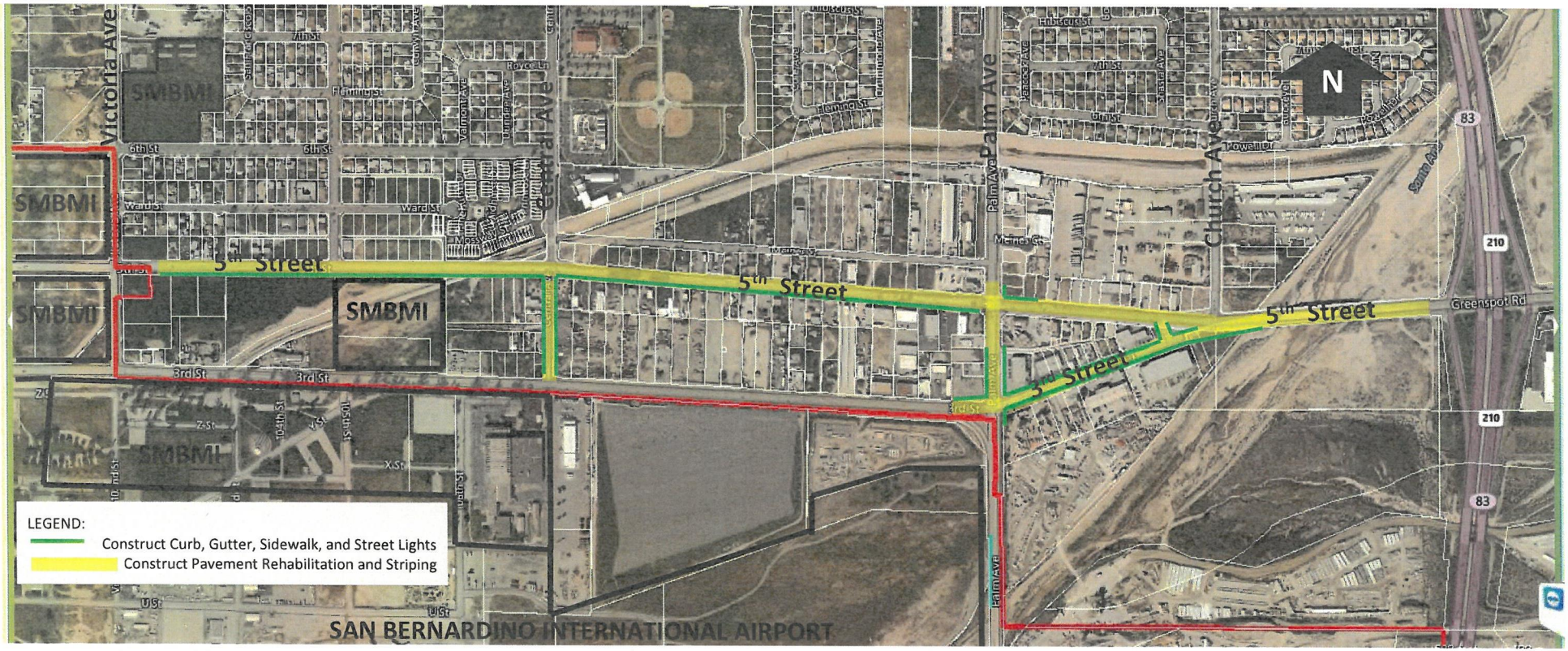
Proposed improvements include pavement rehabilitation and widening, new curbs, gutters, sidewalks, right-turn-pockets, street extension, traffic signal modifications, drainage catch basins, streetlights, bike lanes, pavement markings, and signage and striping.

On October 22, 2019, the City Council approved a 3-party Cooperative Agreement between the City, Tribe and IVDA for the 3rd Street/5th Street Corridor Improvement Project as required by the Federal EDA grant.

The 3 parties have mutually agreed that the State SB 1 Competitive LPP grant awarded to the City, in the amount of $1.7 million or approximately 18.09% of the construction Project cost, shall be used as a match to the Federal EDA grant. The City shall cover this Project cost and seek reimbursement from California State Department of Transportation (Caltrans)/California Transportation Commission (CTC). Therefore, the City will not need to invoice for this portion of the Project to the Tribe and IVDA. All other terms, conditions and provisions of the original Cooperative Agreement will remain in full force and effect.

Attachments: Location Map
Amendment

M:\PUBWRK\str18001 - 3rd St-5th St Corridor Improvements\City Council\str18001 Cooperative Agreement Amendment Staff Report.doc



5th Street • Victoria Avenue to Palm Avenue includes striping reconfiguration, south side pavement widening, curb, gutter, sidewalk and streetlights (1.0 miles) • Palm Avenue to Church Avenue includes right turn lane to northbound Palm Ave, pavement rehabilitation and striping (0.25 miles) • Church Avenue to SR-210 includes pavement rehabilitation, raised center median and striping reconfiguration (0.25 miles)	Central Avenue • 3rd Street to 5th Street includes pavement rehabilitation, pavement widening, curbs, gutters, sidewalks and streetlights (0.13 miles)
3rd Street • Palm Avenue/3rd Street intersection reconfiguration/realignment • Palm Avenue to 5th Street includes pavement rehabilitation, pavement widening, curb, gutter sidewalks, bike lane, striping and streetlights (0.40 miles) • 3rd Street/5th Street intersection improvements	Palm Avenue • 3rd Street to 5th Street includes pavement rehabilitation, addition of turn pockets (0.13 miles)

2017 Economic Development Agency (EDA) Public Works and Economic Adjustment Assistance Grant Program
Project Proposal to Support Economic Development, Faster Job Creation, and Attract Private Investment in Economically Distressed Areas of Highland and San Bernardino
November 29, 2016

AMENDMENT TO COOPERATIVE AGREEMENT
BETWEEN SAN MANUEL BAND OF MISSION INDIANS, CITY OF HIGHLAND, AND INLAND VALLEY DEVELOPMENT AGENCY
FOR THE 3RD STREET/5TH STREET CORRIDORS IMPROVEMENT PROJECT

This Amendment to the Agreement for the 3rd Street/5th Street Corridors Improvement Project is made and entered into the 12th day of September 2023, by and between the San Manuel Band of Mission Indians (TRIBE), City of Highland (CITY), and Inland Valley Development Agency (IVDA).

The three parties entered into an Agreement on October 22, 2019, to work cooperatively for development and construction of a Public Works and Economic Development facilities project entitled 3rd Street/5th Street Corridors Improvement (Project).

The three parties' desire to mutually amend the Agreement regarding the use of the State SB-1 Competitive LPP grant awarded to the City.

THIS AMENDMENT ALTERS THE AGREEMENT AS FOLLOWS:

1. The Project has been awarded $1,700,000 or approximately 18.09% of the Project construction cost related to SB-1 funds solely to the City and therefore, City agrees not needing to invoice this portion of the Project to the Tribe and IVDA.

2. The City shall seek reimbursement of SB-1 funds through California State Transportation of Transportation (Caltrans)/California Transportation Commission (CTC).

3. This portion of SB-1 funds remains as a matching cost for the Project related to the EDA fund.

4. All other terms, conditions, and provisions of the original agreement to the extent not modified by this Amendment, shall remain in full force and effect.

Except as expressly modified above, the terms of the original agreement dated October 22, 2019, shall control the respective rights and obligations of the parties hereto.

CITY OF HIGHLAND

_____
Larry McCallon, Mayor

SAN MANUEL BAND OF MISSION INDIANS

By: _____

_____
Print Name and Title

ATTEST:

_____
Betty Hughes, City Clerk

INLAND VALLEY DEVELOPMENT AGENCY

By: _____
Michael Burrows, Chief Executive Officer

STAFF REPORT
TO THE CITY COUNCIL

DATE: September 12, 2023

FROM: Joseph Hughes, City Manager
Maricela Marroquin, City Attorney

PREPARED BY: Chuck Dantuono, Director of Administrative Services
Maricela Marroquin, City Attorney

SUBJECT: Agreement between the City and the County regarding use of the local allocation of opioid settlement funds re: Allergan, CVS, Teva, Walgreens, and Walmart.

RECOMMENDATION: That the City Council authorize the City Manager to execute the Agreement between the City and the County regarding use of the local allocation of opioid settlement funds re: Allergan, CVS, Teva, Walgreens, and Walmart

PUBLIC NOTICE: The agenda for this item was posted at the three locations per Resolution No. 2011-047 and on the City's website.

FISCAL IMPACT: None.

BACKGROUND: A multidistrict litigation was initiated in the U.S. District Court for the Northern District of Ohio by numerous public entity plaintiffs against the manufacturers and distributors of various opioids based on the allegation that the defendants' unlawful conduct caused the opioid epidemic. A national settlement was subsequently reached and on March 14, 2023, the City Council approved Resolution No. 2023-007 authorizing the City of Highland to enter into Settlement Agreements with CVS, Allergan, Teva, Walmart, and Walgreens, Agree to the Terms of the related State-Subdivision Agreements, and Authorize Entry into the related State-Subdivision Agreements with the Attorney General. The City Council also elected to have the settlement funds directly deposited with the County of San Bernardino ("County") because of the strict uses and reporting of these funds.

The City subsequently executed the Settlement Agreements. The County has drafted an agreement pertaining to the use of the settlement funds. The agreement provides that the City shall have all of its Local Allocation from the settlements paid directly to the County, that the City's Local Allocation will become part of the County's share of the California Abatement Accounts Fund, which will be used by

Approved _____	Motion _____	Second _____	Agenda Item No. 9
Denied _____	Ayes _____		
Continued _____	Noes _____		File No. _____
Tabled _____	Abstain _____		
	Absent _____		

City Clerk

City Manager

County for future opioid remediation as described in the settlement agreements and that the County will fulfill the reporting obligations pursuant to the settlement agreements. Staff and the City Attorney are recommending that the City Council authorize the City Manager to execute the agreement.

Attachments:
1. Agreement between the City and the County

THE INFORMATION IN THIS BOX IS NOT A PART OF THE CONTRACT AND IS FOR COUNTY USE ONLY

SAN BERNARDINO COUNTY

Contract Number _____

SAP Number _____

CAO – Finance and Administration

Department Contract Representative _____
Telephone Number _____

Contractor CITY OF HIGHLAND
Contractor Representative _____
Telephone Number _____
Contract Term _____
Original Contract Amount _____
Amendment Amount _____
Total Contract Amount _____
Cost Center _____

AGREEMENT FOR THE USE OF THE LOCAL ALLOCATION OF OPIOID SETTLEMENT FUNDS RE: ALLERGAN, CVS, TEVA, WALGREENS, AND WALMART

This Agreement for the Use of the Local Allocation of Opioid Settlement Funds Re: Allergan, CVS, Teva, Walgreens, and Walmart ("Agreement") is made and entered into on the date this Agreement is fully executed by and between SAN BERNARDINO COUNTY ("County") and CITY OF HIGHLAND ("City"). City and County may be referred to individually as "Party" and or collectively as "Parties."

WHEREAS, the United States is facing an ongoing public health crisis of opioid abuse, addiction, overdose, and death. The State of California and California counties and cities have spent and continue to spend millions of dollars each year to address the direct consequences of this crisis; and

WHEREAS, in response to the opioid crisis, counties, cities, and states across the country filed lawsuits to hold opioid manufacturers, distributors, pharmacies, and others responsible for the harms caused by their deception, negligence, and creation of a public nuisance; and

WHEREAS, on or about July 19, 2018, the County filed a lawsuit in the United States District Court for the Central District of California against numerous opioid manufacturers and distributors alleging that as a result of the unlawful conduct of the defendants, the opioid crisis resulted, which caused damage to the County and its residents; and

WHEREAS, the County's lawsuit was transferred to the United States District Court for the Northern District of Ohio to become part of the multidistrict litigation ("MDL"), consisting of thousands of lawsuits brought by various states and local subdivisions, including counties, cities, and special districts, against a number of opioid distributors and manufacturers; and

WHEREAS, starting on November 14, 2022 through December 9, 2022, five defendants in the MDL—CVS, Walgreens, Walmart, Teva, and Allergan (collectively, "Settling Defendants") tentatively reached five separate settlements in the MDL (each a "Settlement" and collectively, "Settlements"), which allow for participation by eligible Non-litigating Local Subdivisions; and

WHEREAS, City is an eligible Non-litigating Local Subdivision and has submitted the requisite documentation necessary to participate in the Settlements;

WHEREAS, under the Master Agreements for the Settlements, the states and their Local Subdivisions may enter into allocation agreements to govern how the settlements funds from the Settlements coming to a state will be allocated to the state and its Local Subdivisions; and

WHEREAS, the State of California ("State") and its Local Subdivisions have entered into Allocation Agreements for all of the Settlements, which provide that each eligible Local Subdivision that participates in the Settlements will have its Local Allocation go to the county where the subdivision is located, unless the Local Subdivision notifies the Settlement Fund Administrator, at least 60 days before each payment date, that it elects to take a direct distribution of its Local Allocation; and

WHEREAS, the City has decided it will not take a direct distribution of its Local Allocation in any of the Settlements that it is participating in, and will instead have its Local Allocation distributed to the County; and

WHEREAS, the parties wish to set forth the terms as to the County's use of the City's Local Allocation; and

NOW, THEREFORE, in consideration of the preceding recitals, together with the mutual covenants hereinafter contained, the parties hereto mutually agree that the above recitals are true and correct and incorporated into the terms of this Agreement and as follows:

A. DEFINITIONS

a. *Actavis Generic Entities* means Actavis LLC (f/k/a Actavis Inc.), Actavis Elizabeth LLC, Actavis Kadian LLC, Actavis Pharma, Inc. (f/k/a Watson Pharma, Inc.), Actavis Kadian LLC, Actavis Laboratories UT, Inc. (f/k/a Watson Laboratories, Inc. – Utah), Actavis Mid Atlantic LLC, Actavis Totowa LLC, Actavis Laboratories FL, Inc. (f/k/a Watson Laboratories, Inc. – Florida), Actavis South Atlantic LLC, Warner Chilcott Company LLC, and Watson Laboratories, Inc.

b. *Allergan* shall mean Allergan Finance, LLC (f/k/a Actavis, Inc., which in turn was f/k/a Watson Pharmaceutics, Inc.) and Allergan Limited (f/k/a Allergan plc, which, in turn, was f/k/a Actavis plc).

c. *Allocation Agreement(s)* means the five allocation agreements entered into by and between the State and its Local Subdivisions specifying how the settlement funds from the five Settlements will be distributed to the State and its Local Subdivisions. The five Allocation Agreements are entitled: (1) "Proposed California State-Subdivision Agreement Regarding Distribution and Use of Settlement Funds – Allergan Settlement"; (2) "Proposed California State-Subdivision Agreement Regarding Distribution and Use of Settlement Funds – CVS Settlement"; (3) "Proposed California State-Subdivision Agreement Regarding Distribution and Use of Settlement Funds – Teva Settlement"; (4) "Proposed California State-Subdivision Agreement Regarding Distribution and Use of Settlement Funds – Walgreens Settlement"; and (5) "Proposed California State-Subdivision Agreement Regarding Distribution and Use of Settlement Funds – Walmart Settlement."

d. *CA Abatement Accounts Fund* shall mean "CA Abatement Accounts Fund" as defined in the Allocation Agreements.

e. *CVS* shall mean CVS Health Corporation and CVS Pharmacy, Inc. and all of their past and present direct and indirect parent and subsidiaries.

f. *DHCS* is the California Department of Health Care Services.

g. *Local Allocation* means a Local Subdivision's share of the settlement funds from the five Settlements, as set forth in Appendix 1 to the Allocation Agreements.

h. *Local Subdivision(s)* means cities and counties.

i. *Master Agreements* shall refer to the settlement agreements in the five Settlements.

j. *Non-litigating Local Subdivision* shall mean a Local Subdivision that did not file a lawsuit against a Settling Defendant relating to the opioid crisis.

k. *Settlement Fund Administrator* shall mean the "Settlement Fund Administrator" as defined in the Master Agreements.

l. *Teva* shall mean Teva Pharmaceutical Industries Ltd. and all of its respective past and present direct or indirect parents, subsidiaries, divisions, affiliates, joint ventures, predecessors, successors, assigns, including but not limited to Teva Pharmaceuticals USA, Inc., the Actavis Generic Entities, and Anda Inc.

m. *Walgreens* shall mean Walgreen Co.

n. *Walmart* shall mean Walmart Inc.

B. SCOPE

a. This Agreement supplements and is subject to the terms of the Master Agreements and the Allocation Agreements and any amendments thereto. If any term of this Agreement is inconsistent with a mandatory term of the Master Agreements or the Allocation Agreements, the order of the governing document shall be as follows: Master Agreements, Allocation Agreements, and last, this Agreement.

b. This Agreement governs the County's use of the City's Local Allocation from the Settlements paid directly to the County.

C. USE OF CITY'S LOCAL ALLOCATION

a. Participation

I. City shall have all of its Local Allocation from the Settlements paid directly to the County.

II. City shall not, at any time, after execution of this Agreement advise the Settlement Fund Administrator that it requests direct payment of its Local Allocation from the Settlements.

III. The parties understand that the Local Allocation is payable over a period of time, with each Settlement paying out over a different period of time. The parties further understand that the yearly disbursement amount of the Local Allocation payment may vary.

b. County's Use of the City's Local Allocation

I. The City's Local Allocation will become part of the County's share of the CA Abatement Accounts Fund, which will be:

1. Used by County in accordance with Section 4.B.ii (Use of CA Abatement Account Funds) of the Allocation Agreements; and
2. Reported on by County in accordance with Section 4.B.iii (CA Abatement Accounts Fund Oversight) of the Allocation Agreements.

II. The parties understand and agree that the City's Local Allocation that will be distributed to the County may only be used by County for future opioid remediation as described in Exhibit E to the Master Agreements, attached hereto as **Attachment I**.

III. The parties also understand and agree that no less than 50% of the CA Abatement Accounts Fund in each calendar year will be used for one or more of the following High Impact Abatement Activities as outlined in the Allocation Agreements.

IV. County understands and agrees that it is responsible for the reporting requirements to DHCS as specified in Section 5 of the Allocation Agreements.

V. County understands and agrees that it is responsible for responding to any DHCS oversight inquiries and/or requests as specified in Section 4.B.iii. of the Allocation Agreements with respect to the City's Local Allocation that is distributed to the County.

VI. County will track all deposits and expenditures of CA Abatement Accounts Funds consistent with Section 5(c) of the Allocation Agreements.

D. GENERAL CONTRACT REQUIREMENTS

D.1 Recitals

The recitals set forth above are true and correct and incorporated herein by this reference.

D.2 Assignability

Neither party may assign this Agreement without the prior written consent of the other party.

D.3 Attorney's Fees and Costs

If any legal action is instituted to enforce any party's rights hereunder, each party shall bear its own costs and attorney fees, regardless of who is the prevailing party.

D.4 Choice of Law

This Agreement shall be governed by and construed according to the laws of the State of California.

D.5 Legality and Severability

The parties' actions under the Agreement shall comply with all applicable laws, rules, regulations, court orders and governmental agency orders. The provisions of this Agreement are specifically made severable. If a provision of the Agreement is terminated or held to be invalid, illegal or unenforceable, the validity, legality and enforceability of the remaining provisions shall remain in full effect.

D.6 Mutual Covenants

The parties to this Agreement mutually covenant to perform all of their obligations hereunder, to exercise all discretion and rights granted hereunder, and to give all consents in a reasonable manner consistent with the standards of "good faith" and "fair dealing".

D.7 Relationship of the Parties
Nothing contained in this Agreement shall be construed as creating a joint venture, or partnership, between the Parties hereto, nor shall either Party have the right, power or authority to create an obligation or duty, expressed or implied, on behalf of the other Party hereto.

D.8 Termination for Convenience
Except as otherwise specified in this provision, the County and the City each reserve the right to terminate the Agreement, for any reason, with a thirty (30) day written notice of termination. In the event of termination of this Agreement, the City shall not be entitled to any of the City's Local Allocation that (1) had already been distributed to the County prior to the effective date of termination, or (2) is scheduled to be distributed to the County within 60 days of the notice of termination.

D.9 Notice
All written notices provided for in this Agreement or which either party desires to give to the other shall be deemed fully given, when made in writing and either served personally, or deposited in the United States mail, postage prepaid, and addressed to the other party as follows:

To County:

County Administrative Office – Finance & Administration
Matthew Erickson, Chief Financial Officer
385 N. Arrowhead Ave. 4th Floor
San Bernardino, CA 92415-0123

To City:

City of Highland
City Manager
27215 Base Line
Highland, CA 92346

Notice shall be deemed communicated two (2) County working days from the time of mailing if mailed as provided in this paragraph.

D.10 Venue
The parties acknowledge and agree that this Agreement was entered into and intended to be performed in San Bernardino County, California. The parties agree that the venue of any action or claim brought by any party to this Agreement will be the Superior Court of California, San Bernardino County, San Bernardino District. Each party hereby waives any law or rule of the court, which would allow them to request or demand a change of venue. If any action or claim concerning this Agreement is brought by any third party and filed in another venue, the parties hereto agree to use their best efforts to obtain a change of venue to the Superior Court of California, San Bernardino County, San Bernardino District.

D.11 Informal Dispute Resolution
In the event of any dispute, claim, question or disagreement arising from or relating to this Agreement or breach thereof, the parties hereto shall use their best efforts to settle the dispute, claim, question or disagreement. To this effect, they shall consult and negotiate with each other in good faith and, recognizing their mutual interests, attempt to reach a just and equitable solution satisfactory to both parties.

E. TERM OF AGREEMENT
This Agreement is effective as of the date fully executed and expires following the final Settlement payout, but may be terminated earlier in accordance with the provisions of this Agreement.

F. INDEMNFICATION

F.1 County agrees to indemnify, defend (with counsel reasonably approved by City) and hold harmless City and its officers, employees, agents, and volunteers from any and all claims, actions or losses, damages, and/or liability resulting from County's negligent acts or omissions which arise from County's performance of its obligations under this Agreement.

F.2 City agrees to indemnify, defend (with counsel reasonably approved by County), and hold harmless County and its officers, employees, agents, and volunteers from any and all claims, actions or losses, damages, and/or liability resulting from City's negligent acts or omissions which arise from City's performance of its obligations under this Agreement.

F.3 In the event County and/or City is found to be comparatively at fault for any claim, action, loss or damage which results from their respective obligations under the Agreement, County and/or City shall indemnify the other to the extent of its comparative fault.

G. INSURANCE

City and County are authorized self-insured public entities for purposes of Professional Liability, General Liability, Automobile Liability and Workers' Compensation and warrant that through their insurance policies or respective programs of self-insurance, they have adequate coverage or resources to protect against liabilities arising out of the performance of the terms, conditions or obligations of this Agreement.

H. SIGNATURES

This Agreement may be executed in any number of counterparts, each of which so executed shall be deemed to be an original, and such counterparts shall together constitute one and the same Agreement. The parties shall be entitled to sign and transmit an electronic signature of this Agreement (whether by facsimile, PDF or other email transmission), which signature shall be binding on the party whose name is contained therein. Each party providing an electronic signature agrees to promptly execute and deliver to the other party an original signed Agreement upon request.

I. ENTIRE AGREEMENT

This Agreement, including Attachment I, which is attached hereto and incorporated by reference, represents the final, complete and exclusive agreement between the parties hereto. Any prior agreement, promises, negotiations or representations relating to the subject matter of this Agreement not expressly set forth herein are of no force or effect. This Agreement is executed without reliance upon any promise, warranty or representation by any party or any representative of any party other than those expressly contained herein. Each party has carefully read this Agreement and signs the same of its own free will.

[SIGNATURE PAGE FOLLOWS]

IN WITNESS WHEREOF, County and City have each caused this Agreement to be subscribed by its respective duly authorized officers, on its behalf.

SAN BERNARDINO COUNTY

►

Name: Matthew Erickson
Title: Chief Financial Officer
Date: _____

CITY OF HIGHLAND

By ►
(Authorized signature - sign in blue ink)

Name Joseph Hughes
(Print or type name of person signing contract)

Title City Manager
(Print or Type)

Dated: _____

Address 27215 Base Line
Highland, CA 92346

FOR COUNTY USE ONLY

Approved as to Legal Form	Reviewed for Contract Compliance	Reviewed/Approved by Department
►	►	►
Charles Phan, Deputy County Counsel		
Date	Date	Date

EXHIBIT E

List of Opioid Remediation Uses

Schedule A
Core Strategies

States and Qualifying Block Grantees shall choose from among the abatement strategies listed in **Schedule B. However, priority shall be given to the following core abatement strategies** (*"Core Strategies"*).[14]

A. **NALOXONE OR OTHER FDA-APPROVED DRUG TO REVERSE OPIOID OVERDOSES**

1. Expand training for first responders, schools, community support groups and families; and

2. Increase distribution to individuals who are uninsured or whose insurance does not cover the needed service.

B. **MEDICATION-ASSISTED TREATMENT (*"MAT"*) DISTRIBUTION AND OTHER OPIOID-RELATED TREATMENT**

1. Increase distribution of MAT to individuals who are uninsured or whose insurance does not cover the needed service;

2. Provide education to school-based and youth-focused programs that discourage or prevent misuse;

3. Provide MAT education and awareness training to healthcare providers, EMTs, law enforcement, and other first responders; and

4. Provide treatment and recovery support services such as residential and inpatient treatment, intensive outpatient treatment, outpatient therapy or counseling, and recovery housing that allow or integrate medication and with other support services.

[14] **As used in this Schedule A, words like "expand," "fund," "provide" or the like shall not indicate a prefe**rence for new or existing programs.

C. **PREGNANT & POSTPARTUM WOMEN**

1. Expand Screening, Brief Intervention, and Referral to Treatment ("*SBIRT*") services to non-Medicaid eligible or uninsured pregnant women;

2. Expand comprehensive evidence-based treatment and recovery services, including MAT, for women with co-occurring Opioid Use Disorder ("*OUD*") and other Substance Use Disorder ("*SUD*")/Mental Health disorders for uninsured individuals for up to 12 months postpartum; and

3. Provide comprehensive wrap-around services to individuals with OUD, including housing, transportation, job placement/training, and childcare.

D. **EXPANDING TREATMENT FOR NEONATAL ABSTINENCE SYNDROME ("*NAS*")**

1. Expand comprehensive evidence-based and recovery support for NAS babies;

2. Expand services for better continuum of care with infant-need dyad; and

3. Expand long-term treatment and services for medical monitoring of NAS babies and their families.

E. **EXPANSION OF WARM HAND-OFF PROGRAMS AND RECOVERY SERVICES**

1. Expand services such as navigators and on-call teams to begin MAT in hospital emergency departments;

2. Expand warm hand-off services to transition to recovery services;

3. Broaden scope of recovery services to include co-occurring SUD or mental health conditions;

4. Provide comprehensive wrap-around services to individuals in recovery, including housing, transportation, job placement/training, and childcare; and

5. Hire additional social workers or other behavioral health workers to facilitate expansions above.

F. **TREATMENT FOR INCARCERATED POPULATION**

1. Provide evidence-based treatment and recovery support, including MAT for persons with OUD and co-occurring SUD/MH disorders within and transitioning out of the criminal justice system; and

2. Increase funding for jails to provide treatment to inmates with OUD.

G. **PREVENTION PROGRAMS**

1. Funding for media campaigns to prevent opioid use (similar to the FDA's "Real Cost" campaign to prevent youth from misusing tobacco);

2. Funding for evidence-based prevention programs in schools;

3. Funding for medical provider education and outreach regarding best prescribing practices for opioids consistent with the 2016 CDC guidelines, including providers at hospitals (academic detailing);

4. Funding for community drug disposal programs; and

5. Funding and training for first responders to participate in pre-arrest diversion programs, post-overdose response teams, or similar strategies that connect at-risk individuals to behavioral health services and supports.

H. **EXPANDING SYRINGE SERVICE PROGRAMS**

1. Provide comprehensive syringe services programs with more wrap-around services, including linkage to OUD treatment, access to sterile syringes and linkage to care and treatment of infectious diseases.

I. **EVIDENCE-BASED DATA COLLECTION AND RESEARCH ANALYZING THE EFFECTIVENESS OF THE ABATEMENT STRATEGIES WITHIN THE STATE**

Schedule B
Approved Uses

Support treatment of Opioid Use Disorder (OUD) and any co-occurring Substance Use Disorder or Mental Health (SUD/MH) conditions through evidence-based or evidence-informed programs or strategies that may include, but are not limited to, the following:

PART ONE: TREATMENT

A. TREAT OPIOID USE DISORDER (OUD)

Support treatment of Opioid Use Disorder ("*OUD*") and any co-occurring Substance Use Disorder or Mental Health ("*SUD/MH*") conditions through evidence-based or evidence-informed programs or strategies that may include, but are not limited to, those that:[15]

1. Expand availability of treatment for OUD and any co-occurring SUD/MH conditions, including all forms of Medication-Assisted Treatment ("*MAT*") approved by the U.S. Food and Drug Administration.

2. Support and reimburse evidence-based services that adhere to the American Society of Addiction Medicine ("*ASAM*") continuum of care for OUD and any co-occurring SUD/MH conditions.

3. Expand telehealth to increase access to treatment for OUD and any co-occurring SUD/MH conditions, including MAT, as well as counseling, psychiatric support, and other treatment and recovery support services.

4. Improve oversight of Opioid Treatment Programs ("*OTPs*") to assure evidence-based or evidence-informed practices such as adequate methadone dosing and low threshold approaches to treatment.

5. Support mobile intervention, treatment, and recovery services, offered by qualified professionals and service providers, such as peer recovery coaches, for persons with OUD and any co-occurring SUD/MH conditions and for persons who have experienced an opioid overdose.

6. Provide treatment of trauma for individuals with OUD (*e.g.*, violence, sexual assault, human trafficking, or adverse childhood experiences) and family members (*e.g.*, surviving family members after an overdose or overdose fatality), and training of health care personnel to identify and address such trauma.

7. Support evidence-based withdrawal management services for people with OUD and any co-occurring mental health conditions.

---

[15] As used in this Schedule B, words like "expand," "fund," "provide" or the like shall not indicate a preference for new or existing programs.

8. Provide training on MAT for health care providers, first responders, students, or other supporting professionals, such as peer recovery coaches or recovery outreach specialists, including telementoring to assist community-based providers in rural or underserved areas.

9. Support workforce development for addiction professionals who work with persons with OUD and any co-occurring SUD/MH conditions.

10. Offer fellowships for addiction medicine specialists for direct patient care, instructors, and clinical research for treatments.

11. Offer scholarships and supports for behavioral health practitioners or workers involved in addressing OUD and any co-occurring SUD/MH or mental health conditions, including, but not limited to, training, scholarships, fellowships, loan repayment programs, or other incentives for providers to work in rural or underserved areas.

12. Provide funding and training for clinicians to obtain a waiver under the federal Drug Addiction Treatment **Act of 2000 ("***DATA 2000***") to prescribe MAT for** OUD, and provide technical assistance and professional support to clinicians who have obtained a DATA 2000 waiver.

13. Disseminate of web-based training curricula, such as the American Academy of Addiction Psychiatry**'s Provider Clinical Support Service**–Opioids web-based training curriculum and motivational interviewing.

14. Develop and disseminate new curricula, such as the American Academy of **Addiction Psychiatry's Provider Clinical Support Service for Medication**–Assisted Treatment.

B. SUPPORT PEOPLE IN TREATMENT AND RECOVERY

Support people in recovery from OUD and any co-occurring SUD/MH conditions through evidence-based or evidence-informed programs or strategies that may include, but are not limited to, the programs or strategies that:

1. Provide comprehensive wrap-around services to individuals with OUD and any co-occurring SUD/MH conditions, including housing, transportation, education, job placement, job training, or childcare.

2. Provide the full continuum of care of treatment and recovery services for OUD and any co-occurring SUD/MH conditions, including supportive housing, peer support services and counseling, community navigators, case management, and connections to community-based services.

3. Provide counseling, peer-support, recovery case management and residential treatment with access to medications for those who need it to persons with OUD and any co-occurring SUD/MH conditions.

4. Provide access to housing for people with OUD and any co-occurring SUD/MH conditions, including supportive housing, recovery housing, housing assistance programs, training for housing providers, or recovery housing programs that allow or integrate FDA-approved mediation with other support services.

5. Provide community support services, including social and legal services, to assist in deinstitutionalizing persons with OUD and any co-occurring SUD/MH conditions.

6. Support or expand peer-recovery centers, which may include support groups, social events, computer access, or other services for persons with OUD and any co-occurring SUD/MH conditions.

7. Provide or support transportation to treatment or recovery programs or services for persons with OUD and any co-occurring SUD/MH conditions.

8. Provide employment training or educational services for persons in treatment for or recovery from OUD and any co-occurring SUD/MH conditions.

9. Identify successful recovery programs such as physician, pilot, and college recovery programs, and provide support and technical assistance to increase the number and capacity of high-quality programs to help those in recovery.

10. Engage non-profits, faith-based communities, and community coalitions to support people in treatment and recovery and to support family members in their efforts to support the person with OUD in the family.

11. Provide training and development of procedures for government staff to appropriately interact and provide social and other services to individuals with or in recovery from OUD, including reducing stigma.

12. Support stigma reduction efforts regarding treatment and support for persons with OUD, including reducing the stigma on effective treatment.

13. Create or support culturally appropriate services and programs for persons with OUD and any co-occurring SUD/MH conditions, including new Americans.

14. Create and/or support recovery high schools.

15. Hire or train behavioral health workers to provide or expand any of the services or supports listed above.

C. CONNECT PEOPLE WHO NEED HELP TO THE HELP THEY NEED (CONNECTIONS TO CARE)

Provide connections to care for people who have—or are at risk of developing—OUD and any co-occurring SUD/MH conditions through evidence-based or evidence-informed programs or strategies that may include, but are not limited to, those that:

1. Ensure that health care providers are screening for OUD and other risk factors and know how to appropriately counsel and treat (or refer if necessary) a patient for OUD treatment.

2. Fund SBIRT programs to reduce the transition from use to disorders, including SBIRT services to pregnant women who are uninsured or not eligible for Medicaid.

3. Provide training and long-term implementation of SBIRT in key systems (health, schools, colleges, criminal justice, and probation), with a focus on youth and young adults when transition from misuse to opioid disorder is common.

4. Purchase automated versions of SBIRT and support ongoing costs of the technology.

5. Expand services such as navigators and on-call teams to begin MAT in hospital emergency departments.

6. Provide training for emergency room personnel treating opioid overdose patients on post-discharge planning, including community referrals for MAT, recovery case management or support services.

7. Support hospital programs that transition persons with OUD and any co-occurring SUD/MH conditions, or persons who have experienced an opioid overdose, into clinically appropriate follow-up care through a bridge clinic or similar approach.

8. Support crisis stabilization centers that serve as an alternative to hospital emergency departments for persons with OUD and any co-occurring SUD/MH conditions or persons that have experienced an opioid overdose.

9. Support the work of Emergency Medical Systems, including peer support specialists, to connect individuals to treatment or other appropriate services following an opioid overdose or other opioid-related adverse event.

10. Provide funding for peer support specialists or recovery coaches in emergency departments, detox facilities, recovery centers, recovery housing, or similar settings; offer services, supports, or connections to care to persons with OUD and any co-occurring SUD/MH conditions or to persons who have experienced an opioid overdose.

11. Expand warm hand-off services to transition to recovery services.

12. Create or support school-based contacts that parents can engage with to seek immediate treatment services for their child; and support prevention, intervention, treatment, and recovery programs focused on young people.

13. Develop and support best practices on addressing OUD in the workplace.

14. Support assistance programs for health care providers with OUD.

15. Engage non-profits and the faith community as a system to support outreach for treatment.

16. Support centralized call centers that provide information and connections to appropriate services and supports for persons with OUD and any co-occurring SUD/MH conditions.

D. ADDRESS THE NEEDS OF CRIMINAL JUSTICE-INVOLVED PERSONS

Address the needs of persons with OUD and any co-occurring SUD/MH conditions who are involved in, are at risk of becoming involved in, or are transitioning out of the criminal justice system through evidence-based or evidence-informed programs or strategies that may include, but are not limited to, those that:

1. Support pre-arrest or pre-arraignment diversion and deflection strategies for persons with OUD and any co-occurring SUD/MH conditions, including established strategies such as:

    1. Self-referral strategies such as the Angel Programs or the Police Assisted **Addiction Recovery Initiative** (**"***PAARI***");**

    2. Active outreach strategies such as the Drug Abuse Response Team (**"***DART***") model;**

    3. **"Naloxone Plus" strategies, which work to ensure that individuals who** have received naloxone to reverse the effects of an overdose are then linked to treatment programs or other appropriate services;

    4. Officer prevention strategies, such as the Law Enforcement Assisted **Diversion** (**"***LEAD***") model;**

    5. Officer intervention strategies such as the Leon County, Florida Adult Civil Citation Network or the Chicago Westside Narcotics Diversion to Treatment Initiative; or

    6. Co-responder and/or alternative responder models to address OUD-related 911 calls with greater SUD expertise.

2. Support pre-trial services that connect individuals with OUD and any co-occurring SUD/MH conditions to evidence-informed treatment, including MAT, and related services.

3. Support treatment and recovery courts that provide evidence-based options for persons with OUD and any co-occurring SUD/MH conditions.

4. Provide evidence-informed treatment, including MAT, recovery support, harm reduction, or other appropriate services to individuals with OUD and any co-occurring SUD/MH conditions who are incarcerated in jail or prison.

5. Provide evidence-informed treatment, including MAT, recovery support, harm reduction, or other appropriate services to individuals with OUD and any co-occurring SUD/MH conditions who are leaving jail or prison or have recently left jail or prison, are on probation or parole, are under community corrections supervision, or are in re-entry programs or facilities.

6. **Support critical time interventions ("*CTI*"), particularly for individuals living with** dual-diagnosis OUD/serious mental illness, and services for individuals who face immediate risks and service needs and risks upon release from correctional settings.

7. Provide training on best practices for addressing the needs of criminal justice-involved persons with OUD and any co-occurring SUD/MH conditions to law enforcement, correctional, or judicial personnel or to providers of treatment, recovery, harm reduction, case management, or other services offered in connection with any of the strategies described in this section.

E. ADDRESS THE NEEDS OF PREGNANT OR PARENTING WOMEN AND THEIR FAMILIES, INCLUDING BABIES WITH NEONATAL ABSTINENCE SYNDROME

Address the needs of pregnant or parenting women with OUD and any co-occurring SUD/MH conditions, and the needs of their families, including babies with neonatal **abstinence syndrome ("*NAS*"), through evidence**-based or evidence-informed programs or strategies that may include, but are not limited to, those that:

1. Support evidence-based or evidence-informed treatment, including MAT, recovery services and supports, and prevention services for pregnant women—or women who could become pregnant—who have OUD and any co-occurring SUD/MH conditions, and other measures to educate and provide support to families affected by Neonatal Abstinence Syndrome.

2. Expand comprehensive evidence-based treatment and recovery services, including MAT, for uninsured women with OUD and any co-occurring SUD/MH conditions for up to 12 months postpartum.

3. Provide training for obstetricians or other healthcare personnel who work with pregnant women and their families regarding treatment of OUD and any co-occurring SUD/MH conditions.

4. Expand comprehensive evidence-based treatment and recovery support for NAS babies; expand services for better continuum of care with infant-need dyad; and expand long-term treatment and services for medical monitoring of NAS babies and their families.

5. Provide training to health care providers who work with pregnant or parenting women on best practices for compliance with federal requirements that children born with NAS get referred to appropriate services and receive a plan of safe care.

6. Provide child and family supports for parenting women with OUD and any co-occurring SUD/MH conditions.

7. Provide enhanced family support and child care services for parents with OUD and any co-occurring SUD/MH conditions.

8. Provide enhanced support for children and family members suffering trauma as a result of addiction in the family; and offer trauma-informed behavioral health treatment for adverse childhood events.

9. Offer home-based wrap-around services to persons with OUD and any co-occurring SUD/MH conditions, including, but not limited to, parent skills training.

10. **Provide support for Children's Services**—Fund additional positions and services, including supportive housing and other residential services, relating to children being removed from the home and/or placed in foster care due to custodial opioid use.

PART TWO: PREVENTION

F. PREVENT OVER-PRESCRIBING AND ENSURE APPROPRIATE PRESCRIBING AND DISPENSING OF OPIOIDS

Support efforts to prevent over-prescribing and ensure appropriate prescribing and dispensing of opioids through evidence-based or evidence-informed programs or strategies that may include, but are not limited to, the following:

1. Funding medical provider education and outreach regarding best prescribing practices for opioids consistent with the Guidelines for Prescribing Opioids for Chronic Pain from the U.S. Centers for Disease Control and Prevention, including providers at hospitals (academic detailing).

2. Training for health care providers regarding safe and responsible opioid prescribing, dosing, and tapering patients off opioids.

3. Continuing Medical Education (CME) on appropriate prescribing of opioids.

4. Providing Support for non-opioid pain treatment alternatives, including training providers to offer or refer to multi-modal, evidence-informed treatment of pain.

5. Supporting enhancements or improvements to Prescription Drug Monitoring **Programs ("***PDMPs***"), including**, but not limited to, improvements that:

1. Increase the number of prescribers using PDMPs;

2. Improve point-of-care decision-making by increasing the quantity, quality, or format of data available to prescribers using PDMPs, by improving the interface that prescribers use to access PDMP data, or both; or

3. Enable states to use PDMP data in support of surveillance or intervention strategies, including MAT referrals and follow-up for individuals identified within PDMP data as likely to experience OUD in a manner that complies with all relevant privacy and security laws and rules.

6. Ensuring PDMPs incorporate available overdose/naloxone deployment data, **including the United States Department of Transportation's Emergency Medical** Technician overdose database in a manner that complies with all relevant privacy and security laws and rules.

7. Increasing electronic prescribing to prevent diversion or forgery.

8. Educating dispensers on appropriate opioid dispensing.

G. PREVENT MISUSE OF OPIOIDS

Support efforts to discourage or prevent misuse of opioids through evidence-based or evidence-informed programs or strategies that may include, but are not limited to, the following:

1. Funding media campaigns to prevent opioid misuse.

2. Corrective advertising or affirmative public education campaigns based on evidence.

3. Public education relating to drug disposal.

4. Drug take-back disposal or destruction programs.

5. Funding community anti-drug coalitions that engage in drug prevention efforts.

6. Supporting community coalitions in implementing evidence-informed prevention, such as reduced social access and physical access, stigma reduction—including staffing, educational campaigns, support for people in treatment or recovery, or training of coalitions in evidence-informed implementation, including the Strategic Prevention Framework developed by the U.S. Substance Abuse and **Mental Health Services Administration ("*SAMHSA*").**

7. Engaging non-profits and faith-based communities as systems to support prevention.

8. Funding evidence-based prevention programs in schools or evidence-informed school and community education programs and campaigns for students, families, school employees, school athletic programs, parent-teacher and student associations, and others.

9. School-based or youth-focused programs or strategies that have demonstrated effectiveness in preventing drug misuse and seem likely to be effective in preventing the uptake and use of opioids.

10. Create or support community-based education or intervention services for families, youth, and adolescents at risk for OUD and any co-occurring SUD/MH conditions.

11. Support evidence-informed programs or curricula to address mental health needs of young people who may be at risk of misusing opioids or other drugs, including emotional modulation and resilience skills.

12. Support greater access to mental health services and supports for young people, including services and supports provided by school nurses, behavioral health workers or other school staff, to address mental health needs in young people that (when not properly addressed) increase the risk of opioid or another drug misuse.

H. PREVENT OVERDOSE DEATHS AND OTHER HARMS (HARM REDUCTION)

Support efforts to prevent or reduce overdose deaths or other opioid-related harms through evidence-based or evidence-informed programs or strategies that may include, but are not limited to, the following:

1. Increased availability and distribution of naloxone and other drugs that treat overdoses for first responders, overdose patients, individuals with OUD and their friends and family members, schools, community navigators and outreach workers, persons being released from jail or prison, or other members of the general public.

2. Public health entities providing free naloxone to anyone in the community.

3. Training and education regarding naloxone and other drugs that treat overdoses for first responders, overdose patients, patients taking opioids, families, schools, community support groups, and other members of the general public.

4. Enabling school nurses and other school staff to respond to opioid overdoses, and provide them with naloxone, training, and support.

5. Expanding, improving, or developing data tracking software and applications for overdoses/naloxone revivals.

6. Public education relating to emergency responses to overdoses.

7. Public education relating to immunity and Good Samaritan laws.

8. Educating first responders regarding the existence and operation of immunity and Good Samaritan laws.

9. Syringe service programs and other evidence-informed programs to reduce harms associated with intravenous drug use, including supplies, staffing, space, peer support services, referrals to treatment, fentanyl checking, connections to care, and the full range of harm reduction and treatment services provided by these programs.

10. Expanding access to testing and treatment for infectious diseases such as HIV and Hepatitis C resulting from intravenous opioid use.

11. Supporting mobile units that offer or provide referrals to harm reduction services, treatment, recovery supports, health care, or other appropriate services to persons that use opioids or persons with OUD and any co-occurring SUD/MH conditions.

12. Providing training in harm reduction strategies to health care providers, students, peer recovery coaches, recovery outreach specialists, or other professionals that provide care to persons who use opioids or persons with OUD and any co-occurring SUD/MH conditions.

13. Supporting screening for fentanyl in routine clinical toxicology testing.

PART THREE: OTHER STRATEGIES

I. FIRST RESPONDERS

In addition to items in section C, D and H relating to first responders, support the following:

1. Education of law enforcement or other first responders regarding appropriate practices and precautions when dealing with fentanyl or other drugs.

2. Provision of wellness and support services for first responders and others who experience secondary trauma associated with opioid-related emergency events.

J. LEADERSHIP, PLANNING AND COORDINATION

Support efforts to provide leadership, planning, coordination, facilitations, training and technical assistance to abate the opioid epidemic through activities, programs, or strategies that may include, but are not limited to, the following:

1. Statewide, regional, local or community regional planning to identify root causes of addiction and overdose, goals for reducing harms related to the opioid epidemic, and areas and populations with the greatest needs for treatment

intervention services, and to support training and technical assistance and other strategies to abate the opioid epidemic described in this opioid abatement strategy list.

2. A dashboard to (a) share reports, recommendations, or plans to spend opioid settlement funds; (b) to show how opioid settlement funds have been spent; (c) to report program or strategy outcomes; or (d) to track, share or visualize key opioid- or health-related indicators and supports as identified through collaborative statewide, regional, local or community processes.

3. Invest in infrastructure or staffing at government or not-for-profit agencies to support collaborative, cross-system coordination with the purpose of preventing overprescribing, opioid misuse, or opioid overdoses, treating those with OUD and any co-occurring SUD/MH conditions, supporting them in treatment or recovery, connecting them to care, or implementing other strategies to abate the opioid epidemic described in this opioid abatement strategy list.

4. Provide resources to staff government oversight and management of opioid abatement programs.

K. TRAINING

In addition to the training referred to throughout this document, support training to abate the opioid epidemic through activities, programs, or strategies that may include, but are not limited to, those that:

1. Provide funding for staff training or networking programs and services to improve the capability of government, community, and not-for-profit entities to abate the opioid crisis.

2. Support infrastructure and staffing for collaborative cross-system coordination to prevent opioid misuse, prevent overdoses, and treat those with OUD and any co-occurring SUD/MH conditions, or implement other strategies to abate the opioid epidemic described in this opioid abatement strategy list (*e.g.*, health care, primary care, pharmacies, PDMPs, etc.).

L. RESEARCH

Support opioid abatement research that may include, but is not limited to, the following:

1. Monitoring, surveillance, data collection and evaluation of programs and strategies described in this opioid abatement strategy list.

2. Research non-opioid treatment of chronic pain.

3. Research on improved service delivery for modalities such as SBIRT that demonstrate promising but mixed results in populations vulnerable to opioid use disorders.

4. Research on novel harm reduction and prevention efforts such as the provision of fentanyl test strips.

5. Research on innovative supply-side enforcement efforts such as improved detection of mail-based delivery of synthetic opioids.

6. Expanded research on swift/certain/fair models to reduce and deter opioid misuse within criminal justice populations that build upon promising approaches used to address other substances (*e.g.*, Hawaii HOPE and Dakota 24/7).

7. Epidemiological surveillance of OUD-related behaviors in critical populations, including individuals entering the criminal justice system, including, but not limited to approaches modeled on the Arrestee Drug **Abuse Monitoring ("*ADAM*") system.**

8. Qualitative and quantitative research regarding public health risks and harm reduction opportunities within illicit drug markets, including surveys of market participants who sell or distribute illicit opioids.

9. Geospatial analysis of access barriers to MAT and their association with treatment engagement and treatment outcomes.

STAFF REPORT

TO THE CITY COUNCIL

DATE: September 12, 2023

FROM: Joseph A. Hughes, City Manager

PREPARED BY: Matt Bennett, Assistant Public Works Director

REVIEWED BY: Carlos Zamano, Public Works Director/ City Engineer

SUBJECT: Resolution Approving a Development Impact Fee Calculation and Nexus Report ("2023 DIF Report"), Adopting a Master Facilities Plan, Updating and Establishing the Fee Amounts for the City's Development Impact Fees; Resolution Amending the Park Land Acquisition and Park Facilities Development Fee Applicable to New Residential Subdivisions Pursuant to Section 16.40.200 of the Highland Municipal Code and the Quimby Act (Government Code Section 66477); Introduction of Ordinance Updating and Amending the City's Comprehensive System of Development Impact Fees and Superseding Ordinance Nos. 309 and 422; Making Determinations Under CEQA

RECOMMENDATION: The Finance Subcommittee recommends the following:

1. That the City Council open and conduct a public hearing and adopt Resolution No. 2023-___ a Resolution of the City Council of the City of Highland, California, Approving a Development Impact Fee Calculation and Nexus Report ("2023 DIF Report"), Adopting a Master Facilities Plan as Part of the 2023 DIF Report, Updating and Establishing the Fee Amounts for the City's Development Impact Fees, and Making Determinations Under CEQA

2. That the City Council open and conduct a public hearing and adopt Resolution No. 2023-____ a Resolution of the City Council of the City of Highland, California, Amending the Park Land Acquisition and Park Facilities Development Fee Applicable to New Residential Subdivisions Pursuant to Section 16.40.200 of the Highland Municipal Code and the Quimby Act (Government Code Section 66477), and Making Determinations Under CEQA

Approved _____	Motion _____	Second _____	Agenda Item No. 10
Denied _____	Ayes _____		
Continued _____	Noes _____		File No. _____
Tabled _____	Abstain _____		
	Absent _____		

B Hughes
City Clerk

City Manager

3. That the City Council conduct a first reading and introduce by title only "An Ordinance of City of Highland, California, Updating and Amending the City's Comprehensive System of Development Impact Fees, Superseding Ordinance Nos. 309 and 422, and Making Determinations Under CEQA"

Separately, TREH Partners XV, LLC has requested the following:

4. TREH Partners XV, LLC requests City Council to lock SPR 006-001A-DRA 20-012 to the existing Development Impact Fees per Resolution 2021-058 (See Attachment 4)

FISCAL IMPACT: The total estimated cost of public infrastructure needed to support continued growth within the City is $123.4 million. Adoption of the fees as recommended by the Finance Subcommittee would raise $94.2 million or 76.3% of the total cost.

PUBLIC NOTICE: The agenda for this item was posted at the three locations per Resolution No. 2011-047 and on the City's website. In compliance with Government Code sections 60016, 60016.5, 60018 and 6062a, the City provided notice at least thirty days before the proposed adoption of the 2023 DIF Report. On June 13, 2023 and July 14, 2023, the City published and posted on the City's website the notice of the proposed adoption of the 2023 DIF Report and the adoption of the fees. In addition, at least fourteen days before the public hearing, the City mailed notice to all interested parties that requested notice of the fees. The BIA, developers and other interested parties were notified of both the Finance Subcommittee and City Council meetings via direct mailing. The public hearing was initially scheduled for August 8, 2023, but was continued to September 12, 2023. The City provided notice to all interested that requested notice of the fees of the continued hearing date. Finally, the DIF Ordinance Summary was published on September 1, 2023.

BACKGROUND: The City first established its development impact fees in 1988 and updated them in 2006 as part of the Work Program for 2005 and 2006. After the adoption of the DIF in 2006, the City implemented annual adjustments to the DIF to reflect the prevailing construction cost of infrastructure improvements. SBCTA requires local agencies to ensure that adequate DIF be collected from new development to pay for its fair share of regional circulation improvement costs. In accordance with City Council resolutions, with few exceptions, DIF for Regional Circulation, Local Circulation, and Regional Flood Control Facilities has traditionally been adjusted annually based on changes to the Caltrans Highway Construction Item Index (CHCI), which reflects the trend of highway construction cost in California.

In recent years, the City Council decided to adjust the DIF for Regional Circulation, Local Circulation, and Regional Flood Control Facilities using the California Construction Cost Index (CCCI) published by the State of California Department of General Services. On April 27, 2021, the City Council approved the recommendation by the Finance Subcommittee to adjust the 2021 DIF for the infrastructure categories of Regional Circulation System, Local Circulation System and Regional Flood Control Facilities based on the CHCI. The remaining 6 of the 9 infrastructure categories were adjusted based on the CCCI. The fees adjusted in April of 2021 by Resolution Nos. 2021-007 and No. 2021-008 are still in use today.

Through the adoption of the Work Program for 2021 and 2022, the City Council directed staff to update the fees. This task was very timely because on September 28, 2021, Assembly Bill (AB) 602 was enacted to change how cities and counties impose impact fees on housing. AB 602 states that if a city or county adopts a calculation and nexus study after July 1, 2022, it must

either "calculate a fee imposed on a housing development project proportionately to the square footage of proposed units of the development" or make the following findings (see Attachment 6 for AB 602 findings):

i. An explanation as to why square footage is not an appropriate metric to calculate fees imposed on housing development projects.

ii. An explanation that an alternative basis of calculating the fees bears a reasonable relationship between the fee charged and the burden posed by the development.

iii. That other policies in the fee structure support smaller developments, or otherwise ensure that smaller developments are not charged disproportionate fees.

In December 2021, the City entered into a contract with Revenue & Cost Specialists (RCS) to prepare the necessary analysis and reports for a comprehensive update of the fees. It has taken over a year and half to complete the next comprehensive DIF update because of three primary factors. The first factor was due to the Covid-19 pandemic that caused staffing interruptions. The second factor was that it took longer than expected to review the work history from the past 17 years to identify infrastructure projects that needed to be eliminated because they were either completed or no longer necessary due to changed conditions. All remaining carryover infrastructure projects were then re-evaluated to update project costs to bring them current. New infrastructure projects were also added to meet the needs of the city for future buildout. The third factor was regarding compliance with AB 602 since no guidance was given to cities and counties on the methodology for calculating the DIF based on square footage of proposed units of development.

RCS, with assistance from City staff, prepared the necessary analysis and reports for a comprehensive update of the fees, which is detailed in the "Development Impact Fee Calculation and Nexus Report" dated August 28, 2023 included as Exhibit A of Resolution No. 2023-___ and the "Master Facilities Plan" for the City of Highland dated July 2023 included as Exhibit B of Resolution No. 2023 ___. The following notable adjustments were made to the fees from the fees that were established pursuant to the 2006 DIF Report:

Law Enforcement – Chapter 3: The proposed fee has decreased since the prior report as the construction of the police station has been completed. The remaining proposed fee is for the tenant improvements in the currently vacant space as more staff will be needed to maintain the City's standards.

Fire Suppression – Chapter 4: The proposed fee has decreased as the construction of station #4 was eliminated due to the cancellation of a development that would have occurred in a proposed annexation at the east end of the City. The remaining proposed fee is for the future relocation of station #1, and the purchase of a specialty vehicle.

Local/Regional Circulation Systems – Chapter 5: The local portion of this proposed fee has decreased for several reasons: (1) the reallocation of local flood control projects, and (2) a better allocation of local street projects between new and existing residents. The regional portion of this proposed fee has increased to reflect several major regional projects in which the City will participate.

Local/Regional Flood Control – Chapter 6: The San Bernardino County Flood Control District has assumed greater responsibility for regional projects. The City has reprogrammed several local flood control projects that were formerly included in local street projects into this fee category. The proposed increase in this fee better reflects the cost of local flood control projects caused by new development.

General Facilities – Chapter 7: The proposed fee has increased due to the anticipated greater need for city hall office and meeting space due to development.

Library Facilities & Volume Collection – Chapter 8: The proposed fee has increased due to the inflationary increase in the cost of proposed tenant improvements to the existing City library and the cost of library collection items necessary to maintain the existing standards.

Public Facilities – Chapter 9: This fee was previously programmed for the construction of a community center. With the completion of that project, this fee is no longer necessary and remaining monies are reprogrammed for general facilities. Consequently, there is no proposed Public Facilities DIF.

Park Land & Facilities – Chapter 10: When the City's first DIF report was prepared, the City had no parks and a standard of one acre per one thousand residents was used. The City now has 1.35 acres of parkland per one thousand residents, not including private parks. Based on the City's General Plan, and in accordance with the Quimby Act, the park standard of 2.0 acres per thousand residents is being used to calculate the proposed fee.

Regarding AB 602, the Report prepared by RCS continues to impose residential development impact fees per dwelling unit for Attached, Detached, and Mobil Homes and not square footage. It was found that the fee structure based on per dwelling unit for residential development fosters greater accuracy in planning and provides the City with the required level of certainty in impact fee collection. AB 602 determination that a city that imposes a fee proportionately to the square footage of the proposed units of the development shall be deemed to have used a valid method to establish a reasonable relationship between the fee charged and the burden imposed on the development is based upon a presumption that a smaller detached dwelling creates less local government service demands than a larger detached dwelling. AB 602 does not offer any peer reviewed, third-party empirical data that substantiates that a smaller square footage detached dwelling creates less municipal service impacts than a larger square foot detached dwelling. The Report includes 311 acres zoned for future detached dwellings. At approximately 5.03 detached dwelling per acre, this equates to an additional 1,563 detached dwellings to be constructed by the General Plan build-out of the City. At this time, the City does not have any information as to how many square feet any of these future 1,563 detached dwelling units will be because that is, within applicable zoning, determined by the developers on the various parcels. Currently there is no data available to determine infrastructure demand for various sized detached dwellings. Given these constraints, RCS and City staff have determined that the empirically driven per unit residential fee is the most appropriate metric with which to calculate and fairly impose the City's schedule of impact fees.

The Finance Subcommittee discussed the proposed fees at its meeting on June 28, 2023. The Finance Subcommittee recommended adoption of the fee schedule as shown in Schedule 2.2 in 2023 DIF Report. However, the fee schedule shown in Schedule 2.2 has been adjusted down per two factors. The first factor has to do with a recalculation of the existing park standard per

one thousand residents from 1.85 to 1.35 ratio. The second factor is to reflect the planned Library expansion by 5,000 square feet rather than 5,421 square feet for residential land use categories of Detached Dwellings, Attached Dwellings, and Mobile Home, that require a collection of DIF for Library Facilities. The three remaining land uses of Commercial Lodging, Commercial /Office and Industrial remain the same. It should be noted that Schedule 2.2 applies to non-subdivided developments whereas Schedule 2.1 is for subdivided developments.

The City Council is requested to conduct the first reading of Ordinance No. ___ on September 12, 2023 and conduct the second reading of the development impact fee ordinance on October 10, 2023. The City Council is further requested to adopt the resolutions on September 12, 2023. Government Code section 66017 provides that resolutions imposing the fees shall be effective no sooner than 60 days following the final action on the adoption of the fees. If the fees are adopted on September 12, 2023, then they would go into effect on November 14, 2023. If Ordinance No. ___ is adopted on October 10, 2023, then it can go into effect on November 9, 2023. As such, the fee resolutions and Ordinance shall go into effect on date of November 14, 2023 so that the fees go into effect at the same time that the ordinance goes into effect.

DIF Infrastructure Categories

The existing DIF schedule contains 9 infrastructure categories:

1. Law Enforcement Facilities
2. Fire Suppression Facilities, Vehicle and Equipment
3. Local Circulation System
4. Regional Circulation System
5. Regional Flood Control Facilities
6. General Government Facilities, Vehicles and Equipment
7. Public Library Facility and Collection
8. Public Use (Community Center) Facilities
9. Park Land Acquisition and Park Facilities Development

Ordinance No. ___ establishes these same 9 infrastructure categories and supersedes Ordinance No. 309 which was based on a 2006 DIF Report. Ordinance No. ___ does not create any new categories of exceptions for the payment of DIF except as required by State law. Recent changes State law provide that a city shall not impose any impact fee upon the development of an accessory dwelling unit less than 750 square feet. Any impact fees charged for an accessory dwelling unit of 750 square feet or more shall be charged proportionately in relation to the square footage of the primary dwelling unit. Ordinance No. ___ incorporates this exception required by State law. It should be noted that all previous DIF ordinances adopted by the City Council have not been codified (i.e., they are not incorporated in the Municipal Code) so Ordinance No. ___ will be codifying the development impact fee categories and regulations that govern the imposition and collection of fees.

DIF Land Use Categories and Fee Amount

The amount of DIF applicable to each of the 6 land uses of new development, based on the 2023 comprehensive DIF Update Report, is proposed to be adjusted as follows:

Land Use	Existing 2021 DIF
Detached Dwellings	$30,349.14
Attached Dwellings	$22,468.72
Mobile Home	$18,123.45
Commercial Lodging	$12,367.21
Commercial/ Office	$19.120
Industrial	$14.572

Land Use	Subdivided 2023 DIF	Non-Subdivided 2023 DIF
Detached Dwellings	$33,183 per dwelling unit	$31,349 per dwelling unit
Attached Dwellings	$23,957 per dwelling unit	$22,287 per dwelling unit
Mobile Home	$20,603 per dwelling unit	$19,408 per dwelling unit
Commercial Lodging	$14,188 per unit	$14,188 per unit
Commercial/ Office	$20.949 per square foot	$20.949 per square foot
Industrial	$15.604 per square foot	$15.604 per square foot

For comparison, if the DIF had been adjusted annually from July 2021 to June 2022 and July 2022 to June 2023 the fees would have been greater in all categories except for commercial lodging in 2022. However, it should be noted that the Caltrans Highway Construction Item Index (CHCI) data is no longer available. As a result, all 9 infrastructure categories were adjusted using the California Construction Cost Index (CCCI). In 2019, BIA requested that City Council use CCCI instead of CHCI for all categories. Following are projected annual DIF adjustments:

Land Use	2022 DIF (if adjusted by CCC Index)
Detached Dwellings	$34,801 per dwelling unit
Attached Dwellings	$25,765 per dwelling unit
Mobile Home	$20,782 per dwelling unit
Commercial Lodging	$14,181 per unit
Commercial/ Office	$21.934 per square foot
Industrial	$16.705 per square foot

Land Use	2023 DIF (if adjusted by CCC Index)
Detached Dwellings	$36,510 per dwelling unit
Attached Dwellings	$27,029 per dwelling unit
Mobile Home	$21,803 per dwelling unit
Commercial Lodging	$14,878 per unit
Commercial/ Office	$23.007 per square foot
Industrial	$17.525 per square foot

California Construction Cost Index (CCCI) adjusted by 14.67% from July 2021 to June 2022 and 4.91% from July 2022 to June 2023, see Attachment 8 – CCCI projected table for 2022 and 2023

Concept of "Proportional Analysis"

The DIF Study utilizes the concept of "Proportional Analysis" to determine the level of responsibility of new development on funding the cost of future infrastructure improvements.

The concept of "Proportional Analysis" is discussed in detail in the Report. In short, the basic principle is that new development's required contribution to future infrastructure improvements should not be more than existing community's investment of existing infrastructure.

Discussion on DIF for Parks

The parkland ratio that is used to calculate the DIF and Quimby Fees is calculated pursuant to the Quimby Act (Section 66477 of the Government Code). The Quimby Act allows a city to adopt an ordinance that establishes a parkland ratio standard of up to 3 acres per 1,000 residents even if the city does not presently possess 3 acres of parks per 1,000 existing residents. The 2023 DIF Report states that with 76.07 acres of park currently owned by the City, and a population of 56,546, the present ration is 1.35 acres per 1,000 residents. As indicated in Chapter 5 of the General Plan "Conservation and Open Space Element", and Highland Municipal Code section 16.40.200, the open space ration established for the City is 2.5 acres consisting of 2.0 acres of developed parks and 0.5 acre of undeveloped natural parkland per 1,000 residents. The 0.5 acre of undeveloped natural parkland can be achieved through conservation and dedication of open space associated with development projects.

In addition, as recommended in the 2023 DIF Report, the fee resolution to be presented to the City Council on September 12, 2023 will adopt a Quimby fee under the Quimby Act for projects that involve subdivision of land, and a Park DIF under AB 1600 for projects that do not involve subdivision of land. See further discussion in Chapter 10 of the 2023 DIF Report with respect to DIF under AB 1600. Updates to Chapter 10 were posted on the City website to further enumerate the City's existing parks.

Timing of DIF Payment

In 2010, the City Council approved an exception to allow development projects to pay DIFs at building occupancy, but lock in the rate at building permit application. The City Council has since extended this exception in each subsequent year as an incentive for new development activity. However, recent changes in State law impact when the City can collect fees. Government Code section 66607 provides that, with certain limited exceptions, any local agency that imposes any fees or charges on residential development for the construction of public improvements or facilities shall not require the payment of those fees or charges, until the date of the final inspection, or the date the certificate of occupancy is issued, whichever occurs first. The City can still allow the fees to be locked in at the date the building permit is applied for and the resolution has been drafted to allow for the locking in of fees.

Public Comments

On June 28, 2023, the Mayor received a text message from the Building Industry Association (BIA) regarding the DIF update. The following comments were provided:

- Some cities like Fontana reduce DIFs temporarily for 6 months.
- The proposed 9.4% increase is substantial.
- BIA respectfully request a phase-in approach over a two-year period for a more balanced approach.

The Finance Subcommittee did not support the request made by the BIA at the June 28, 2023 meeting. The proposed 9.4% increase is not correct. The 2023 DIF Report prepared by RCS includes the correct proposed development impact fees for the various land uses as provided herein.

On July 17, 2023, the City received a letter from TREH Partner XV, LLC requesting consideration to lock-in the existing Development Impact Fees for their approved residential project at the northeast corner of Greenspot Road and SR210 (see Attachment 5). It is Staff's understanding that Ed Horovitz and Tom Robinson from TREH Partners will attend the public hearing to address the City Council.

On July 17, 2023, the City received an email from Mastercraft Residential inquiring about the new DIF amount for their project. Staff informed Raymond Dorame their DIF was locked in under the fee schedule dated April 28, 2021. The new DIF is not applicable to Mastercraft Residential. Raymond Dorame was pleased with this response.

On July 21, 2023, the City received a comment letter from Desert Valleys Builders Association (DVBA), see Attachment 4. In response to the letter and comments, the Development Impact Fee Calculation and Nexus Report (2023 DIF Report) was revised and has been uploaded with the changes to the City website under Public Notices (https://www.cityofhighland.org/209/Public-Notices). On July 31st, Staff discussed our 2023 DIF Report revisions made and provided responses to the points of the DVBA letter. DVBA representative James Brownyard said they had no further comment or concerns with the 2023 DIF Report.

Attachments:

1. Resolution No. 2023 ___ Establishing a Comprehensive System of Development Impact Fees, Adopting a Master Facilities Plan, Establishing the City's Development Impact Fees, and Making Determination under CEQA
2. Resolution No. 2023-___ Amending Park and Recreation Fee applicable to residential development pursuant to the Quimby Act
3. An Ordinance of City of Highland, California, Updating and Amending the City's Comprehensive System of Development Impact Fees, Superseding Ordinance Nos. 309 and 422, and Making Determinations Under CEQA
4. DVBA letter dated July 21, 2023
5. TREH Partners XV, LLC DIF lock request letter dated July 17, 2023
6. AB 602 Findings in Support of City of Highland Policy to Impose Residential Development Impact Fees on a per Unit Basis
7. Mastercraft Residential July 17, 2023 e-mail inquiry
8. CCCI tables for 2022 and 2023

ATTACHMENT 1

RESOLUTION NO. 2023-____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HIGHLAND, CALIFORNIA, APPROVING A DEVELOPMENT IMPACT FEE REPORT (NEXUS STUDY), ADOPTING A MASTER FACILITIES PLAN AS PART OF THE DEVELOPMENT IMPACT FEE REPORT, UPDATING AND ESTABLISHING THE FEE AMOUNTS FOR THE CITY'S DEVELOPMENT IMPACT FEES, AND MAKING DETERMINATIONS UNDER CEQA

WHEREAS, the Mitigation Fee Act contained in Government Code 66000 et seq., permits the City to impose development impact fees on new development for the purposes of funding public facilities necessary to serve that new development; and

WHEREAS, the City Council adopted Resolution Nos. 2006-058, 2007-060, 2009-001, 2009-043, 2010-042, 2012-001, 2013-002, 2014-002, 2015-001, 2015-044, 2017-004, 2018-002, 2019-009, 2020-05, and 2021-007 establishing the amount of Development Impact Fees based on a 2006 Nexus Study prepared by Revenue and Cost Specialists, LLC ("RCS"). Resolution No. 2021-007 establishes the development impact fees that are currently in place; and

WHEREAS, pursuant to the San Bernardino County Congestion Management Program, the City must collect the appropriate level of development impact fees as a match to County Measure I funds to be spent on Regional Circulation Facilities; and

WHEREAS, the City desires to update the existing development impact fees on new development to fund the costs associated with increased demand for public facilities throughout the City to continue meeting the basic infrastructure needs of new growth, without unduly burdening the existing population and business community for these development-generated capital costs; and

WHEREAS, Ordinance No. ___, once adopted, will establish the City's program and requirements for the imposition of development impact fees on development projects and will provide that the City Council shall, by resolution, adopt a schedule setting forth the specific amount of development impact fees that will be levied on upon new development in the City for each category of fee; and

WHEREAS, at the City's request, RCS prepared an updated Development Impact Fee Calculation and Nexus Report dated August 28, 2023 ("2023 DIF Report"), included as Exhibit "A", and a correlating Master Facilities Plan dated July 2023, included as Exhibit "B" in compliance with Government Code Section 66016.5; and

WHEREAS, the 2023 DIF Report identifies the purpose of each fee, the use to which each fee will be put, demonstrates a reasonable relationship between each fee's use and the type of development project on which the fee will be imposed and provides how there is a reasonable relationship between the amount of each fee and the cost of the public facility or equipment or portion of the public facility or equipment attributable to

the development on which each fee is imposed. The 2023 DIF Report is incorporated herein by this reference as if set forth in full. In addition, the 2023 DIF Report and Master Facilities Plan identified capital projects necessary to meet the goals, programs, and objectives within the City's General Plan; and

WHEREAS, the 2023 DIF Report evaluated project development growth in the City consistent with the Highland General Plan, and provides the basis for calculating and adopting development impact fees in the following categories: (1) Law Enforcement Facilities; (2) Fire Suppression Facilities, Vehicles and Equipment; (3) Local Circulation Systems (Streets, Signals, Drainage and Bridges); (4) Regional Circulation Systems, (5) Local and Regional Flood Control Facilities; (6) General Facilities, Vehicles and Equipment; (7) Library Facility and Volume Collection; (8) Public Use (Community Center) Facilities; and (9) Park Land Acquisition and Park Facilities Development; and

WHEREAS, the 2023 DIF Report provides the documentation, detail, and other information required by the Mitigation Fee Act as the basis for the adoption and imposition of the development impact fees for (1) Law Enforcement Facilities; (2) Fire Suppression Facilities, Vehicles and Equipment; (3) Local Circulation Systems (Streets, Signals, Drainage and Bridges); (4) Regional Circulation Systems, (5) Local and Regional Flood Control Facilities; (6) General Facilities, Vehicles and Equipment; (7) Library Facility and Volume Collection; (8) Public Use (Community Center) Facilities; and (9) Park Land Acquisition and Park Facilities Development; and

WHEREAS, with respect to fees for law enforcement facilities, fire suppression facilities, vehicle and equipment, local and regional circulation systems, local and regional flood control facilities, general facilities, vehicles and equipment, library facilities, and public use facilities, the facts and evidence presented to the City Council have established that there is a reasonable relationship between the need for new facilities or improvements and the impacts of new development for which a corresponding fee is charged, and also that there is a reasonable relationship between the fees' use and the type of development for which the fee is imposed; and

WHEREAS, pursuant to the Mitigation Fee Act, the City Council finds that there is a reasonable relationship between the need for parks and recreation facilities because future residential development will increase the City's population and will require additional park and recreational facilities to adequately serve the athletic and recreational needs of these new residents. The need to collect fees on new residential construction to mitigate the impact on park and recreation facilities and to fund park and recreation facility development costs, is separate from the fees and costs provided by the City's Quimby Act Ordinance as provided in Highland Municipal Code Section 16.40.200. The development impact fees for parkland acquisition and park facilities development established by this Resolution is only imposed on non-subdivided land. Quimby fees, which are established by a separate resolution, are only imposed on subdivided land; and

WHEREAS, Government Code Section 66016.5 provides that a nexus study adopted after July 1, 2022, shall calculate a fee imposed on a housing development project proportionately to the square footage of proposed units of the development. A

nexus study is not required to comply with this requirement if the city makes a finding that includes all of the following: (i) an explanation as to why square footage is not an appropriate metric to calculate fees imposed on a housing development project; (ii) an explanation that an alternative basis of calculating the fee bears a reasonable relationship between the fee charged and the burden posed by the development; and (iii) that other policies in the fee structure support smaller developments, or otherwise ensure that smaller developments are not charged disproportionate fees. The findings required by Government Code section 66016.5 are contained in Exhibit "C".

WHEREAS, pursuant to Government Code sections 66016, 66016.5, 66018, and 6062a, the City must adopt development impact fees only after notice and public hearing; and

WHEREAS, pursuant to Government Code section 6062a, a notice of a public hearing on the proposed fee update was published on July 7, 2023 and July 14, 2023 in the San Bernardino Sun, a newspaper of general circulation; and

WHEREAS, pursuant to Government Code sections 66016.5, notice of the time and place of the meeting, including a general explanation of the matters to be considered and a statement that required data is available was provided at least thirty (30) days prior to the meeting to those members of the public who filed a written request with the City; and

WHEREAS, pursuant to Government Code section 66016, the City mailed notice of the time and place of the meeting, including a general explanation of the matter to be considered, and a statement that the data required by this section is available, at least 14 days prior to the meeting to any interested party who filed a written request with the City for mailed notice of the meeting on new or increased fees or service charges; and

WHEREAS, at least ten (10) days prior to the duly noticed August 8, 2023 public hearing, the City made available for public inspection information required under Government Code section 66000, et. seq.; and

WHEREAS, the City received comments to the 2023 DIF Report. As a result of those comments, staff determined that the August 8, 2023 public hearing should be continued to allow staff additional time to address comments raised by the public regarding the 2023 DIF Report. On August 3, 2023, the City notified those who had requested notice of a meeting on new or increased fees or service charges that the public hearing was being continued to the September 12, 2023 City Council meeting; and

WHEREAS, on August 8, 2023, the City Council opened the noticed public hearing to consider the City's proposed new development fees and continued the hearing to September 12, 2023. The 2023 DIF Report was updated to address the comments received from the public and was posted on the City's website at least 10 days prior to the September 12, 2023 public hearing; and

WHEREAS, on September 12, 2023 the City Council held a noticed public hearing to consider the City's proposed Development Impact Fees at which time all interested persons were given an opportunity to comment; and

WHEREAS, the City Council finds that the record of these proceedings, including the 2023 DIF Report, the Master Facilities Plan, the City's General Plan, ordinances and resolutions, the staff report, written correspondence received by the City, and the testimony received at the hearing prior to the adoption of this Resolution, held on September 12, 2023, contains substantial evidence to support the imposition and collection of the development impact fees established herein; and

WHEREAS, the City Council has reviewed and considered the development impact fees established herein, and finds that the fees will mitigate some of the impacts associated with additional capital and infrastructure needs necessitated by new residential and non-residential development in the City.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF HIGHLAND DOES HEREBY RESOLVE AS FOLLOWS:

SECTION 1. RECITALS. The findings and recitals set forth in this Resolution are true and correct, and are incorporated herein.

SECTION 2. CEQA. The approval of the 2023 DIF Report, Master Facilities Plan associated with the 2023 DIF Report, and the adoption of the development impact fees specified in this Resolution, was reviewed in accordance with the criteria contained in the California Environmental Quality Act ("CEQA") and the State CEQA Guidelines. The City Council finds that approval of the 2023 DIF Report and the adoption of the development impact fees specified in this Resolution will not have a significant impact on the environment and are exempt from CEQA pursuant to Section 15061(b)(3) of State CEQA Guidelines because these actions involve the adoption of development impact fees and no specific development is authorized by the adoption of the 2023 DIF Report or the adoption of development impact fees. Furthermore, the Master Facilities Plan is a prioritizing and funding allocation program and cannot and does not have the potential to cause a significant effect on the environment. No physical activity will occur until all required environmental review is conducted at the time the physical improvements prioritized in the Master Facilities Plan are undertaken at a future unspecified date. Therefore the approval of the 2023 DIF Report, Master Facilities Plan associated with the 2023 DIF Report, and adoption of the development impact fees does not have the potential for causing a significant effect on the environment. In addition, the adoption of this Resolution approves and sets forth a procedure for determining fees for the purpose of obtaining funds for capital projects and equipment necessary to maintain service within existing service areas and is statutorily exempt from CEQA pursuant to State CEQA Guidelines 15273(a)(4). Also, approval of the Master Facilities Plan associated with the 2023 DIF Report, is exempt from the requirements of CEQA pursuant to State CEQA Guidelines Section 15378(b)(4) because the Master Facilities Plan is not a "project" as defined by CEQA, but involves the creation of government funding mechanisms or other

government fiscal activities that do not involve any commitment to any specific project that may result in a potentially significant physical impact on the environment.

SECTION 3. Approval of the 2023 DIF Report and Mitigation Fee Act Findings. The City Council hereby approves the Development Impact Fee Calculation and Nexus Report prepared by Revenue and Cost Specialists, LLC and dated August 28, 2023 attached as Exhibit "A", and the findings contained therein. The City Council further makes the findings required by Government Code Section 66016.5 as set forth in Exhibit "C". A copy of the 2023 DIF Report shall be on file with the City Clerk and available during regular City business hours for public inspection.

SECTION 4. Adoption of a Master Facilities Plan. The City Council hereby adopts the Master Facilities Plan attached as Exhibit "B".

SECTION 5. Establishing the Amount of Development Impact Fees. The City Council hereby adopts the development impact fees for (1) Law Enforcement Facilities; (2) Fire Suppression Facilities, Vehicles and Equipment; (3) Local Circulation Systems (Streets, Signals, Drainage and Bridges); (4) Regional Circulation Systems, (5) Local and Regional Flood Control Facilities; (6) General Facilities, Vehicles and Equipment; (7) Library Facility and Volume Collection; (8) Public Use (Community Center) Facilities; and (9) Park Land Acquisition and Park Facilities Development, attached hereto as Exhibit "D" and incorporated by this reference.

SECTION 6. Adoption of Methodology for Calculation, Adjustment, and Collection of Development Impact Fees. The City Council adopts the methodology set forth in the 2023 DIF Report for calculating and collecting the development impact fees adopted herein. The development impact fees established in Exhibit "D" shall be calculated, adjusted, and collected in accordance with Ordinance No. ___, and the 2023 DIF Report. Residential and Commercial Lodging projects will be charged on a per dwelling/lodging unit basis. Commercial and industrial projects will be charged on the square footage of the building's gross floor area. For purposes of this Resolution, "Gross Floor Area" means the total enclosed area of all floors of a building measured to the inside face of the exterior walls, including halls, stairways, elevator shafts at each floor level, service and mechanical equipment rooms, and basement or attic areas determined to be a habitable space by the City's Building Official. Habitable spaces shall include, but not limited to, guest rooms, game rooms, pool houses, hobby rooms, home offices/studios, or other ancillary uses as determined by the Community Development Director.

The Development Impact Fees set forth in all categories shall be adjusted annually based on the California Construction Cost Index (CCCI) published by the State of California Department of General Services.

SECTION 7. Imposition of Fees. The development impact fees shall be imposed at time of any Building permit application and collected as a condition of building occupancy.

SECTION 8. Building Expansion. The following development impact fees will apply to building expansions:

"DEVELOPMENT IMPACT FEES FOR BUILDING EXPANSION"

The following Development Impact Fees shall be imposed on new additions, expansion, or incidental construction to existing buildings. Fees imposed shall be based on the gross square footage of the enclosed structures which require a building permit to construct. The per square footage fees for residential land uses are calculated by dividing the total fees of all nine (9) improvement categories by one thousand five hundred (1,500) square feet which is assumed to be the average square footage of various types of dwelling units.

Detached Dwelling	$ 20.899 per sq. ft.
Attached Dwelling	$ 14.858 per sq. ft.
Mobile Home	$ 12.939 per sq. ft.
Commercial Lodging	$ 9.459 per sq. ft.
Commercial/Office	$ 20.948 per sq. ft.
Industrial	$ 15.604 per sq. ft.

SECTION 9. Effective Date of DIFs. The development impact fees established by Section 5 of this Resolution shall be effective on the later of: (i) the sixtieth (60th) day following the adoption of this Resolution or (ii) the effective date of proposed Ordinance No. ___ establishing the City's program and requirements for the imposition of development impact fees on development projects.

SECTION 10. Superseding and Replacing of Other Development Impact Fee Resolutions. This Resolution shall supersede Resolution No. 2021-17 and govern any development project where the applicant has applied for a building permit as of the date that this Resolution goes into effect. Any development project where the applicant has not applied for a building permit as of the date that this Resolution goes into effect shall be governed by Resolution No. 2017-17.

SECTION 11. No Changes to Other City Fees. Nothing in this Resolution shall repeal, amend or supersede any other City imposed fees except for the amount of specific type and category of development impact fees addressed in the 2023 DIF Report and expressly established by this Resolution.

SECTION 12. Severability. If any section, subsection, clause or phrase of this Resolution is for any reason held to be unconstitutional, or otherwise invalid, such decision shall not affect the validity of the remaining sections hereof. The City Council hereby declares that it would have passed this Resolution and each section, subsection, clause and phrase hereof irrespective of the fact that any one or more other sections, subsections, clauses or phrases be declared invalid.

SECTION 13. Certification. The City Clerk shall certify to the adoption of this resolution and shall cause a certified resolution to be filed in the book of original resolutions.

PASSED, APPROVED, AND ADOPTED this 12th day of September 2023.

_____
Larry McCallon, Mayor

ATTEST:

_____
Betty Hughes, City Clerk

Exhibit A – 2023 DIF Report
Exhibit B – Master Facilities Plan
Exhibit C – Government Code Section 66016.5 findings

EXHIBIT A


NOVEMBER 24, 1987
CITY OF HIGHLAND



Development Impact Fee Calculation and Nexus Report For the City of Highland, California

*August 28, 2023

*SUPERSEDES 07/06/23 EDITION

CITY OF HIGHLAND

DEVELOPMENT IMPACT FEE

CALCULATION AND NEXUS REPORT

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CITY OF HIGHLAND

DEVELOPMENT IMPACT FEE

CALCULATION AND NEXUS REPORT

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Chapter 1

Background and Introduction

The City of Highland has retained Revenue & Cost Specialists[1] to update the City's existing impact fees. The City has further expressed a desire that its Development Impact Fees (henceforth referred to as DIFs) be calculated in such a manner that all possible efforts be undertaken to support the amount of the fees. Continued periodic review and adjustment of the City's DIFs, such as this effort, is appropriate and warranted to ensure that the City collects sufficient monies to construct the additional infrastructure needed to serve new residents and businesses developing in the City.

This DIF Calculation Report is dissimilar to other such efforts in that it includes a significant amount of detail, such as a list of all projects to be financed by impact fees by infrastructure.[2] This *Development Impact Fee Calculation Report* and the *Master Facilities Plan* offer greater information for the Council to make policy decisions, greater understanding by the development community, and an easier tracking (and updating) system for the staff.

This Report provides documentation of the City's costs which serve as the basis for calculating Development Impact Fees (DIFs). The updated Development Impact Fees and related information can be found in Chapters 3 through 10 and Appendices A and B of this Report. The Master Facilities Plan containing the specifics about the projects that support the fee calculation, is a separate document.

RCS has met with City staff from law enforcement, fire suppression, Planning, and Public Works Departments to review the supporting data, which forms the calculation of DIFs. The results of this review can be found on the schedules located at the end of each Chapter.

Impact Fee Structure. The General Plan provides a range of potential densities for residential Development; as such, the DIFs for residential uses need to be calculated on a per-dwelling unit basis to reflect more accurately the impacts of a specific development. For example, a property zoned as detached dwelling residential development may contain three to six units per acre. If fees are calculated on an acreage basis, the developer proposing three units per acre will pay the same amount as a developer constructing six units per acre. Similarly, fees are calculated on a square footage basis for commercial and industrial properties to reflect the impacts of different building intensities for this type of development.

A second reason for the proposed DIF fee structure recommended in this Report involves building expansion or intensifying commercial and industrial areas. For example, if a property owner of commercial or industrial property proposes an expansion to his building, the question exists about how to charge this proposed expansion for its impact on the City's streets, storm drainage system, and other infrastructures. A fee calculated on a building square footage basis will simplify this calculation.

CALCULATION OF DEVELOPMENT IMPACT FEES

In California, State legislation sets certain legal and procedural parameters for the charging of these fees. This legislation was passed as the *Mitigation Fee Act by the California Legislature and is now codified as California Government Code Sections 66000 through 66009. This State law went into effect on January 1, 1989. ~~*AB1600 (also known as Mitigation Fee Act)~~

~~*AB1600~~ *The Mitigation Fee Act requires documentation of projects to be financed by Development Impact Fees prior to their levy and collection and that the monies collected actually be committed within five years to a project of "direct benefit" to the development which paid the fees. Many states have such controlling statutes.

~~*AB1600~~ Specifically, *the Mitigation Fee Act requires the following:

1. Delineation of the **PURPOSE** of the fee.

2. Determination of the **USE** of the fee.

3. Determination of the **RELATIONSHIP** between the use of the fee and the type of development paying the fee.

4. Determination of the relationship between the **NEED** for the facility and the type of development project. **NOTE: Numbers 2 & 4 will be reversed throughout the chapters in this Report because it is apparent that *need* should be identified before *use*.**

5. Determination of the relationship between the **AMOUNT** of the fee and the **COST** of the portion of the facility attributed to the specific development project.

With some additions, this report utilizes the basic methodology consistent with the ~~*AB1600~~ above requirements of *the Mitigation Fee Act. Briefly, the following steps were undertaken in the calculation of impact fees for the City and are listed below:

1. Define the level of service needed within the General Plan area for each project or acquisition identified as necessary. In some areas, certain statistical measures are commonly used to measure or define an acceptable level of service for a category of infrastructure. Street intersections, for instance, are commonly rated based on a Level of Service scale of "A" to "F" developed by transportation engineers.

2. Review the land use map and determine the existing mix of land uses and the amount of undeveloped and developed land. The magnitude of growth and its impacts can thus be determined by considering this land use data when planning needed infrastructure. The inventory can be found in Table 2-1.

3. Identify all additions to the capital facilities or equipment inventory necessary to maintain the identified levels of service in the area. Then, determine the cost of those additions.

4. Identify a level of responsibility, identifying, as termed in this Report, the relative need (or as referred to in the accompanying schedules as "PERCENT NEED") for the facility or equipment necessary to accommodate "growth" as defined and as opposed to current needs.

5. Distribute the costs identified as a result of development growth on the basis of land use. Costs are distributed between each land use based on their relative use of the capital system. For example, future street costs were distributed to each land use based on their trip generation characteristics.

OTHER ASSUMPTIONS OF THE REPORT

In addition to the land use assumptions contained in the next Chapter of this Report, other important assumptions of this study include the following:

"Normal" Subdivision Improvements Omitted. Not included in either of the project lists or consequent calculations are the "local" public improvements generally associated with and identified as being the sole responsibility of the developer through the subdivision or development review process. This type of "on-site" improvement would include all capital construction within the boundaries of any development, such as streetlights, curbs, gutters, sidewalks, and neighborhood streets. These improvements would continue to be the direct responsibility of the developer, with or without the addition of Development Impact Fees.

Land Costs. Land acquisition cost estimates were developed after discussions with City officials. Arguments for higher or lower costs can be made; however, the herein contained per acre amounts: appear to be the most appropriate current figure for the purposes of this study.

"Zone-based" Fees for DIFs. In some categories of infrastructure, primarily storm drainage, the DIFs may need to recognize subregions or smaller portions of the City with extraordinary service costs or infrastructure needs. Subregions are generally the result of some geographical feature, such as a river or hilly terrain, that creates a differing need for infrastructure in the subregion. A reservoir that must be built at substantial costs to allow a small area of the City, above the current level of other reservoirs, to be developed, while there is no benefit to any other area of the City, would be a prime example. A specific overlay or surcharge fee may be necessary in order to eliminate the possibility of others who will not receive any benefit from the reservoir being required to assume responsibility for the payment of that reservoir.

Exclusion of Tax "Credits" for Undeveloped Land. Some have argued that a credit for capital-related revenues, such as gas taxes, should be made against the development impact fees calculated or imposed by a city. Using the state gas tax as an example, proponents of a DIF credit argue that a city will receive increased annual gas taxes because of the additional population generated by future residential development. It is therefore argued that a developer should receive a credit for any associated gas tax revenues collected as a result of the residents or businesses that occupy the new dwellings against any Circulation System impact fee imposed by the City based on either of two separate arguments.

The first argument for a gas tax credit supposes that the additional gas taxes created by residential development is used to maintain existing streets, which is the responsibility of existing development. Since the new streets constructed via impact fees will not require rehabilitation or reconstruction for another 10 to 20 years, the gas tax generated by new development is, therefore, a windfall to the City and should be credited against the DIF.

This argument fails to consider that any new resident or business to the City will begin to contribute immediately to the use and deterioration of all City streets. A cursory review of City finances will reveal that the portion of the State gas tax received by cities falls far short of meeting the City's needed street improvements and repairs in any given year. The gas taxes "generated" by new development simply cannot meet the maintenance costs of either the new streets associated with the development or the existing streets, which the new resident uses on a daily basis.

The second argument proposes that the developer pays his "full share" of constructing new roads when he pays the City's Circulation System DIF and that the gas taxes generated by his development are unfairly used to make improvements to the existing street system. It is most cities' experience that gas taxes are barely adequate to meet street-related operational costs, and if they are sufficient to meet these costs, the remainder is used for capital-related maintenance projects. The amount of gas tax revenues used to expand the existing street system is usually, specifically in Highland's case, a nominal amount of the total.

For these reasons, a credit is not considered for the Circulation DIF in this Report. A similar discussion can be made for the other fees considered herein; therefore, no credits against such fees are included in this calculation of impact costs.

Financing Costs. Since financing costs reflect an actual and generally significant outlay of funds for an agency, they are included in the project costs where debt financing will likely be necessary due to the immediacy of the need for the facility or infrastructure to show the full costs of such facility or infrastructure and ensure that new development also pays its "fair share" of these costs. These costs are indicated on the project "detail" schedules (3.1, 4.1, 5.1, etc.).

Appropriate Expansion. Debt service is a reasonable construction cost for many, but not all, public facilities and infrastructure. The following example illustrates this. DIFs are collected in incremental amounts, but facilities are not expanded in those same incremental amounts. As an example, a community center fee, based upon a standard of 1.2 square feet per Detached Dwelling, may be collected for each residential dwelling in the City, but after collecting the fee for a 100-unit subdivision, it would be impractical to expand the community center to 120 square feet. Fees are collected, and placed in a separate fund, generating interest until such a time that a 2,000 to 3,000-square-foot expansion is possible. During that build-up time, the community center will experience temporary overcrowding as the standard drops from 1.2 S.F./dwelling to about 0.9 S.F./dwelling. This "temporary overcapacity" may be an inconvenience, bringing about crowding and increased unavailability for rental or event reservation until enough DIFs have been collected for a practical expansion to bring the community center facility back up to the original standard. In short, a development of 120 homes may be brought "online" (occupancy approved) and temporarily reduce community center facility standards without endangering the citizens' health and safety.

However, such a "temporary overcapacity" in stormwater collection is not possible. Capacity for the collection/removal of storm water must be available before the construction, which increases the parcel's impervious surface (and thus stormwater runoff). If the focal storm collection line is currently at capacity (peak or otherwise), no additional units may be brought online until additional collection capacity can be created. Again, there is a practical size of additional construction, and it is not likely practical for developers to wait until there is enough added demand (and fees) to pay for the facility addition. As a result, financing through some type of debt instrument may be the only alternative. Circumstances vary from city to city as to what facility expansions are critical and which can absorb temporary overcapacity for limited periods of time.

Financing would only be included for facilities where, based on staff estimates, the immediacy of the need for the facility requires debt financing. In such cases, the debt service payments would be discounted to today's cost to account for the diminishing value of the dollar and would be in keeping with the cost methodology used in this study to show projects in current costs. To consider the face value of bond payments when determining costs, on the other hand, would be inaccurate as it would treat the value of a dollar today the same as the value of a dollar twenty years from now. Such an approach would tend to overvalue the costs of debt service requirements and therefore cause an agency to overcharge on its development impact fees. Again, since the only projects identified as requiring debt service are replacement water and sewer projects, no project requiring debt service was included in the Master Facilities Plan.

REQUIRED PROPORTIONALITY TEST

A test for proportionality is important, if for no other reason than because it attempts to achieve community inter-generational equity, i.e., fairness in balancing the infrastructure investment made by existing residents and businesses with the investment asked of new residents and businesses that will benefit from the existing infrastructure. In short, previous generations of businesses and residents have contributed to the development of the City's existing infrastructure, and future residents and businesses should recognize this fact by contributing a like (but no more than) amount towards completing the various infrastructure systems.

Identifying the many public improvement projects needed through build-out is one thing. It is an entirely different thing to assume that all of the identified improvements are required to meet the demands of the new development. Clearly, some projects are *replacements* for the existing Infrastructure, while others are *capacity-increasing* projects. Within the category of the latter, they may also be further classified into two categories;

1. Projects dealing with existing deficiencies, i.e., projects required, regardless of whether there is additional development or not. An example[3] would be a traffic intersection currently controlled by stop signs that meet traffic warrants for a traffic signal but is unfunded. An additional example would be the replacement of an existing but aged facility.

2. Projects that are required as a result of development. An example of this would be a signal that is currently controlled quite adequately by stop signs, but because of development in the near and "downstream" areas, will ultimately need to be signalized.

All impact fee calculations claim to be fair. Most DIF calculations will identify the desired or needed capital projects ostensibly required *as a result of the new development.* Therefore, what is fair and equitable? Is it fair to require future residents and businesses in a city to construct, via payment of impact fees, a new Police Station when the current station is merely rented or leased space? On the other hand, if a community already has all of the parks they will need at build-out, are they precluded from imposing an impact fee to recoup some of the expenses incurred in constructing the maximum needed park improvements prior to the maximum demand? These are difficult questions that may be made clearer and easier by reviewing the following examples.

Comparison of Needed Infrastructure with Existing Infrastructure. The answer to these difficult questions may best be answered by comparing various infrastructure scenarios. This can be accomplished by looking closely at our friends in the planned community of Happy Valley[4] for a few scenarios to explain the three possible conditions that can occur regarding the agency's current infrastructure and the demand on them. We will use the provision of fire protection, a service that most of us, as nonprofessional firefighters, can somewhat understand. These three "conditions" include the fire suppression system infrastructure construction:

1. is ***On-target,***
2. has been ***Deficient,*** or;
3. has created ***Excess Service Capacity.***

Adoption of a Standard - According to the National Fire Protection Association (NFPA), a standard two-bay fire station (estimated for purposes of this example to cost about $3,000,000) can meet the needs of 5,000 homes or 10,000,000 square feet of business pad. If these standards were adopted as Happy Valley's public safety element of the City's General Plan, they would be known as the *de jure* or stated (or desired) standard (i.e., the standard the community would **like** to meet). The inductive impact fees (or cost per proportional unit served) for this *de jure* standard would then be:

Table 1-1
Calculation of N.F.P.A. Impact Cost

Land Use	Station Cost	Units Served	Impact Fees
Residential Units	$3,000,000	5,000	$600.00 per home
Business S.F.	$3,000,000	10,000,000	$0.30 per S.F.

Service Base - Happy Valley's General Plan indicates that there will be 10,000 residential units and about 20,000,000 square feet of commercial/industrial space, creating a need for four stations at build-out. The station calculation is following:

Table 1-2
Determination of the Required Number of Stations

	Number of Units	Units Served by One Station	Stations Required
Residential Units	10,000	5,000	2 Stations
Business S.F.	20,000,000	10,000,000	2 Stations
Required Stations at General Plan Build-Out			4 Stations

Infrastructure is "On-target" - The need for four stations appears simple, and the Happy Valley Council need only impose the impact fees identified in Table 1-1. Currently, Happy Valley has 6,250 residential units and 7,500,000 square feet of commercial/industrial building pad and is half "built-out" (in terms of fire calls-for-service). The existing development in Happy Valley is Generating half of its ultimate (General Plan build-out) fire calls-for-service. This is demonstrated in Table 1-3 on the following page:

Table 1-3
Development of Current Infrastructure is "On-Target"

	Number Of Units	Units Served by One Station	Stations Required
Residential Units	6,250	5,000	1.25 Stations
Business S.F.	7,500,000	10,000,000	0.75 Stations
Total Number of Stations Required Currently			2.00 Stations

Conversely, Happy Valley has the remaining half of its fire demand (in terms of calls-for-service) yet to come. Left to build are 3,750 detached dwelling units and 12,500,000 square feet of business floor space, and when constructed, would generate the following capital needs identified in Table 1-4 following:

Table 1-4
Remaining Development and Station Requirements

	Number of Units	Units Served by One Station	Stations Required
Residential Units	3,750	5,000	0.75 Stations
Business S.F.	12,500,000	10,000,000	1.25 Stations
# of New Stations Required from Land to be Developed			2.00 Stations

If the earlier calculated impact fees ($600 per residence and $0.30 per square foot of business pad) were adopted and imposed, Happy Valley would collect (by General Plan build-out) enough capital revenues to construct the remaining two stations and proportionality between existing and future residents and businesses would be evident. Table 1-5, on the following page, demonstrates this:

Table 1-5
Remaining DIF Collection

	Number Of Units	Impact Fee	Amount Collected
Residential Units	3,750	$600.00	$2,250,000
Business S.F.	12,500,000	$0.30	$3,750,000
Amount Collected in Impact Fees			$6,000,000
Cost of One New Station			$3,000,000
Stations to be Built with Impact Fees			2.00

And everyone in the community of Happy Valley is adequately served by the four stations, having generally been financed fairly by the total community.

Infrastructure is in Deficient Condition - Consider, however, the implications if the current Happy Valley residents and businesses had shown the earlier limited commitment to contribute only enough financing to construct one station when, based upon their own adopted standards and level of development, they should have two stations. Clearly, three more stations would be needed on the path to General Plan "build-out." Initially, we can easily dismiss the possibility of requiring the remaining future home and business owners to finance all three remaining stations as completely inequitable. But would it be fair and equitable to charge new residents the $600 per home and new businesses the $0.30 per business square foot in order to build the remaining two stations required to meet the N.F.P.A. standards?

The simple and direct answer is no. The Happy Valley community has not (with only one station constructed at half build-out) demonstrated their full and complete commitment to meeting the N.F.P.A. standards, and as a result, would not have a strong case to assert that others who build after them need to contribute towards the construction of multiple (two) fire stations at a higher service rate by including the "missing" second station.

The service provided by the single existing station is the community's *de facto* (or "in fact") standard service level. With one station, the contributed equity to build the single station would be half of the impact fee proposed in Table 1-1, or $300/residential unit and $0.15/square foot of business space, respectively (see Table 1-6, on the following page).

Table 1-6
Impact Fee at Deficient Condition

	Number Of Units	Existing Contributions	Amount Collected
Residential Units	3,750	$300.00	$1,125,000
Business S.F.	12,500,000	$0.15	$1,875,000
Amount Contributed by Existing Community			$3,000,000
Cost of One New Station			$3,000,000
Station(s) built with Community Contributions			1.00

If Happy Valley has only built one station at half General Plan build-out, we would be forced to conclude that the City is currently *deficient* by one station. If the future residents were asked to pay at a rate that would build two stations (the $600/$0.30 rates), the City would have three stations at General Plan build-out, one financed and built by the first half of the community and ***two*** financed and built by the second half of the community. The first half of the community would, in effect, "inherit" one-half of a station at no cost to themselves. In short, Happy Valley would fail the proportionality test. The inequity would then be exacerbated when the community decides to build the final "missing" last station (of four) from a City-wide assessment or from annual General Fund receipts, paid for by the entire community, including those who just paid for the two new stations via the adopted fire impact fees.

The only truly and completely equitable option is for the City to adopt impact fees at the $300/residence and $0.15/square foot rates. Adoption of this fee would be referred to as the ***Community Financial Commitment or Equity-based Impact Fees.*** Admittedly, the City will go further into a deficit position in terms of the number of required stations, from being deficient by one station at half General Plan build-out to a deficiency of two stations at General Plan build-out, *but the ratio of deficiency (or overall proportionality) would remain a constant 50% of the stations needed at either time.* The community, if they are truly serious about meeting the NFPA recommended standard, would then need to assess the entire community to raise the needed money in some fashion for financing the remaining two stations either in the form of an assessment or dedication of general receipts of the City.

Infrastructure - "Excess· Capacity" - One final but important scenario remains and must be considered. In this scenario, the existing residents of Happy Valley were the industrious sort and (at half General Plan build-out) had constructed three stations when they were at the point when they only needed two stations. Clearly, there is excess capacity in each of the three existing stations. In this case, the Happy Valley's current *de facto* standard would be well above the *de Jure* or target standard. Statistically, each of the three stations would have 1/3 excess capacity (for providing services) and should be busy only about two-thirds of the time. Should the impact fee be limited to the marginal $300 per residence and $0.15 per business square foot required to construct the remaining station? If so, the future residents receive a gift of the extra (third) station. There will be tough decisions ahead to be made by the Happy Valley City Council.

Marginal or Recoupment Fee? The Happy Valley City Council should adopt, *at a minimum,* the $300/residence and $0.15/square foot business space rates to ensure that the fourth station would

be built. This would be referred to as the ***marginal needs-based*** fee. This would be a benevolent gesture, giving the new residents a free ride at the cost of the (already built and paid for) third station.

Or, in the alternative, the Council can recognize that the $3,000,000 used to build the third station was a loan from the existing community's General Fund receipts and needs to be repaid by the future community receiving an instantaneous level of fire protection the day they receive their occupancy permit[5], through the imposition and collection of impact fees[6]. In this case, the $600/residence and $0.30/square foot of business space impact fees should be adopted, imposed, and collected. The impact fee would accumulate $6,000,000 through build-out, with $3,000,000 required to repay the General Fund in delayed revenue (for Station #3) and $3,000,000 necessary to construct the fourth station. This would be referred to as the ***fair share or recoupment-based*** at General Plan build-out fee. And more importantly, at General Plan build-out, long-term equity would be achieved as each home and business would have contributed the same $600 per residence and $0.30 per square foot.

Exceptions to Proportionality Test. The previous discussion applies particularly well to above-ground or facility-based services such as public-use centers, pools, police and fire stations, civic centers, maintenance yards, or other fixed location and fixed capacity facilities that serve the entire population. However, it does not necessarily work well on ground level or below *system* infrastructure such as streets, utilities, and storm drainage, where the continuation of a deficient system into the future is not at all possible, and the lack of additions would ensure the complete inability to approve any further private construction without creating unsafe conditions to a specific area. As an example, if the agency's storm drainage system is currently deficient and creates some period flooding but not necessarily in dangerous amounts, the agency may not be able to approve and allow any more future development unless the storm drainage run-off created by the new development, is properly collected and released at a river or flood control channel.

Additionally, a currently deficient water system, i.e., one with only the most minimal of distribution pipes, may not be able to serve any more future development without a substantial increase in the capacity of the water distribution system.

Specific Plan or Benefit to a Specific Area. An additional exception occurs when the need or benefit from a specific facility is generated by a finite or easily defined area, such as a specific plan or a new area of the agency that is significantly outside of the existing agency's urban in-fill service area or the specific plan is primarily the sole beneficiary of the infrastructure to be constructed. An example may be a small area of the City, proposed for, say, 2,000 homes, but separate from the rest of the City in such a way that, to meet the General Plan's stated fire suppression standard level of service of a five minute response time, it requires a separate fire station but serving less than any of the other stations, which on average serve 5,000 homes. There is little argument as to why the remaining residents and businesses should not need to finance that higher cost per home served. This is not uncommon in an area geographically separated from the major or urban part of the community. An example would be a small area separated by a river or up on a hillside, or in a canyon.

Density may also be a factor. Fire infrastructure system improvements to date may be spread over a more compact density (say 6-7 homes per acre) than the remaining development in town (say 2-3 homes per acre). The fire system infrastructure costs per home for the lesser density will most likely be far higher than the infrastructure costs required to serve the more compact but higher density.

Public Utilities. The treatment for municipal utilities is particularly clear in that the utility's operating and capital funds do not receive any General Fund financial support and do not typically charge stand-by fees to vacant property. This means that the entire utility system has been supported only by what is called *user fees* (payments by the utility's customers). Or stated in another way, it is *user-financed.* In many cases, the utility may have significant extra capacity because most infrastructure cannot be expanded in small defined portions that exactly match the pace of new development (e.g., water reservoirs are generally expanded on 1.0-million-gallon portions, not 1,000 gallons at a time). Should not this excess capacity be paid for by new users who connect to the system and who will benefit from the excess capacity constructed and identified?

A water distribution system may also have a significant distribution system capacity to reach homes and businesses in more outlying areas. RCS recently worked with a city where the existing water users, currently representing some 55% of the water use demand at General Plan build-out, had already constructed nearly 70% of the entire water system. The 15% difference amounted to just over $7.0 million. Does this mean the excess capacity paid for by the existing users should be a gift to future users? Does the Government Code §66000 et. seq. prevent this city from recouping the advanced costs invested by the current users that will be the direct benefit of future users? Simply stated, excess capacity can and should be identified wherever possible and recovered[7] • The excess capacity must be identified in terms of the "existing project segment," and how it will benefit the future users must be identified. Any recoupment must be placed back in the fund that financed the excess capacity, in this case, the Water Fund.

Such equity is the attempt of this Report. Excess capacity is often difficult to identify and even more difficult to convince others of. The City is probably much like Happy Valley, with excess or overcapacity in some areas of infrastructure and perhaps slightly deficient[8] in others, as you will see in the remainder of the Report

OTHER ISSUES

Some building industry members have claimed that the addition of impact fees unfairly creates an inflated resale price for existing homes. The argument is that if the public agency adopts a $15,000 to $20,000 impact fee per Detached Dwelling home, the price for an existing home is "artificially" increased by the same amount. We will use the example of a Detached Dwelling detached home that cost the developer $200,000 to construct and complete to a point that the occupancy permit is approved.

Full Cost of a Residential Dwelling. The $200,000 represents only the above-ground costs. A new home's true and actual cost is the cost of acquiring the parcel, necessary government approvals

and permits, construction supplies, labor, debt service on the above, on-site[9] public improvements, *and the hidden cost of extending public services[10] to that home!*

These public service extension costs include (but are not limited to):

- The addition of law enforcement personnel requiring the expansion of the police station space and miscellaneous emergency response vehicles.
- Additional fire stations and emergency fire, rescue, and paramedic response vehicles.
- Arterials and collector road widening, additional signalization, and bridges.
- Additional capacity in downstream storm drainage pipes and outfalls.
- Additions to water delivery capability, including source, treatment, storage, and delivery.
- Additions to the sewage capability, including collection, treatment, and disposal.
- Additions to the maintenance capabilities (i.e., municipal corporation yard and maintenance vehicles) necessary to maintain the above-added infrastructure.
- Additional parks, libraries, and public meeting spaces for recreational/social purposes.

Thus, while the cost of constructing the above-ground portion of a Detached Dwelling home may be $200,000, the "downstream" costs identified above may be in the area of $15,000 to $20,000 per Detached Dwelling home or in the area of 7.5% to 10.0% of the above ground cost.

If this argument is unclear, picture a 2,800 square-foot home, costing approximately $200,000 to construct the above-ground structure, located in the middle of an empty square mile, with no roads, utility service, public safety response, flood control, and recreational facilities. What is the market value of this home? Probably not even the $200,000 that it cost to construct the structure. Suddenly, the $20,000 impact fee for all the infrastructure needed to support that one home seems like a reasonable choice, assuming one can find a public agency capable of providing infrastructure support to the newly developed residential dwelling.

The true and complete cost of a new detached dwelling is the cost of building the structure and the cost of extending the municipal services to the dwelling, regardless of who pays for the actual costs of extending those services. To some degree, these service-related infrastructure costs have been recognized. The only question remaining is who should pay for them.

Effect on Market Price. Again, let us assume that a cumulative (i.e., all infrastructure provided by a city) $20,000 impact fee imposed upon *new* Detached Dwelling home construction increases the market price of an *existing* detached dwelling. Wouldn't this just be the recognition that the existing detached dwelling already has those physical links to the municipal services? A slightly different way of looking at this argument is that the existing family homes each have a "share" in a municipal corporation[11], and the share is valued at the cost of the connection to the various municipal utilities,

transportation systems, flood protection, and public safety. It is a logical step to require any newly constructed home to purchase a "share" at an equal cost.

CHAPTER ORGANIZATION

Within each infrastructure Chapter, there will be a minimum of three and a maximum of four cost/fee tables. They will be:

The first schedule, the ***Allocation of Project Cost Estimates,*** identifies the project, its costs, and the relationship, in a percentage, to development.

"Marginal Needs"-based Impact Fee - This schedule will identify the impact fees that would need to be adopted to meet the basic capital needs identified in the Report (on the first schedule at the end of the Chapter, i.e., 3.2, 4.2, 5.2, etc.) for that infrastructure.

With the adoption of this level of impact fees, one could claim that *new development is occurring without any additional cost to the existing residents and businesses.* You could not, however, claim that *new development is paying its 'fair share."*

CHAPTER ENDNOTES

[1] The firm had been previously known as *Management Services Institute,* but the same partners as *Revenue & Cost Specialists, L.L.C.*

[2] For greater detail of each project, refer to the City's *Master Facilities Plan.*

[3] Examples using other infrastructure will be used from time to time in this report, though limited to Fire Suppression Facilities, Vehicles and Equipment.

[4] "Happy Valley" has been used as an imaginary community for purposes of DIF example for about nine years. Clearly, no insult is intended to any real or imagined community of Happy Valley. It is also a Happy Valley because there is no inflation, and the value of a dollar remains nominal.

[5] Actually, the permitted structure receives fire protection services as it is being constructed.

[6] This example assumes that each of the existing three stations is debt-free and owned out-right.

[7] This action would be more supportable with a recent appraisal of the existing utility assets.

[8] This action would be more supportable with a recent appraisal of the existing utility assets.

[9] On-site improvements include local streets and medians, curbs and sidewalks, sewer lines, water lines, street lights, storm gutter or drainage pipes, electrical power lines and all of the other requirements of the City's building requirements on the privately held property, hence the "on-site" reference. "Off-site" improvements are increased capacity needs that occur "downstream" from the private property. The on-site public improvements generally become a city asset upon acceptance of the on-site public improvements made by the developer while the property upon which the on-site improvements are still privately owned.

[10] The City of Highland does not necessarily provide all of these services. They are only highlighted to make a point about the types of municipal services typically required to support a residential dwelling.

[11] The City of Highland does not necessarily provide all of these services. They are only highlighted to make a point about the types of municipal services typically required to support a residential dwelling.

Chapter 2

Demographics and Findings

This Chapter provides an inventory of developed and undeveloped land within the City and presents a summary of recommended DIFs detailed in the following chapters of this Report. The City still possesses a few sizeable areas of vacant land zoned for residential, commercial lodging, commercial and industrial uses.

LAND USE ASSUMPTIONS

This Report contains an inventory of developed and undeveloped land within the City limits of Highland. The undeveloped land use inventory forms the base for the distribution of the estimated costs of impacts from new development. The developed land inventory forms the base for distributing the cost of the existing infrastructure for comparison and for the *de facto* identification of the existing levels of service (LOS) provided by those existing infrastructures.

Table 2-1 below provides an inventory of all private land uses contained within the current City limits. The acreage amounts indicated on Table 2-2, are based on the General Plan's land use inventory and a staff analysis of privately held parcels.[1]

Table 2-1
Detailed Land Use Inventory

Total - Land-use Database	Existing Development		Potential Development		Total General Plan Build-out	
	Acres	# of Units	Acres	# of Units	Acres	# of Units
Detached Dwelling Units	4,371.00	12,866	285.50	1,426	4,656.50	14,292
Attached Dwelling Units	360.00	3,024	100.00	1,592	460.00	4,616
Mobile Homes Dwelling Units	91.00	955	1.00	9	92.00	964
Commercial Lodging Units	4.00	130	12.00	180	16.00	310
Retail/Service/Office Uses (KSF)	466.00	7,105	65.00	991	531.00	8,096
Industrial Uses (KSF)	82.00	1,072	72.00	940	154.00	2,012
Total - Land-use Database	**5,374.00**	**25,152**	**535.50**	**5,138**	**5,909.50**	**30,290.00**
Miscellaneous Dwelling Units	**4,822.00**	**16,845**	**386.50**	**3,027**	**5,208.50**	**19,872**
Commercial Lodging Rooms	**4.00**	**130**	**12.00**	**180**	**16.00**	**310**
Business Square Feet	**548.00**	**8,177**	**137.00**	**1,931**	**685.00**	**10,108**

Land Use Definitions. This Report classifies properties as one of three residential land uses or several different commercial/industrial development categories. These land uses are defined below:[2]

Residential Land Uses:

- **Detached Dwelling Residential** Corresponds to an allowable use within the City's land use designation of ***Agricultural Equestrian, Low Density, Village Residential,*** and some ***Medium Density Mixed Use and Planned Development Residential.***

- **Attached Dwelling Residential** - Corresponds to an allowable use within the City's land use designation of some ***Medium Density, Mixed Use, Planned Development,*** and ***High Density.***

- **Mobile Home Residential** - This category of land use is not specifically mentioned but encompasses portions of the City's land use designations in the Zoning Code appropriate for these densities.

Business/Commerce Land Uses:

- **Commercial Lodging** (Hotel/Motel) - This category does not have a separate corresponding designation within the Zoning Code but is separated due to nexus.

- **Retail/Commercial Uses** - As utilized in this Report, Commercial uses include the general category of retail services and thus include outlets ranging from restaurants to auto repair shops to shopping centers. This category includes the relevant portions of the ***General Commercial, Neighborhood Commercial, Planned Commercial, Office Professional, Mixed Use,*** **and** ***Business Park*** zone. The ***Historic Village District*** probably would fall into this category also.

- **Industrial/Manufacturing Uses** - This category contains all businesses engaged in heavy manufacturing or industrial development in a single industrial zone and is largely limited to ***Industrial*** **uses.**

Definitions of Land Use Status. For each of the major land use categories detailed above, the land is categorized as either *Developed* or *Undeveloped.* Definitions regarding the status of each land use are as follows:

Developed Acreage - Includes fully developed land in the City that is in conformance with the zoning designation for that area or land which has received a building permit but is not yet constructed. Acreage in this category may also include non-conforming use areas of the City which contain extensive development prior to annexation or before changes to the General Plan were made.

RCS has made no projections regarding properties currently classified as "Developed" but which may undergo redevelopment in the future.

Undeveloped Acreage - Refers to all non-public vacant acreage located within the City. This category also includes any largely vacant and underutilized residential properties anticipated to be redeveloped in the future.

Table 2-2
Summary of Undeveloped and Developed Acreage

	Developed Acres	% of Total	Vacant Acres	% of Total	Total Acres
Detached Dwellings	4,371.0	74.0%	285.5	4.8%	4,656.5
Attached Dwellings	360.0	6.1%	100	1.7%	460.0
Mobile Home Dwellings	91.0	1.5%	1	0.0%	92.0
Comm. Lodging Units	4.0	0.1%	12	0.2%	16.0
Commercial/Offices S.F.	466.0	7.9%	65	1.1%	531.0
Industrial S.F.	82.0	1.4%	72	1.2%	154.0
Total	5,374.0	91.0%	535.5	9.0%	5,909.5

Table 2-2, previous, summarizes the detailed land use inventory, limited to privately held property, provided in Table 2-1. Staff's land use inventory reveals that there are 5,374 acres of privately held developed land within the City's current boundaries. Conversely, 535.5 acres of vacant or substantially undeveloped land remain in the City. Undeveloped land represents approximately 9 .0% of the total 5,909.5 privately held acres within the City of Highland. Detached dwelling residentially designated land constitutes the greatest amount (4.8%) of vacant acreage of all the land uses.

Commercial/Industrial Development. In order to assess the costs of impact from commercial or industrial building intensification or building expansions, this Report includes a calculation of impact fees both on an acreage basis and per gross square foot basis for commercial and industrial development. To accomplish this, City Planning staff estimated the average square feet of building coverage developed per net acre of land for future development (sometimes referred to as the average FAR, or Floor Area Ratio), shown following:

Commercial/Office Development - 15,246 G.S.F. per Acre (about 35% F.A.R.)
Industrial Development - 13,068 G.S.F. per Acre (about 30% F.A.R.)

POPULATION PROJECTIONS

A realistic assessment of the build-out population of the City is a second component in determining the magnitude of the impact of future development and the necessary facilities needed to mitigate that impact. Many of the facilities contained in this Report are sized according to either the estimated population at theoretical "build-out" or upon service levels, which are based in part upon an estimation of the population to be served. Library, parks, recreation, and community center facilities and equipment are examples of cost areas that rely heavily on population projections to

determine space and facility needs. Park standards are usually stated in terms of the number of acres of parkland per 1,000 persons, for instance.

There are at least two generally accepted methods for projecting future population levels in a City: (1) past growth trends projected forward and (2) population holding capacity based on the General Plan land-use element. Each of these methods can be useful even though both possess certain limitations.

There are several serious flaws in projecting the build-out population of a community using the past growth trends methodology. While this method is relatively simple and, therefore, easy for the general public to understand, it does not give consideration to when an area is actually built out. Eventually, there comes a point in time where the amount of available land to build on is negligible. This technique does not help explain when that point is reached.

Also, the past growth trends approach is not sensitive to policy changes made by Council or land use issues contained in the City's General Plan. For these reasons, this technique is more useful in projecting short-term population levels and should not be used to forecast the built-out population of an area.

This Report relies on the methodology of ***holding capacity*** (described in the following section) to project future service levels and facility requirements.

Holding Capacity Analysis. The methodology used in this Report to forecast the built-out population of Highland is the current holding capacity approach. This method calculates the sum of existing development and potential development allowable under current land use regulations, using average densities found in the City.

The first step in projecting the City's population using the holding capacity approach is to inventory the remaining undeveloped acres within the City limits, which was previously accomplished in Tables 2-1 and 2-2 of this Chapter. The next step is to estimate the potential dwelling units allowed per acre and then multiply the potential number of units by the average number of residents per unit.

Table 2-3, projects the additional number of dwelling units and potential population for the City of Highland through build-out. The number of potential new dwelling units was calculated by multiplying the amount of vacant acreage for each land use zone by the average densities (i.e., number of units allowed per acre) indicated in the City's General Plan. The number of persons per unit for new residential units is based on the 2000 U.S. Census and ranges from 3.550 and 2.315 persons for detached dwellings and mobile homes, respectively, to 3.232 persons for attached dwellings. Based on these assumptions, future residential development is expected to generate approximately 10,228 additional residents[3] to the City of Highland, joining the approximately 56,546 citizens already living in City, resulting in a total estimated population at build-out of 66,774 residents.[4]

The estimated General Plan build-out population of approximately 66,774 residents using this holding capacity approach is typically lower than the population forecasts based on the

mathematical models described previously. This implies either that the City's residential build-out period will be shorter than the ten years indicated above or that the City's growth rate will decline from historical levels. This latter scenario is probably more likely to occur. As the residentially zoned land remaining to be developed continues to be built during the next ten years, the City is likely to see the number of new dwelling units developed decrease each year.

[This space left vacant to place the following table on a single page].

Table 2-3

City of Highland
Development Impact Fee Detail
Average Residential Dwelling Occupancy 2000 United States (Special) Census Data (1)

Existing Residential	Total Units	Vacant Units	Occupied Units	Total Occupants	Average Occupancy	Percentage Occupied
Detached Dwelling Units						
Detached Dwellings	10,862.00	658	10,204	36,222	3.550	93.94%
Attached Dwelling Units						
Attached Dwelling Units	515	115	400	1,601	4.003	77.67%
Duplex to Quadplex Units	616	107	509	1,761	3.460	82.63%
Five to Forty-nine Units	1,169	285	884	2,602	2.943	75.62%
Fifty or More Units	972	235	737	2,213	3.003	75.82%
Average	3,272	742	2,530	8,177	3.232	77.32%
Mobile Home Dwelling Units	800	93	707	1,637	2.315	88.38%
Other Dwelling Units						
Other Dwelling Units	14	6	8	6	0.750	NA
Existing - State Department of Finance 01/01/22 Population						**56,546**

G.P. Build-out Population At Historic Occupancy Rates	*Anticipated Units*	*Occupancy Rate*	*Probable Occupancy*	*Dwelling Density*	*Anticipated Population*
Potential Detached Dwellings	1,426	93.94%	1,340	3.550	4,757
Potential Attached Dwellings	1,592	77.32%	1,231	3.232	3,979
Potential Mobile Dwellings	9	88.38%	8	2.315	19

Population to be Added Via Development at Historic Occupancy Rates	8,755	8,755
Current State of California Department of Finance Population		56,546
Potential "Build-out" Population, at Historic Vacancy Rates.		65,301

G.P. Build-out Population At 100% Occupancy Rate	*Anticipated Units*	*Occupancy Rate*	*Probable Occupancy*	*Dwelling Density*	*Anticipated Population*
Potential Detached Dwellings	1,426	100.00%	1,426	3.550	5,062
Potential Attached Dwellings	1,592	100.00%	1,592	3.232	5,145
Potential Mobile Dwellings	9	100.00%	9	2.315	21

Population to be Added Via Development at 100% Occupancy	10,228	10,228
Current State of California Department of Finance Population		56,546
Potential Maximum "Build-out" Population.		66,774

Population at General Plan Build-out @ Low per Dwelling Resident Densities	65,301
Population at General Plan Build-out @ High per Dwelling Resident Densities	66,774
Average Population at General Plan Build-out	66,038

(1) Summary File 3 (SF3), available at http://factfinder.census.gov

(2) Current population based upon State of California Department of Finance data.

SUMMARY OF FINDINGS

City staff and RCS have identified just over $123.4 million in needed and desired capital improvement projects required through the City's General Plan build-out, including both projects related to existing deficiencies and those needed solely to support future growth. The adoption of the recommended *maximum* impact fees supported by the calculations in this Report (Schedule 2.1) would raise some $94.2 million (76.36%). Existing fund balances of $7.4 will finance 5.98% of the needs. Other financial resources have been identified through build-out at an additional $21.8 million (16.63%).

Based on these costs and the schedules found at the end of each of the remaining chapters of this Report, costs attributable to future development were derived on a per-unit basis for residential land uses and on a per-square-foot of pad basis for commercial and industrial land uses.

Schedule 2.1, found at the end of this Chapter, provides a summary detail of the maximum DIFs for each type of infrastructure and land use category. The fees are summarized in Table 2-4 following:

Table 2-4
Summary of Development Impact Fees

Land Use	*Maximum Development Impact Fees	*~~Recommended~~
Detached Dwelling Units	$33,183/Dwelling Unit	
Attached Dwelling Units	$23,957/Dwelling Unit	
Mobile Home Dwelling Units	$20,603/Dwelling Unit	
Commercial Lodging Units	$14,188/Lodging Unit	
Commercial/Office Uses	$20.949/Square Foot	
Industrial Uses	$15.604/Square Foot	

Specific impact fee rates for each land use can be found at the end of each chapter relating to each infrastructure. Schedule *2.2 at the end of this Chapter also identifies the probable impact fee revenue, the capital cost total, and the difference by individual infrastructure type (e.g., fire). However, while some of the impact fees calculated in this Report identify the potential for maximum adoption, staff has indicated that neither the maximum library facility nor parkland acquisition and park facilities development impact fees need to be at the maximum. As such, the *recommended* Development Impact *Fees* are the lower fees indicated following in Table 2-5.

*~~2.1~~

Table 2-5
Summary of Recommended Development Impact Fees

Land Use	Recommended Development Impact Fees
Detached Dwelling Units	$31,349/Dwelling Unit
Attached Dwelling Units	$22,287/Dwelling Unit
Mobile Home Dwelling Units	$19,408/Dwelling Unit
Commercial Lodging Units	$14,188/Lodging Unit
Commercial/Office Uses	*$20.949/Square Foot ~~*$20.948/Square Foot~~
Industrial Uses	$15.604/Square Foot

The adoption of these staff-recommended impact fees supported by the calculations in this Report (Schedule 2.2) would raise approximately $88.9 million or about 75.31% of the total capital needs. Existing fund balance support would remain the same at $7.4 million or about 6.25% of the capital needs.

Specific impact fee rates for each land use can be found at the end of each chapter relating to a specific infrastructure. Schedule 2.2, at the end of this Chapter, identifies the probable impact fee revenue, the capital cost total, and the difference by individual infrastructure type.

Schedule 2.2, identifies the individual and total impact fees by land-use and provides a calculation of the potential collection through build-out at the proposed *Marginal-needs* Based impact fee rates and the cost of the total infrastructure needs and is the recommended impact fee schedule for adoption.

FORMAT OF THIS REPORT

The following chapters of this Report contain detailed information relative to the calculation of DIFs recommended by RCS for the entire City. Appropriate textual explanations are contained in each chapter, with a chapter devoted to each of the eight sets of DIF cost schedules listed below and two appendices.

CHAPTER 3 - Law Enforcement Facilities, Vehicles, and Equipment
CHAPTER 4 - Fire Suppression/Medic Facilities, Vehicles, and Equipment
CHAPTER 5 - Circulation (Streets, Signals, Drainage, and Bridges) System
CHAPTER 6 - Regional Flood Control Facilities
CHAPTER 7 - General Facilities, Vehicles, and Equipment
CHAPTER 8 - Library Facility and Collection
CHAPTER 9 - Public Use (community center type) Facilities
CHAPTER 10 - Park Land Acquisition and Park Facilities Development
APPENDIX A - Summary of Recommendations
APPENDIX B - Detailed Land-use Database
APPENDIX C – Park Land Construction Cost
APPENDIX D – AB-602 Justification

NOTE REGARDING TEXTUAL MATHEMATICS: It is important to note that the use of a computer provides for calculations to a large number of decimal points. Such data, when included in the text and supporting textual tables, has been rounded to no more than two decimals for clarity and thus may not replicate to the necessary degree of accuracy as the spreadsheet schedules at the end of each chapter. Should there be any difference between tables within a chapter and the schedules at the end of the same chapter, the schedules shall prevail.

CHAPTER ENDNOTES

[1] The figures are consistent with the most recent Land Use Element.

[2] *City of Highland General Plan, March 2006,* Land Use Plan, Land Use Designation System, pages 2-8 through 2-16.

[3] Assuming that the vacancy factor retains its traditionally high occupancy factor as evidenced in 2000 Census (averaging 86.55%). The estimated 10,228 additional residents is the average of full occupancy and the roughly 86.55% average occupancy.

[4] Ibid.

Schedule 2.1

City of Highland at General Plan Build-out Costs
Summary of Development Impact Fees By Type of Fee (continued on next page)
(Costs/Fees per Residential Type Dwelling Unit, or Business Type Square Foot)

Land-use Category	Law Enforcement Facilities	Fire Suppression Facilities et. al.	Circulation Local System Facilities	Circulation Regional System Facilities	Regional Flood Control Facilities	General Government Facilities
	Schedule 3.2	Schedule 4.2	Schedule 5.2	Schedule 5.3	Schedule 6.2	Schedule 7.2
Land-use Designation						
Detached Dwelling Units	$87	$779	$2,814	$16,409	$2,687	$3,473
Attached Dwelling Units	$137	$252	$1,879	$10,956	$946	$3,473
Mobile Homes Dwelling Units	$77	$915	$1,465	$8,539	$1,612	$3,473
Commercial Lodging Units	$58	$1,237	$1,484	$8,653	$943	$1,813
Retail/Service/Office Uses (KSF)	$0.049	$0.012	$2.628	$15.319	$1.011	$1.930
Industrial Uses (KSF)	$0.003	$0.004	$1.818	$10.599	$1.250	$1.930
Potential Collection with Recommended Impact Fee Schedule						
Detached Dwelling Units	$124,062	$1,110,854	$4,012,764	$23,399,234	$3,831,662	$4,952,498
Attached Dwelling Units	$218,104	$401,184	$2,991,368	$17,441,952	$1,506,032	$5,529,016
Mobile Homes Dwelling Units	$693	$8,235	$13,185	$76,851	$14,508	$31,257
Commercial Lodging Units	$10,440	$222,660	$267,120	$1,557,540	$169,740	$326,340
Retail/Service/Office Uses (KSF)	$48,559	$11,892	$2,604	$15,181	$1,002,000	$1,913,000
Industrial Uses (KSF)	$2,820	$3,760	$1,709	$9,963	$1,175,000	$1,814,200
Total Potential DIF Receipts	$404,678.00	$1,758,585	$7,288,750	$42,500,721	$7,698,942	$14,566,311
Potential Impact Fee Receipts	$404,678.00	$1,758,585	$7,288,750	$42,500,721	$7,698,942	$14,566,311
Development Impact Fee Fund Balance	$392,565	$536,916	$610,154	$2,153,084	$675,020	$1,919,402
Other Revenue Sources	$0.00	$13,007,703.00	$0.00		$8,768,111	$0.00
Contribution from SBCTA	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Total Capital Resources	$797,243.00	$15,303,204	$7,898,904	$44,653,805	$17,142,073	$16,485,713
Required Capital Total	$797,000	$15,303,180	$7,899,507	$44,654,346	$17,141,800	$16,485,150
Over or (Under) Collection	$243	$24	-$603	-$541	$273	$563

Notes.
(1) Residential Units= Individual Dwellings.
(2) Square Foot means floor or pad area.
(3) Commercial, including office uses, assumes a pad yield of 35% per gross acre for commercial projects (15,246 Square Feet).
(4) Industrial, including manufacturing, assumes a pad yield of 30% per gross acre for industrial projects (13,068 Square Feet).
(5) Significant excess collections In •per capita• Impact Fees (8.1, 9.1 and 10.1) are the result of reductions to the existing standards.

Schedule 2.1

City of Highland at General Plan Build-out Costs
Summary of Development Impact Fees By Type of Fee
(Costs/Fees per Residential Type Dwelling Unit, or Business Type Square Foot)

Land-use Category	Library Facility Collection Schedule 8.1	Public Meeting Facilities Schedule 9.1	*Park Land and Improvements Quimby Act Schedule 10.1	Development Impact Fee Total Per Unit or Square Feet
Calculated Development Impact Costs				
Detached Dwelling Units	$1,695	No Fee	$5,239	$33,183 per Unit
Attached Dwelling Units	$1,544	No Fee	$4,770	$23,957 per Unit
Mobile Homes Dwelling Units	$1,106	No Fee	$3,416	$20,603 per Unit
Commercial Lodging Units	No Fee	No Fee	No Fee	$14,188 per Unit
Retail/Service/Office Uses (KSF)	No Fee	No Fee	No Fee	$20.949 per S.F.
Industrial Uses (KSF)	No Fee	No Fee	No Fee	$15.604 per S.F.
Potential Collection with Recommended Impact Fee Schedule				
Detached Dwelling Units	$2,417,070	No Fee	$7,470,814	$47,318,958
Attached Dwelling Units	$2,458,048	No Fee	$7,593,840	$38,139,544
Mobile Homes Dwelling Units	$9,954	No Fee	$30,744	$185,427
Commercial Lodging Units	No Fee	No Fee	No Fee	$2,553,840
Retail/Service/Office Uses (KSF)	No Fee	No Fee	No Fee	$2,993,236
Industrial Uses (KSF)	No Fee	No Fee	No Fee	$3,007,452
Total Potential DIF Receipts	$4,885,072	$0	$15,095,398	$94,198,457
Potential Impact Fee Receipts	$4,885,072	$0	$15,095,398	$94,198,457
Development Impact Fee Fund Balance	$435,905	$0	$657,717	$7,380,763
Other Revenue Sources	0	$0	$0	$21,775,814
Contribution from SBCTA	$0	$0	$0	$0
Total Capital Resources	$5,320,977.00	$0	$15,753,115	$123,355,034
Required Capital Total	$5,320,978	$0	$15,753,115	$123,355,076
Over or (Under) Collection	-$1	$0	$0	-$42

Schedule 2.2

City of Highland at General Plan Build-out Costs
Summary of Development Impact Fees By Type of Fee (continued on next page)
(Costs/Fees per Residential Type Dwelling Unit, or Business Type Square Foot)

Land-use Category	Law Enforcement Facilities	Fire Suppression Facilities et. al.	Circulation Local System Facilities	Circulation Regional System Facilities	Regional Flood Control Facilities	General Government Facilities
	Schedule 3.2	Schedule 4.2	Schedule 5.2	Schedule 5.3	Schedule 6.2	Schedule 7.2
Land-use Designation						
Detached Dwelling Units	$87	$779	$2,814	$16,409	$2,687	$3,473
Attached Dwelling Units	$137	$252	$1,879	$10,956	$946	$3,473
Mobile Homes Dwelling Units	$77	$915	$1,465	$8,539	$1,612	$3,473
Commercial Lodging Units	$58	$1,237	$1,484	$8,653	$943	$1,813
Retail/Service/Office Uses (KSF)	$0.049	$0.012	$2.628	$15.319	$1.011	$1.930
Industrial Uses (KSF)	$0.003	$0.004	$1.818	$10.599	$1.250	$1.930
Potential Collection with Recommended Impact Fee Schedule						
Detached Dwelling Units	$124,062	$1,110,854	$4,012,764	$23,399,234	$3,831,662	$4,952,498
Attached Dwelling Units	$218,104	$401,184	$2,991,368	$17,441,952	$1,506,032	$5,529,016
Mobile Homes Dwelling Units	$693	$8,235	$13,185	$76,851	$14,508	$31,257
Commercial Lodging Units	$10,440	$222,660	$267,120	$1,557,540	$169,740	$326,340
Retail/Service/Office Uses (KSF)	$48,559	$11,892	$2,604	$15,181	$1,002,000	$1,913,000
Industrial Uses (KSF)	$2,820	$3,760	$1,709	$9,963	$1,175,000	$1,814,200
Total Potential DIF Receipts	$404,678.00	$1,758,585	$7,288,750	$42,500,721	$7,698,942	$14,566,311
Potential Impact Fee Receipts	$404,678.00	$1,758,585	$7,288,750	$42,500,721	$7,698,942	$14,566,311
Development Impact Fee Fund Balance	$392,565	$536,916	$610,154	$2,153,084	$675,020	$1,919,402
Other Revenue Sources	$0.00	$13,007,703.00	$0.00		$8,768,111	$0.00
Contribution from SBCTA	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Total Capital Resources	$797,243.00	$15,303,204	$7,898,904	$44,653,805	$17,142,073	$16,485,713
Required Capital Total	$797,000	$15,303,180	$7,899,507	$44,654,346	$17,141,800	$16,485,150
Over or (Under) Collection	$243	$24	-$603	-$541	$273	$563

Notes.
(1) Residential Units= Individual Dwellings.
(2) Square Foot means floor or pad area.
(3) Commercial, including office uses, assumes a pad yield of 35% per gross acre for commercial projects (15,246 Square Feet).
(4) Industrial, including manufacturing, assumes a pad yield of 30% per gross acre for industrial projects (13,068 Square Feet).

Schedule 2.2

City of Highland at General Plan Build-out Costs
Summary of Development Impact Fees By Type of Fee
(Costs/Fees per Residential Type Dwelling Unit, or Business Type Square Foot)

Land-use Category	Library Facility Collection Schedule 8.1	Public Meeting Facilities Schedule 9.1	Park Land and Improvements AB 1600 *Schedule 10.2 * Schedule 10.1	Development Impact Fee Total Per Unit or Square Feet
Calculated Development Impact Costs				
Detached Dwelling Units	$1,563	No Fee	$3,537	$31,349 per Unit
Attached Dwelling Units	$1,424	No Fee	$3,220	$22,287 per Unit
Mobile Homes Dwelling Units	$1,020	No Fee	$2,307	$19,408 per Unit
Commercial Lodging Units	No Fee	No Fee	No Fee	$14,188 per Unit
Retail/Service/Office Uses (KSF)	No Fee	No Fee	No Fee	$20.949 per S.F.
Industrial Uses (KSF)	No Fee	No Fee	No Fee	$15.604 per S.F.
Potential Collection with Recommended Impact Fee Schedule				
Detached Dwelling Units	$2,228,838	No Fee	$5,043,694	$44,703,606
Attached Dwelling Units	$2,267,008	No Fee	$5,125,666	$35,480,330
Mobile Homes Dwelling Units	$9,180	No Fee	$20,760	$174,669
Commercial Lodging Units	No Fee	No Fee	No Fee	$2,553,840
Retail/Service/Office Uses (KSF)	No Fee	No Fee	No Fee	$2,993,236
Industrial Uses (KSF)	No Fee	No Fee	No Fee	$3,007,452
Total Potential DIF Receipts	$4,505,026	$0	$10,190,120	$88,913,133
Potential Impact Fee Receipts	$4,505,026	$0	$10,190,120	$88,913,133
Development Impact Fee Fund Balance	$435,905	$0	$657,717	$7,380,763
Other Revenue Sources	0	$0	$0	$21,775,814
Contribution from SBCTA	$0	$0	$0	$0
Total Capital Resources	$4,940,931.00	$0	$10,847,837	$118,069,710
Required Capital Total	$4,940,932	$0	$10,847,837	$118,069,752
Over or (Under) Collection	-$1	$0	$0	-$42

Chapter 3

Law Enforcement Facilities

The Existing System *(or* infrastructure). The Highland Police Department currently operates at 26985 Baseline. An expansion of the City-owned facilities dedicated to law enforcement uses will likely need to occur before General Plan build-out to allow the Department to adequately house the additional staffing required to absorb the growth created from the additional calls-for-service. There is an existing balance of $392,565 in the Law Enforcement DIF fund balance. The County owns the vehicles and most of the specialty equipment and provides use to the City via an annual contract for law enforcement services. These costs are regarded as annual operating costs as opposed to capital costs.

Demand Upon Infrastructure Created by the Development of Underdeveloped or Vacant Parcels. Residents and businesses benefit from law enforcement services in three ways: directly, Indirectly, and through standby availability. Direct services are those where a resident or business owner requires a direct response, usually due to being the victim of a crime. Direct service results in the form of a law enforcement officer contacting the victim. Indirect benefits, such as crime prevention programs, free patrol time, and other law enforcement services that serve all businesses, citizens, and visitors, are impossible to calculate for a specific beneficiary. An example of an indirect benefit would be the apprehension of a burglar in your neighbor's home yesterday. Had the burglar not been arrested, he/she may have broken into someone else's home on another day. Most residents and businesses may go for many years before ever requiring a call for service. However, these fortunate residents and businesses still benefit from law enforcement services, if in no other way than in the knowledge that a law enforcement officer is available through adequate planned stand-by to respond if you require public safety assistance.

Adding new residential units and businesses will increase the demand for the law enforcement service level by creating more direct calls-for-service, areas requiring preventive patrol, and more opportunities for crimes to be committed.

The development of vacant or underutilized parcels into residential or business units will also generate more calls. The residents and business owners occupying those residences and businesses will create an increase in law enforcement "calls-for-service." More homes and businesses will mean more responses to burglaries, domestic disputes, noise complaints, shoplifting, and miscellaneous incidents that will occur in the new homes and businesses.

If the law enforcement force capabilities (the base) are not expanded, then the increasing number of calls-for-service (the rate) will reduce the number of "free" hours available for preventative patrol. This inability to expand the capabilities would ultimately drive the Department into a reactionary mode. The additional calls-for-service would limit the amount of time for training, planning, proactive crime prevention, and other non-direct services.

Table 3-1 summarizes an analysis of the calls-for-service received by the Police Department in a recent twelve-month period.[1]

The breakdown of calls into the land uses that generated them, divided by the number of developed units (during the same period), generated a "calls-for-service" factor.

Table 3-1
Law Enforcement Calls Generated by Land Use (12-month period)

Land Use	Developed Dwelling Or Acre	Calls For Service	Total Calls Per Dwelling or Acre
Detached Dwelling Units	12,866	19,376	1.506/Unit
Attached Dwelling Units	3,024	7,203	2.382/Unit
Mobile Home Units	955	1,232	1.290/Unit
Commercial Lodging	130	1	1.000/Acre
Retail/Office Uses	7,105	6,096	0.858/Acre
Industrial/Manufacturing Uses	1,072	50	0.047/Acre

As an example, there were approximately 19,376 calls-for-service that generated a response to one of the 12,866 existing detached dwelling units in the City. The result indicates that, on average, each detached dwelling will generate just over one and a half calls per year (1.506). The same analysis was undertaken for the remaining land uses. Since these calls-for-service by land use are an average, they are then used to project the number of additional calls that could be expected from the remaining new development by multiplying the calls per residential unit or business acre by the number of anticipated new residential dwellings and business acres. To determine the number of additional officers necessary to meet this increase from future developments, the number of increased calls resulting from new development was then divided by the average number of calls requiring a response by a sworn officer.

The **Purpose** of the Fee. Additional calls-for-service can be expected, and the cost of adding officers necessary to respond to those calls can also be determined. Those new costs can be translated to a fee or an amount necessary to be collected to offset the additional staffing costs. These costs include equipping and housing the additional officers. Provided that the fee is adopted and imposed, new development will finance the capital costs of expansion of the City's law enforcement capabilities. The continued costs of the annual salary and benefits for those additional officers will need to come from increases in property and sales tax generated by the new residences, businesses, and their occupants.

The Use of the Fee. The revenues raised from a properly calculated and legally supported Law Enforcement Impact Fee would be limited to capital costs related to that growth. The fees would be used to expand the law enforcement station. The City can increase the number of response and investigator's vehicles and properly equip additional officers through the annual contract, which

as an operating expense would not be appropriate as a component of the impact fee. Any collected impact fee receipts could not be used to repair the existing building.

Where the amount of equity of the existing community is larger than the marginal needs fee, there is the possibility that the difference may be returned to the General Fund as repayment from the developing properties when excess capacity can be demonstrated. However, this is not the case with the Law Enforcement impact Fee (see the remainder of the Chapter) because the proposed capital projects were limited to those necessary to maintain the existing levels of service, and the proposed building would result in an increase over the existing standard.

The Relationship Between the Need for the Fee and the Type of Development Project.
Department records were used to demonstrate that differing land uses generate different numbers of calls. Clearly, a retail store is more likely to suffer shoplifting incidents, whereas a residence is more likely to experience a domestic disturbance or break-in. As such, calls-for-service from differing land uses can be expected in differing amounts.

It is not likely that a single development will generate the need for a single officer. However, cumulatively the calls generated from various developments will create the need for an additional officer and, ultimately, an additional patrol beat. On an acreage basis, an acre of detached dwellings will generate fewer calls than an acre of multi-family dwellings. The impact resulting fee is accordingly higher.

The existing complement of thirty-four sworn officers currently absorbs the 34,087 (rounded) annual calls by responding to just over 1,000 annual calls-for-service[2] each to privately-owned and developed parcels annually. Based upon the addition of 7,026 calls-for-service, the City will need to add seven officers (rounded) to maintain the same response capabilities that are provided now. This is not to imply that the existing level of services or the ratio of officers to calls-for-service is the *desired level of service; it* is merely identified as the ***current or actual*** level of law enforcement service.

The Relationship Between the Use of the Fee and the Type of Development Paying the Fee.
Again, the *use of the fee* is a similar argument to the *need for the fee.* As the development occurs, the impact is generated, and the impact fee would be collected as the development occurs (generally, at plan check permit). The collected fee would be put to use to acquire additional building space to house the additional officers required to respond to those additional calls *without reducing the capability of responding to calls from the existing community.*

The Relationship Between the Amount of the Fee and the Cost of the Portion of the Facility Attributed to the Development Project. The City has indicated they intend to expand the current police station by 2,900 square feet. The existing calls for service (34,087 per year) represent about 79.39% of the total annual calls anticipated at General Plan build-out (41,113). The annual calls-for-service anticipated from the proposed new development (7,026) represents the remaining 20.61% anticipated at General Plan build-out.

Marginal Needs-based Fees. Table 3-2, on the following page, summarizes the resulting impact fees (from Schedule 3.2) for development to pay to contribute to the expansion of the Law Enforcement capabilities of the City in order to allow the City to extend the same level of service to the City's newest citizens and businesses, a net of $404,435.

Table 3-2
Marginal Needs-based Costs Law Enforcement Facilities Impact Fees

Land Use	Allocation Of Costs	Total Cost Per Unit of SF
Detached Dwelling Units	$123,645	$87/Unit
Attached Dwelling Units	$218,277	$137/Unit
Mobile Home Units	$691	$77/Unit
Commercial Lodging Units	$10,361	$58/Unit
Commercial/Office Uses	$48,928	$0.049/S.F.
Industrial Uses	$2,533	$0.003/S.F.

RECOMMENDED IMPACT FEES

RCS recommends the adoption of the Marginal Needs based fees (necessary for expansion) found on Schedule 3.2 to maintain the current level of service.

CHAPTER ENDNOTES

[1] Data from a ten percent random sampling of calls from a recent continuous twelve-month period.

[2] Limited to privately owned parcels, but there are additional calls to public property such as schools, parks, and roadway right-of-way that could not be included, thus are a function of calls to private property.

Schedule 3.1

City of Highland
2022-23 Development Impact Fee Calculation and Nexus Report Update
Allocation of Project Cost Estimates
Law Enforcement Facilities, Vehicles & Equipment

Line #		Estimated Cost	Construction Needs Supported by Other Resources: Percent Need	Construction Needs Supported by Other Resources: Apportioned Dollar Cost	Infrastructure Needed to Accommodate Increased Development: Percent Need	Infrastructure Needed to Accommodate Increased Development: Apportioned Dollar Cost
LE-01	Construct Police Station (Completed)	$0	71.11%	$0	28.89%	$0
LE-02	Police Station Expansion	$797,000	0.00%	$0	100.00%	$797,000
	Sub-total Infrastructure Master Plan Capital Needs	$797,000	0.00%	$0	0.00%	$797,000
	Mitigating Financial Resources					
	Existing (5/16/23) Development Fee Fund Balance	$392,565	0.00%	$0	100.00%	$392,565
	Other Financial Resources	$0	0.00%	$0	100.00%	$0
	Total Mitigating Financial Resources	$392,565	0.00%	$0	100.00%	$392,565
	Total Net General Plan Project Costs	$404,435	0.00%	$0	100.00%	$404,435
					Forward to Schedule 3.2	

Schedule 3.2

City of Highland
2022-23 Development Impact Fee Calculation and Nexus Report Update
*General Plan *Marginal Needs-based Impact Costs*
Law Enforcement Facilities, Vehicles & Equipment

Proposed Land Use	Undeveloped Acres	Undeveloped Units	Anticipated New Calls for Service	Percentage of Additional Service Calls	Allocation of Expansion Costs	Cost Distribution Per Acre	Average Units or Square Feet/Acre	Development Impact Fee per Unit or Square Foot
Detached Dwelling Units	285.5	1,426	2,148	30.57%	$123,644.52	$433	4.99	***$87 per Unit***
Attached Dwelling Units	100.0	1,592	3,792	53.97%	$218,277.47	$2,183	15.92	***$137 per Unit***
Mobile Homes Dwelling Units	1.0	9	12	0.17%	$690.75	$691	9.00	***$77 per Unit***
Commercial Lodging Units	12.0	180	180	2.56%	$10,361.27	$863	15.00	***$58 per Unit***
Retail/Service/Offie Uses (KSF)	65.0	991	850	12.10%	$48,928.23	$753	15,246	***$0.049 per S.F.***
Industrial Uses (KSF)	72.0	940	44	0.63%	$2,532.76	$35	13,056	***$0.003 per S.F.***
TOTAL	**535.50**	**--**	**7,026**	**100.00%**	**$404,435**	**Sub-total Infrastructure Master Plan Capital Needs**		

~~*Minimal~~

Chapter 4

Fire Suppression Facilities, Vehicles, and Equipment

The Existing System. The Fire Department responds to calls-for-service within the City limits from the three existing stations. Fire Station# 1 is 4,168 square feet and is located at 26974 Base Line Street. Fire Station #2 is a 4,466-square-foot structure located at 29507 Base Line Street. The third Station is 7,076 square feet and is located at 7649 Sterling Avenue. The existing Impact Fee Fund has a balance of $848,953.

Demand Upon Infrastructure Created by the Development of Underdeveloped or Vacant Parcels. While it can be said that numerous factors are considered when determining the number and location of fire stations in any city, it can be stated without any logical argument that all new private development in the City will have an effect on the City's current ability to respond to fire, rescue, and emergency calls-for-service. The effect, simplified but not trivialized, is twofold. Initially, each new residential and business development will create, on average, more calls-for-service increasing the likelihood of simultaneous (and thus competing) calls-for-service. Additionally, as development spreads further from any existing station or stations, as large-scale development is often likely to do, the distances (and thus response times) will increase, taking the existing truck companies out of service for greater periods of time.

The capacity of any fire station is finite and will reach practical limits (through call frequency and total time). When that capacity is exceeded, the level of service afforded to existing development will be greatly reduced. Or, stated in another way, if development continues without the addition of a fire station, the existing station could be overwhelmed, making a timely response for emergency service a virtual coin flip. That is, will the existing engine companies be available to respond to your needs, or will they most likely be out-of-service on a call in a different part of the community?

The **Purpose** of the Fee. In order to continue to be able to respond to an ever-increasing number of expected calls, the City staff has determined the need to relocate an existing station. Having the right type and number of fire stations in the right locations will enable policymakers, the Chief, and City Council to house firefighters, apparatus, and equipment rationally for maximum use of resources.

Conversely, the penalties are high and extremely visible for a poor fire station location or no facility location at all. Adverse effects are felt by the City staff, the council, and indeed by the existing taxpayers. With poor location or no additional location, response times (via distance or out-of-service due to a previous call) can become excessive, and if a tragedy occurs, the incident will be well publicized.

Response time is often mistakenly referred to for only the first-in unit, which can be a grave error. Instead, response time must consider *all* the forces necessary to place the incident under control. If the first unit arrives within five minutes but cannot provide the necessary water flow or perform the needed functions due to a lack of staffing, the five-minute response becomes insignificant and irrelevant. Thus, an increase in the number and type of response vehicles is also necessary to match and equip the needed

additional staff. The following sections identify the manner in which the City plans to meet the demands of additional calls-for-service.

The **Use** of the Fee. The revenues raised from a properly calculated and legally supported Fire Facilities and Equipment Impact Fee would be limited to capital costs related to that growth. The fees would be used to construct new stations or expand existing stations (to increase the response capacity of that station) and increase the number of emergency response vehicles. Conversely, the Fire Suppression Facilities, Vehicles, and Equipment Impact Fee receipts would not be used to repair any existing fire stations or replace any existing emergency response vehicles.

Additional facilities are planned to come online, as needed, as development creates additional demands beyond the existing stations' capability (volume or calls and distance). The capital capacity expansions include:

FD-01, Relocate Station #1 - The project consists of relocating Station #1 from its current location on Base Line to expand service to the more easterly areas while also maintaining the existing level of service to the current residences and businesses.

FD-05, Acquisition of an Engine with Aerial Capability - All areas of the City would benefit from the aerial capability of this vehicle, but the immediate area benefits from the standard engine capability of the vehicle.

The proposed projects and costs are identified on Schedule 4.1 and are detailed in the Master Facilities Plan. The total cost of completing the General Plan build-out fire infrastructure system is $15,303,180, and a net $14,766,264 after the current impact fee fund balance of $536,916 is applied to the proposed total cost.

Where the existing community's equity amount is larger than the Marginal Need-based impact fee and excess capacity can be demonstrated, the difference may be returned to the City's operations fund as repayment from the developing properties for the creation of the excess capacity. However, this will not be the case with the Fire Suppression/Medic Facilities and Equipment Impact Fee.

The Relationship Between the Need for the Fee and the Type of Development Project. Fire service response standards extended to new development should be consistent with the fire response currently enjoyed by the City's existing citizens and business community by constructing new facilities, or the result will be a deterioration in the level of service provided both to the existing residents and future citizens and businesses within the City of Highland. It follows that assessing future development to contribute additional fire facilities is appropriate.

To project the impact of future development on fire services, it was first necessary to quantify the current impact on services from each of the City's land uses. Then, the costs of future capital facilities necessary to meet this increased demand were determined. The following section illustrates the relative impact of each land use on fire services and facilities.

While Highland citizens made the majority of these requests for service from their residences, a large percentage of requests were generated from commercial, office, and industrial uses within

the City. A survey of each land use and its effect on calls-for-service requests was conducted to project the impact of future development on fire services. The survey was undertaken similarly to the process used to determine law enforcement demand (Specifically described in Chapter 3, Law Enforcement). Only requests for fire, medical, and rescue services to privately held property were counted. Requests for service to public property, such as City parks and public right-of-way or intersections, were excluded, thus distributing these calls pro-rata through the requests for service from privately held property. This is based upon the argument that all public land serves privately held land in some manner.

Table 4-1 below identifies the number of requests for service received by the Fire Department during the past calendar year by land use (detached dwelling, attached dwellings, mobile homes, commercial lodging, commercial/office KSF, and industrial KSF). The number of requests for service received by the Fire Department during the year was then divided by either the developed acreage or the existing number of dwelling units to determine the number of requests generated per commercial or industrial acre or per dwelling unit.

Table 4-1
Average Annual Existing Responses Per Unit Or Acre

Land Use	Dwellings, Units or Square Feet	Calls For Service	Annual Calls per Unit or 1,000 S.F.
Detached Dwellings	12,866	3,641	0.283/Unit
Attached Dwellings	3,024	278	0.092/Unit
Mobile Home Dwellings	955	284	0.297/Unit
Commercial Lodging	130	59	0.450/Unit
Commercial/Office (KSF)	7,105	490	0.069/KSF
Industrial (KSF)	1,072	21	0.020/KSF

Of residential land uses, an attached dwelling unit is less likely to require an emergency fire service response at 0.092 annual responses *per unit* than a detached dwelling at 0.283 annual responses *per unit.* Commercial/office development is shown to generate 0.069 responses *per 1,000 square feet* of developed land, while industrial development generates a minimal response demand of 0.020 calls *per 1,000 square feet.* The lower demand for industrial uses should be expected, given the greater density of employees and patrons in commercial establishments when compared to industrial businesses of a similar size. However, it should be noted that while there are fewer calls for industrial properties, significant training is required to be prepared for industrial responses (i.e., trenching response and hazardous materials training).

Table 4-2 indicates that on a comparative basis, an acre of commercial lodging development creates the highest demand for fire/medic services; thus, the impact fee is the highest on an acreage basis. Based on the existing rate of responses by land use, the increased number of fire service responses generated by future residential, commercial, industrial, and office development was extrapolated. This

was accomplished by multiplying the average responses per unit or acre, established in Table 4-1, by the number of undeveloped units, rooms, or acres. This data is summarized in Table 4-2.

Table 4-2
Calls-for-service by Land Use Acre

Land Use	Calls per Units or KSF	Units of KSF/Acre	Calls Per Acre
Detached Dwelling	0.283	4.99	1.413
Attached Dwelling	0.092	15.92	1.464
Mobile Home Dwelling	0.297	9.00	2.673
Commercial Lodging	0.450	15.00	6.750
Commercial/Office Uses	0.069	15.25	1.052
Industrial Uses	0.020	13.06	0.261

Table 4-3, on the following page, indicates the number of additional calls-for-service that could be anticipated from the development of currently vacant land.

Table 4-3
Additional Annual Fire Responses Generated by Future Development (Rounded)

Land Use	Fire Responses Per Unit	Undeveloped Units or Acres	Additional Fire Responses (rounded)
Detached Dwelling Units	0.283/Unit	1,426 Units	404 Calls
Attached Dwelling Units	0.092/Unit	1,592 Units	146 Calls
Mobile Home Units	0.297/Unit	9 Units	3 Calls
Commercial Lodging Units	0.450/Unit	180 Units	81 Calls
Commercial/Office Acres	0.069/KSF	991 KSF	4 Calls
Industrial Acres	0.020/KSF	940 KSF	1 Calls
Total	-	-	640 Calls

Marginal Needs-based Impact Fees. The collection of the resulting impact fees through build-out would allow the City to acquire or construct the proposed expansion and obtain the required equipment. This indicates that the City's expansion of the Fire system capital has generally maintained pace with the increases in calls for service from new residential and business development. Table 4-4, on the following page, distributes the $1,758,561 in Fire Suppression/Medic infrastructure costs attributed to new development and also indicates the impact fee necessary to finance the cost of those additional stations, response equipment, and firefighter equipment.

Table 4-4
Marginal Needs-based Fire Facilities,
Vehicles and Equipment Impact Fees

Land Use	Allocation Of Costs	Total Cost Per Unit or SF
Detached Dwelling Units	$1,110,222	$779/Unit
Attached Dwelling Units	$401,219	$252/Unit
Mobile Home Units	$8,244	$915/Unit
Commercial Lodging Units	$222,594	$1,237/Unit
Commercial/Office Uses	$12,325	$0.012/S.F.
Industrial Uses	$3,957	$0.004/S.F.

The Relationship Between the Use of the Fee and the Type of Development Paying the Fee. The *use of the fee* is equivalent to the *need for the fee.* The impact fee would be collected as the development occurs (generally at building permit). As the development occurs, the impact is generated. The collected fee would be put to use to acquire additional firefighter emergency response vehicles and an additional fire station necessary to respond to the additional calls-for-service *without reducing the capability of responding to calls from the existing community.*

RECOMMENDED IMPACT FEES

RCS recommends the adoption of the Marginal Needs based fees (necessary for expansion) found on Schedule 4.2 to maintain the current level of service.

OTHER NOTES AND ISSUES

1. A recently identified trend is one where newly constructed industrial developments, initially charged the lower industrial use impact fee, often end up being commercial uses and generate the greater demand created by commercial land uses. If this trend is left unnoticed, the Fire Department and other City services will face greater demand from commercial uses but will be left only with the collection of the lower industrial impact fee rates. To avoid this under-collection, the City should impose an impact fee representing the difference between the commercial impact fee and the previously paid industrial land-use impact fee when a CUP is approved, and tenant improvement plans are submitted indicating a commercial use.

CHAPTER ENDNOTES

There are no endnotes.

Schedule 4.1

City of Highland
2022-23 Development Impact Fee Calculation and Nexus Report Update
Allocation of Project Cost Estimates
Fire Suppression/Medic Facilities, Vehicles & Equipment

Line #		Estimated Cost	Construction Needs Supported by Other Resources: Percent Need	Construction Needs Supported by Other Resources: Apportioned Dollar Cost	Infrastructure Needed to Accommodate Increased Development: Percent Need	Infrastructure Needed to Accommodate Increased Development: Apportioned Dollar Cost
FD-01	Relocate Station #1	$14,103,180	85.00%	$11,987,703	15.00%	$2,115,477
FD-02	*Construct Station #4 (Greenspot Road) (Deleted) (Note 1)*	$0	0.00%	$0	100.00%	$0
FD-03	*Acquire Additional Response Vehicles for Station #4 (Deleted) (Note 1)*	$0	0.00%	$0	100.00%	$0
FD-04	*Acquire Additional Fire Fighter Equipment (Deleted) (Note 1)*	$0	0.00%	$0	100.00%	$0
FD-05	Acquire Specialty Vehicle	$1,200,000	85.00%	$1,020,000	15.00%	$180,000
	Total Infrastructure Master Plan Capital Needs	$15,303,180	85.00%	$13,007,703	15.00%	$2,295,477
	Mitigating Financial Resources					
	Existing (5/16/23) Development Fee Fund Balance	$536,916	0.00%	$0	100.00%	$536,916
	Other Financial Resources	$0	0.00%	$0	0.00%	$0
	Total Mitigating Financial Resources	$536,916	0.00%	$0	100.00%	$536,916
	Total Net General Plan Project Costs	$14,766,264	88.09%	$13,007,703	11.91%	$1,758,561
					Forward to Schedule 4.2	

1. Projects were predicated on a development in an annexation that is no longer proposed.

Schedule 4.2

City of Highland
2022-23 Development Impact Fee Calculation and Nexus Report Update
Marginal Needs-based Impact Fees
Fire Suppression/Medic Facilities, Vehicles & Equipment

Proposed Land Use	Undeveloped Acres	Undeveloped Units	Anticipated New Calls for Service	Percentage of Additional Service Calls	Allocation of Expansion Costs	Cost Distribution Per Acre	Average Units or Square Feet/Acre	Development Impact Fee per Unit or Square Foot
Detached Dwelling Units	286	1,426	404	63.13%	$1,110,222	$3,889	4.99	***$779 per Unit***
Attached Dwelling Units	100	1,592	146	22.82%	$401,219	$4,012	15.92	***$252 per Unit***
Mobile Homes Dwelling Units	1	9	3	0.47%	$8,244	$8,244	9.00	***$915 per Unit***
Commercial Lodging Units	12	180	81	12.66%	$222,594	$18,549	15.00	***$1,237 per Unit***
Retail/Service/Office Uses (KSF)	65	991	4	0.70%	$12,325	$190	15,246	***$0.012 per S.F.***
Industrial Uses (KSF)	72	940	1	0.23%	$3,957	$55	13,056	***$0.004 per S.F.***
TOTAL	**535.50**	**--**	**640**	**100.00%**	**$1,758,561**	**in Total Fire Suppression Capital Needs to Finish System**		

Chapter 5
Local and Regional Circulation Systems
(Streets, Signals, Drainage, and Bridges)

The following Chapter will discuss the circulation improvements planned for the City through build-out of the existing City limits as identified in the Land-use Database Table in Chapter 2. RCS recommends calculating a comprehensive impact fee covering all circulation improvements within the City. Accordingly, this infrastructure category includes the costs of major streets and bridges, traffic signals (including interconnection), local storm drainage, medians, streetlights, curb, gutters, and sidewalks. While all new development may have specific capital improvements imposed as a condition of development or a development agreement, *they also benefit from the entire General Plan circulation system.* The reasons are practical in that combining this infrastructure will provide greater flexibility in establishing priorities in what is essentially a singular transportation issue with a common nexus, a combination of trip-end[1] generation and average trip distance (by land use). It is not uncommon that a single transportation capital project involves both street and signal improvement.

Modifications to the Circulation *(et al.)* Impact Fee from Previous Study. To better reflect the importance of drainage, local and regional drainage are combined in Chapter 6.

The Existing System. The City currently has and maintains an extensive system of roadways available for the transportation of goods and services, including public safety services and educational, recreational, and social purposes. This category consists of roadways, curbs, gutters and sidewalks, bridges, streetlights, medians, local drainage, signals, and signal interconnection that make up the spine infrastructure or arterial/collector system. Roadways that fall under the jurisdiction of the City of Highland would be classified as one of four fairly common types of roadways for the purposes of this Report. They are generally defined by the City's General Plan Circulation Element:[2]

- **Collector Street** - This category of roadway is intended to carry traffic between residential neighborhoods and the larger street network. They are generally two-lane roadways that have a mixture of residential and commercial land uses along them. Collector streets are 44 feet from curb to curb, within 66-foot-rights-of-way. Examples of collector streets are Church Avenue and Weaver Street.

- **Secondary Highway** - Secondary Highways provide more local access than major arterials but also provide some non-local through-traffic service. This classification includes a four-lane roadway with or without a raised median with a pavement width of approximately 64 feet. Del Rosa Drive, Tippecanoe Street, Pacific Street, Ninth Street, and Church Street are examples of secondary Highways.

- **Major Highway** - Major highways provide service to non-locals through trips and limited local access. Ideally, curb cuts are minimized on major arterials, although such access

control has historically been difficult to achieve. Major highways are designated as four-lane, 80-foot roadways (including a 12-foot median) curb-to-curb within 104-foot rights-of-way. Base Line, between Boulder Avenue and Church Street, and most of Greenspot Road are examples of major highways.

- **Primary Arterial** - Primary arterials are limited access facilities that provide service to non-local through trips with minimal direct access to adjacent land uses. They are designed as 96-foot roadways, curb to curb, within a minimum of 112-foot rights-of-way, and carry up to three lanes of through traffic in each direction. An example of a primary arterial is 5th Street/Greenspot Road between Palm Avenue and Boulder Avenue.

Demand Upon Infrastructure Created by the Development of Undeveloped Parcels. Undeveloped parcels create few trip-ends beyond an occasional visit to the site for weed abatement purposes, planning purposes, or to consider a sale or development of the vacant parcel. None of these trip-ends are on a routine basis. However, a developed parcel will generate a statistically predictable number of trip-ends and trip-miles, depending upon the specific land use of the development. Thus, it can be stated that a vacant parcel, when developed into a specific use, i.e., residential or business, will generate more traffic than it did when it was vacant. Similarly, a change in the use of the property may also increase the number of trip-ends, i.e., the demolition of a low trip-generating insurance office into reconstruction as a new high trip-generating fast-food restaurant.

All new development contributes to cumulative traffic impacts, which are difficult to measure and mitigate on a project-by-project basis, but which have significant and widespread cumulative impacts on the City's existing road system. Factors that will increase the competition for existing lane miles existing in the City include the following:

- The construction of private commercial uses on 65 acres currently identified as undeveloped commercial uses will generate 32 new daily trip-miles, or 0.04% of the total new trip-miles expected at build-out. This figure could vary significantly depending upon the type of commercial uses constructed and possible zoning changes or conditional use permits issued.

- An increase in the City's full-time population through constructing of about 3,027 additional dwelling units contributes approximately 86,252 new trip-miles *daily* or just over 96% of the newly expected daily trip-miles.

- The addition of 72 acres of industrial development generates the potential for an additional 21 daily trip-miles, or 0.02% of the total new trip-miles in the City. Again, it is possible that some parcels zoned for industrial uses will end up being commercial uses after obtaining a Conditional Use Permit. For that matter, there are existing industrial buildings contiguous to the City's many arterials and collectors that have become commercial venues.

- The addition of some 180 commercial lodging units will increase traffic miles by 3,283 or 3.66% of the anticipated new daily trip-miles.

When all (or most) of the available vacant land in the City is developed, the City can expect an additional 89,588 daily trip-miles. For perspective, the City currently experiences approximately 534,703 daily trip-miles from the existing residences and businesses. The roughly 89,588 newly anticipated trip-miles represent just slightly under a 17% increase over the current 534,703 daily trip-miles.

The **Purpose** of the Fee. In the City, most planned arterials and collectors exist in some form, perhaps not yet fully widened to allow for the full number of lanes. Thus, the circulation system impact fee collection could be used to finish off these existing but uncompleted or not yet maximized roads. The same can be said for bridges; a number of them are included on the list to be completed to their maximum planned width, again maximizing the carrying capacity. Additionally, the fees would be used to complete the system of signals that ensures the smooth movement of vehicles through the intersections.

Included are circulation projects needed to alter existing arterials, connectors, or collectors that currently exist but, due to additional trip-ends are becoming ineffective at moving vehicles. An example would be the final widening of Base Line to its completed width. This project is required because additional citizens and business owners will use the existing street along with the current users, rendering it ineffective at moving traffic at a reasonable pace, primarily during the a.m. and p.m. peak hours of traffic. Acceptable traffic pace can be maintained with a combination of street widening, turn lane channelization, and signal improvements.

Again, given the magnitude of growth projected in this Report, numerous intersection improvements and the construction of new traffic signals will also be needed to avoid congestion and gridlock in the future. Traffic planners have long known that the critical constraint in a typical roadway network is usually not the roadway itself but the intersections. While the street capacity may be theoretically adequate to carry traffic volumes at build-out, motorists may experience congestion and even gridlock at the intersections of the street. While the City of Highland will certainly undertake a number of major street-widening projects, an equally important component of traffic circulation is the installation of traffic signals and lane reconfiguration at critical intersections in the City.

The importance of a properly signalized intersection is two-fold. First, the City can build only so many major collector streets, and there are limits as to how wide they can be. Second, north-south collectors will, by definition, intersect with east-west collectors, assuring that someone will have to stop at a stop sign or a traffic signal. The traffic carrying capacity of each collector can only be maximized by assuring an orderly traffic flow by signaling those intersecting collectors. This is especially important because there is little room left for any additional collectors and arterials.

None of this is intended to eliminate the time-honored practice of the developer constructing the full-width roadway and being credited for the portion greater than the developer would otherwise require. This impact fee calculation and resulting fee collection would simply improve the credit allowance capability.

The City's total Master Facilities Plan Circulation System improvements section identified 63 general transportation projects covering the City costing $288,855,527, or a net $118,632,131 after

some $167,460,158 in off-setting revenues and the existing Circulation System Impact Fee Fund balance of $2,763,238. Roughly thirty-seven projects are within the City limits but are also subjected to regional demands and may receive up to 76% of their project costs financed by Measure I revenues. Three interchange projects also will receive Measure I financing. The total project costs for these three projects are much higher. Each project will increase the circulation system's capacity to meet the 17% increase in capacity needs. The individual projects and costs are identified on Schedule 5 .1 at the end of the Chapter and detailed in the Master Facilities Plan.

The Use of the Fee. The collection of a Circulation System Impact Fee would be used to construct the projects (or portions of projects) identified in Schedule 5.1 at the conclusion of this Chapter's text. The collected fees will be used to create additional lane miles, bridge lanes, and signals with which to accommodate the additional 89,588 additional daily trip-miles expected from further development of the City.

$49,790,615 in future projects is the total of the net cost of the City development portion of the regional projects that have Measure I support ($42,501,262, Schedule 5.3) and the projects deemed as only local in demand ($7,289,353, Schedule 5.2).

The Relationship Between the Need for the Fee and the Type of Development Project. Schedule 5.1 identifies the additional traffic generated by new development by type of development. The technical volume, *Trip Generation (Manual)* 7th Edition, produced by the Institute of Traffic Engineers, has been used to identify the *nexus* or relationship between the type of development and the projected number of trips that development will generate. A 400-unit detached dwelling unit residential-specific plan would generate about 13,840 daily trip-miles, and a twenty-acre commercial-retail development would generate 9,910 daily trip miles. Each would pay its proportionate share of the total 302,084 newly created the City trip miles expected at General Plan build-out. In the case of the residential-detached dwelling development, the daily trip-miles generated by the 400 new homes represents about 4.58% of the total 302,084 new trip-miles anticipated at build-out; thus, they would be required to pay or construct projects on the list to an amount equal to 4.58% of the total development-related project costs. The twenty-acre commercial development would generate 3.28% of the additional trip-miles, thus responsible for 3.28% of the circulation system project costs.

Circulation System Cost Distribution by Average Land Use Trip Frequency and Distance
New Trip Adjustment for *Pass-by* or *Diverted* Trips. Schedule 5.2 contains a sub-schedule that identifies adjustments to new total ***trip-ends.*** As an example, an acre of general commercial use would be expected, on average, to generate about 301.83 trip-ends daily. However, approximately 15% of those trip-ends, or about 45 trip-ends per day, are ***pass-by trip-ends;*** *that* is, the ***trip-end*** is not truly an *end* but is actually one in a series of stops, i.e., at various commercial establishments, with a different location such as a residence as the final ***trip-end*** or destination of the series of ***trip-ends.*** In order to be considered a pass-by trip, the location of the stop must be contiguous to the ***generator***[3] route, i.e., the route that would have been used even if the stop had not been made[4] The Institute of Transportation Engineers (ITE) indicates that:

> Pass-by trips are attracted from passing the site *on an adjacent street* or roadway that offers direct access to the generator. **Pass-by trips are not diverted from another roadway.**[5]

Pass-by trip-ends are fully adjusted (reduced at 100%) from the average trip-ends (per day) generated by the six land uses identified in Schedules 5.2 and 5.3.

A *diverted* trip is similar to a *pass-by* trip-end in that it is an extra stop between, for example, a motorist's work site and his or her residence. The *diverted* trip differs slightly from the *pass-by* trip, requiring a minor deviation from the normal ***generator*** route and the temporary stop. In short, a *diverted* trip creates a separate side trip using additional (and different) lane miles from that of the normal route from the motorist's place of employment and his or her home. These trips increase the traffic volume from the generator route, but only for brief distances. The ITE states that diverted trips:

> are attracted from traffic volume on roadways within the vicinity of the generator (route) but require a diversion from that roadway to another roadway to gain access to the site. These trips could travel on highways or freeways adjacent to the generator, but without access to the generator. **Diverted linked trips add traffic to streets adjacent to a site, but may not add traffic to the area's major travel routes,**[6]

These *diverted* trips will be adjusted (reduced at 50%) from the full trip count for each of the land uses identified in Chapter 2. The ITE also indicates that "both pass-by and diverted linked trips may be a part of a multiple-stop chain of trips".[7]

Again, the sub-schedule at the bottom of Schedule 5.2 indicates the total trip-ends and the reduction due to the number of pass-by trips (at 100%) and diverted trips (at 50%). The trip pass-by and diversion percentages were generated and are supported by a study conducted by the San Diego Association of Governments (SANDAG) in conjunction with various U.S. and California agencies.[8]

Additionally, the same SANDAG data schedule referenced above provides information for a trip distance factor component to the nexus. Based on that data, a trip to an industrial worksite has the greatest distance at 9.0 miles. A trip to an office averages 8.8 miles, a residential trip averages 7.9 miles, a trip from a hotel or motel (once in residence) averages 7.6 miles, and an average trip to a commercial site is the smallest at 4.3 miles. This indicates that drivers are generally willing to travel further distances to work and for treatment at medical offices than they are to shop. Both frequency (trip-ends) and distance (average miles per trip) have been combined into the nexus by multiplying frequency times distance.

For consistency, RCS has used the ITE trip-end and length factor from the 2006 Nexus report.

The Relationship Between the Use of the Fee and the Type of Development Paying the Fee. There is very little difference between this and the above category. The fee collected will be based on the projected number of trip-ends the proposed development will generate in relation to the total 89,588 additional projected trip-miles at build-out. Any amount imposed as a circulation system improvements Development Impact Fee will be placed in a separate fund

(collecting interest) and will be used only on the projects identified on Schedule 5.1 as development-related.

From time to time, the City may require an applicant for a private project to construct a street or signal improvement (or a portion thereof) that is on the list of required improvements at the end of this Chapter. This method is often undertaken to expedite the project at the request of the applicant/developer. The developer should receive a credit for any monies expended on this required improvement against their circulation improvements impact fee. If one does not already exist, an ordinance addressing the issue of credits should be prepared and added to Highland Municipal Code.

The Relationship Between the Amount of the Fee and the Cost of the portion of the Facility Attributed to the Development Project. The circulation system Impact Fee calculation is based upon the recognition that different types of developments generate differing amounts of trips. The fee is based on the projected number of trips generated by the proposed private development project. Impact fee receipts will be accumulated until they reach the amount that could construct a meaningful project to alleviate or mitigate the demands of those new developments. Table 5-2 (summarized from Schedule 5.2) identifies the Marginal Needs-based Circulation system Impact Fee Schedule for the City, based upon a net cost of $7,289,353 in proposed projects.

Table 5-2
Marginal Needs-based Impact Fees
(Local-only Circulation System Impact Fees)

Land Use	Allocation Of Costs	Total Cost Per Unit of SF
Detached Dwelling Units	$4,013,180	$2,814/Unit
Attached Dwelling Units	$2,991,557	$1,879/Unit
Mobile Home Units	$13,181	$1,465/Unit
Commercial Lodging	$267,122	$1,484/Unit
Commercial/Office Uses	$2,604	$2.627/S.F.
Industrial Uses	$1,709	$1.818/S.F.

Alternative Cost Methodology. A more precise calculation of costs for specific types of land uses (i.e., banks, hospitals, convalescent homes, etc.) can be determined by multiplying the average cost per trip of $81.37 by the applicable daily trip-mile rate. An example of this calculation can be found in Schedule 5.2 at the end of the Chapter and applied to Table 5-3 on the following page. These tables list trip rates and costs for various residential, resort, industrial, and commercial developments. A fee system based on a lengthy schedule of trip mile rates theoretically provides more accuracy and, therefore, equity in determining the impact of specific uses on the City's circulation system, but at the same time, may increase the City's costs to administer the fee. A more extensive listing of traffic generator by land use is available in *Trip Generation, published* by the Institute of Transportation Engineers, Washington D.C.

Table 5-3
Detail of Circulation System Local Marginal Need-based
Impact Fees for Specific Commercial Uses

Land Use Category	Adjusted Trip-ends	Average Distance	Trip-end to Trip	Additional Trip-miles	Cost per Trip-mile	Cost per 1,000 Square Feet or Dwelling Unit	
RESIDENTIAL LAND USES (per Unit):							
Detached Dwelling Unit	8.76	7.9	0.5	34.60	$81.37	$2,814 /Unit	
Apartment	5.85	7.9	0.5	23.1	$81.37	$1,879 /Unit	
Condominium/Townhome	5.36	7.9	0.5	21.2	$81.37	$1,725 /Unit	
High Density Dwelling	3.61	7.9	0.5	14.3	$81.37	$1,163 /Unit	
Mobile Home Dwelling	4.57	7.9	0.5	18.1	$81.37	*$1,473 /Unit	~~*$1,494/Unit~~
RESORT/TOURIST (per Unit or Entry Door):							
Hotel (multi-story)	6.29	7.6	0.5	23.9	$81.37	$1,945 /Room	
All Suites Hotel	3.77	7.6	0.5	14.3	$81.37	$1,164 /Room	
Motel	4.34	7.6	0.5	16.5	$81.37	$1,343 /Room	
INDUSTRIAL (per 1,000 SF):							
General Light Industrial	6.17	9.0	0.5	27.8	$81.37	$2,262 /KSF	
Heavy Industrial	5.97	9.0	0.5	26.9	$81.37	$2,189 /KSF	
Manufacturing	2.73	9.0	0.5	12.3	$81.37	$1,001 /KSF	
Warehousing	4.39	9.0	0.5	19.8	$81.37	$1,611 /KSF	
MISCELLANEOUS BUSINESS USES (per 1,000 SF):							
Office Park	9.08	8.8	0.5	40.0	$81.37	$3,255 /KSF	
Research Park	7.18	8.8	0.5	31.6	$81.37	$2,571 /KSF	
Business Park (Specific)	11.29	8.8	0.5	49.7	$81.37	$4,044 /KSF	
RETAIL/SERVICE USES (per 1,000 SF):							
Building Material Store	29.35	4.3	0.5	63.1	$81.37	$5,134 /KSF	
Garden Center	23.45	4.3	0.5	50.4	$81.37	$4,101 /KSF	
Movie Theater	2.47	4.3	0.5	5.3	$81.37	$431 /KSF	
Church	5.92	4.3	0.5	12.7	$81.37	$1,033 /KSF	
Medical-Dental Office	22.21	8.8	0.5	97.7	$81.37	$7,950 /KSF	
General Office Building	7.16	8.8	0.5	31.5	$81.37	$2,563 /KSF	
Shopping Center	30.20	4.3	0.5	64.9	$81.37	$5,281 /KSF	
Hospital	11.42	4.3	0.5	24.6	$81.37	$2,002 /KSF	
Discount Center	62.93	4.3	0.5	135.3	$81.37	$11,009 /KSF	
High-Turnover Restaurant	8.90	4.3	0.5	19.1	$81.37	$1,554 /KSF	
Convenience Market	43.57	4.3	0.5	93.7	$81.37	$7,624 /KSF	
Walk-in Bank	13.97	4.3	0.5	30.0	$81.37	$2,441 /KSF	
Other: (not available "per KSF")							
Cemetary (per acre)	3.07	4.3	0.5	6.6	$81.37	$537.04 /Acre	
Service Station/Market (avg	107.69	4.3	0.5	231.5	$81.37	$18,837.16 /FP/Day	
Service Station/Car Wash	99.35	4.3	0.5	213.6	$81.37	$17,380.63 /FP/Day	

NOTES:

1. ADT = Average Daily Trips

2. KSF = Thousand Square Feet of Gross Floor Area

3. Adjusted for Pass-by and Diverted Trips.

4. FP/Day = per "Fueling Position" per day.

This set of proposed fees would generate the marginal revenue needed to construct the needed circulation construction projects.

Regional (SBCTA) Circulation Improvements Development Impact Fee Calculation. The following is an excerpt from the SBCTA policy document. It states in part:

BACKGROUND. San Bernardino County Voters approved Measure I, the half-cent sales tax for countywide transportation improvements, in November 2004. The Measure I Ordinance requires each jurisdiction in the urbanized areas of San Bernardino County to adopt a development mitigation program to address regional transportation needs. The Ordinance states that by November 2006, each jurisdiction in the San Bernardino Valley and Victor Valley must adopt a mechanism that:

- Requires all future development to pay its fair share for transportation facilities that are needed as a result of the new development; and

- Complies with the Land Use/Transportation Analysis and deficiency Plan provisions of the Congestion management Plan (CMP) set by state law. SBCTA Board Adopted the updated CMP November 2, 2005.

PROGRAM OVERVIEW. SBCTA's development mitigation program ensures that the new development pays its fair share for the construction of regional transportation infrastructure, including freeway interchanges, major streets and railroad grade separations. Local flexibility is a key component. The program *does not include* a uniform regional fee; instead, it allows each jurisdiction to design its own approach to reach specified levels of fair share contributions from new development. Using a generally accepted methodology, SBCTA has set a fair share requirement from each city, town, or unincorporated area, and it is the responsibility of the municipalities to demonstrate that they will reach the required level of development contribution. This could involve development impact fees, community facilities districts, or a range of other funding techniques that are based on contributions from new development.

There are eighty-four SBCTA Measure I supported regional projects, thirty-seven within the City limits, and a portion of three interchange projects. The costs associated with these projects represent only the City's portion of the much larger cost of the projects. The total identified to be raised from new development from within the Highland City limits is a net $42,501,262 for the thirty-seven projects identified in Schedule 5 .1 after applying $167.5 million from other expected revenue sources.

The nexus previously utilized in distributing the local circulation project costs is also used to distribute the regional circulation projects. The use of trip-miles was previously explained on pages 44 and 45 of this Chapter.

Table 5-4, following and summarized from Schedule 5.3, distributes the $42,501,262 over the 89,588 anticipated trip-miles resulting from additional development through General Plan buildout. They represent the recommended development impact fee schedule for the collection of

revenues for financing the City's new development portions of SBCTA Measure I financing-assisted regional circulation improvements.

Table 5-4
Measure I-assisted Regional Circulation Improvements Impact Fees

Land Use	Allocation Of Costs	Total Cost Per Unit of SF
Detached Dwelling Units	$23,399,225	$16,409/Unit
Attached Dwelling Units	$17,442,558	$10,956/Unit
Mobile Home Units	$76,854	$8,539/Unit
Commercial Lodging	$129,790	$8,653/Unit
Commercial/Office Uses	$234	$15.319/S.F.
Industrial Uses	$138	$10.598/S.F.

Alternative Cost Methodology. A more precise calculation of costs for specific types of land uses (i.e., banks, hospitals, convalescent homes, etc.) can be determined by multiplying the average cost per trip of $474.41 by the applicable daily trip-mile rate. An example of this calculation can be found in Table 5-5 on the following page. These tables list trip rates and costs for various residential, resort, industrial, and commercial developments. A fee system based on a lengthy schedule of trip mile rates theoretically provides more accuracy and, therefore, equity in determining specific uses' impact on the City's circulation system, but at the same time, may increase the City's costs to administer the fee. A more extensive listing of traffic generators by land use is available in *Trip Generation*, published by the Institute of Transportation Engineers, Washington D.C.

[This space left vacant to place the following table on a single page].

Table 5-5
Measure I-assisted Regional Circulation System Marginal Need-based Impact Fees for Specific Commercial Uses

Land Use Category	Adjusted Trip-ends	Average Distance	Trip-end to Trip	Additional Trip-miles	Cost per Trip-mile	Cost per 1,000 Square Feet or Dwelling Unit	
RESIDENTIAL LAND USES (per Unit):							
Detached Dwelling Unit	8.76	7.9	0.5	34.60	$474.41	$16,414 /Unit	
Apartment	5.85	7.9	0.5	23.1	$474.41	$10,958 /Unit	
Condominium/Townhome	5.36	7.9	0.5	21.2	$474.41	$10,057 /Unit	
High Density Dwelling	3.61	7.9	0.5	14.3	$474.41	$6,783 /Unit	
Mobile Home Dwelling	4.57	7.9	0.5	18.1	$474.41	*$8,587 /Unit	~~*$8,608/Unit~~
RESORT/TOURIST (per Unit or Entry Door):							
Hotel (multi-story)	6.29	7.6	0.5	23.9	$474.41	$11,338 /Room	
All Suites Hotel	3.77	7.6	0.5	14.3	$474.41	$6,784 /Room	
Motel	4.34	7.6	0.5	16.5	$474.41	$7,828 /Room	
INDUSTRIAL (per 1,000 SF):							
General Light Industrial	6.17	9.0	0.5	27.8	$474.41	$13,189 /KSF	
Heavy Industrial	5.97	9.0	0.5	26.9	$474.41	$12,762 /KSF	
Manufacturing	2.73	9.0	0.5	12.3	$474.41	$5,835 /KSF	
Warehousing	4.39	9.0	0.5	19.8	$474.41	$9,393 /KSF	
MISCELLANEOUS BUSINESS USES (per 1,000 SF):							
Office Park	9.08	8.8	0.5	40.0	$474.41	$18,976 /KSF	
Research Park	7.18	8.8	0.5	31.6	$474.41	$14,991 /KSF	
Business Park (Specific)	11.29	8.8	0.5	49.7	$474.41	$23,578 /KSF	
RETAIL/SERVICE USES (per 1,000 SF):							
Building Material Store	29.35	4.3	0.5	63.1	$474.41	$29,935 /KSF	
Garden Center	23.45	4.3	0.5	50.4	$474.41	$23,910 /KSF	
Movie Theater	2.47	4.3	0.5	5.3	$474.41	$2,514 /KSF	
Church	5.92	4.3	0.5	12.7	$474.41	$6,025 /KSF	
Medical-Dental Office	22.21	8.8	0.5	97.7	$474.41	$46,350 /KSF	
General Office Building	7.16	8.8	0.5	31.5	$474.41	$14,944 /KSF	
Shopping Center	30.20	4.3	0.5	64.9	$474.41	$30,789 /KSF	
Hospital	11.42	4.3	0.5	24.6	$474.41	$11,670 /KSF	
Discount Center	62.93	4.3	0.5	135.3	$474.41	$64,188 /KSF	
High-Turnover Restaurant	8.90	4.3	0.5	19.1	$474.41	$9,061 /KSF	
Convenience Market	43.57	4.3	0.5	93.7	$474.41	$44,452 /KSF	
Walk-in Bank	13.97	4.3	0.5	30.0	$474.41	$14,232 /KSF	
Other: (not available "per KSF")							
Cemetary (per acre)	3.07	4.3	0.5	6.6	$474.41	$3,131.11 /Acre	
Service Station/Market (avg)	107.69	4.3	0.5	231.5	$474.41	$109,825.92 /FP/Day	
Service Station/Car Wash	99.35	4.3	0.5	213.6	$474.41	$101,333.98 /FP/Day	

NOTES:

1. *ADT = Average Daily Trips*
2. *KSF = Thousand Square Feet of Gross Floor Area*
3. *Adjusted for Pass-by and Diverted Trips.*
4. *FP/Day = per "Fueling Position" per day.*

Recommended Local Circulation System Development Impact Fee. The "Marginal Needs-based" DIFs for the six broad land uses, as identified in Table 5-2 (Schedule 5.2) and Measure I-assisted Regional Circulation improvements impact Fees are recommended as the fairest sets of fees with the option for the staff to apply the *per trip fee* from Schedule 5.2 multiplied by the specific use Table 5-3 and 5-5 or the more extensive listing of traffic generation by land use available in *Trip Generation* as published by the Institute of Transportation Engineers, Washington D.C.

RECAP OF RECOMMENDED LOCAL CIRCULATION SYSTEM IMPACT FEES

• Adopt Schedule 5.2 for most land uses and the per trip-mile rate on Schedule 5.2 to be used in conjunction with the Table 5-3 or the most current edition of the ITE manual (and the trip length figures (via SANDAG) at the bottom of Schedule 5.2) for unusual land uses (e.g., an amusement park).

RECAP OF RECOMMENDED REGIONAL CIRCULATION SYSTEM IMPACT FEES

• Adopt Schedule 5.2 for most land uses and the per trip-mile rate on Schedule 5.2 to be used in conjunction with Table 5-3 or the most current edition of the ITE manual (and the trip length figures (via SANDAG) at the bottom of Schedule 5.2) for unusual land uses (e.g., an amusement park).

CHAPTER ENDNOTES

[1] A trip is defined as a series of one or more trip-ends. A trip-end is a single stop in a trip. As an example, a drive from home to work is a trip. Each individual stop along the way for to drop children off at school, get gas, buy a lunch, drop off the laundry, and the arrivals at that workplace is a trip-end. The arrival back home in the evening is a trip-end also. There term "trip" has no effect on the calculation and only means "a drive".

[2] For a complete set of descriptions and cross-sections, see Chapter 3.0, Highland General Plan Circulation Element.

[3] The normal route between a daily work-site and the residence of the motorist.

[4] As an example, a motorist travels the same route from work to home daily. On some number of occasions, the motorist stops at a market along the route to pick up some groceries. These stops at the market would be considered pass-by trip-ends in that they do not generate an additional trip-ends along that route.

[5] *Trip Generation Handbook,* Second Edition, Institute of Traffic Engineers, 1099 14th Street, NW., Suite 300, Washington D.C. 20005-3438, Chapter *5,* Section 5.1, *Pass-by, Primary and Diverted Linked Trips,* page 29.

[6] Ibid, page 29

[7] Ibid, page 29

[8] *Traffic Generators,* San Diego Association of Governments, 401 B Street, Suite 800, San Diego, CA 92101, Brief Guide to Traffic Generation Rates compiled in conjunction with the U.S. Department of Housing and Urban Development, U.S. Department of Transportation, the California Department of Transportation and the U.S. Environmental Protection Agency. July 1995.

Schedule 5.1

City of Highland
2022-23 Development Impact Fee Calculation and Nexus Report Update
Allocation of Project Cost Estimates
Circulation (Streets, Signals, Drainage and Bridges) System

Line #		Original Cost	Estimated Cost	Regional Circulation Needs Supported by Measure I/Other Sources		Regional Circulation Needs Supported by Development Impact Fees		Regional Circulation Needs Supported by General City Revenues/Grants		Local Circulation Needs Supported by Development Impact Fees		Local Circulation Needs Supported by General City Revenues/Grants	
				Percent Need	Apportioned Dollar Cost	Percent Need	Apportioned Dollar Cost	Percent Share	Apportioned Dollar Cost	Percent Need	Apportioned Dollar Cost	Percent Share	Apportioned Dollar Cost
ST-01	Interstate 210 , Del Rosa Interchange (Deleted; Not in Highland)		$0		$0		$0		$0		$0	0.00%	$0
ST-02	Interstate 210, Baseline Interchange (COH Fair Share) (Note 1)		$35,013,027	53.60%	$18,766,982	24.80%	$8,683,231	21.60%	$7,562,814		$0	0.00%	$0
ST-03	Interstate 210, 5th Street Interchange (COH Fair Share) (Note1)		$15,827,000	53.60%	$8,483,272	20.60%	$3,260,362	25.80%	$4,083,366		$0	0.00%	$0
ST-04	3rd Street, Tippecanoe to Del Rosa Drive	$1,793,806	$3,085,310	53.60%	$1,653,726	23.20%	$715,792	23.20%	$715,792		$0	0.00%	$0
ST-05	3rd Street, Del Rosa Drive To Shirley	$1,448,395	$2,491,210	53.60%	$1,335,289	23.20%	$577,961	23.20%	$577,961		$0	0.00%	$0
ST-06	3rd Street, Victoria to Cunningham (Completed)		$0		$0		$0		$0		$0	0.00%	$0
ST-07	3rd Street, Cunningham to Central (Completed)		$0		$0		$0		$0		$0	0.00%	$0
ST-08	3rd Street, Central to Palm (Completed)		$0		$0		$0		$0		$0	0.00%	$0
ST-09	3rd Street, Palm to 5th (Completed)		$0		$0		$0		$0		$0	0.00%	$0
ST-10	5th Street, Tippecanoe to Del Rosa Drive	$3,151,190	$5,419,980	53.60%	$2,905,109	23.20%	$1,257,435	23.20%	$1,257,435		$0	0.00%	$0
ST-11	Project Transferred to Regional Flood Control Facilities (FC-05)		$0		$0		$0		$0		$0	0.00%	$0
ST-12	5th Street, Del Rosa Drive to Shirley	$1,452,356	$2,498,020	53.60%	$1,338,939	23.20%	$579,541	23.20%	$579,541		$0	0.00%	$0
ST-13	5th Street, Sterling to Victoria	$794,274	$1,366,130	53.60%	$732,246	23.20%	$316,942	23.20%	$316,942		$0	0.00%	$0
ST-14	5th Street, Victoria to Cunningham (Completed)		$0		$0		$0		$0		$0	0.00%	$0
ST-15	5th Street, Cunningham to Central (Completed)		$0		$0		$0		$0		$0	0.00%	$0
ST-16	5th Street, Cunningham to Central Storm Drainage Segment (Completed)		$0		$0		$0		$0		$0	0.00%	$0
ST-17	5th Street, Central to Palm (Completed)		$0		$0		$0		$0		$0	0.00%	$0
ST-18	5th Street, Central to Palm Storm Drainage Segment (Completed)		$0		$0		$0		$0		$0	0.00%	$0
ST-19	5th Street, Palm to Church Avenue (Completed)		$0		$0		$0		$0		$0	0.00%	$0
ST-20	5th Street, Church Avenue to State Route 30 (Completed)		$0		$0		$0		$0		$0	0.00%	$0
ST-21	6th Street, Tippecanoe to Del Rosa Drive	$1,367,752	$2,352,500		$0		$0		$0	20.00%	$470,500	80.00%	$1,882,000
ST-22	6th Street, Del Rosa Drive to Sterling	$1,508,683	$2,594,900		$0		$0		$0	20.00%	$518,980	80.00%	$2,075,920
ST-23	6th Street, Sterling to Victoria	$2,531,869	$4,354,760		$0		$0		$0	50.00%	$2,177,380	50.00%	$2,177,380
ST-24	6th Street, Victoria to Central (Completed)		$0		$0		$0		$0		$0	0.00%	$0
ST-25	9th Street, Tippecanoe to Fairfax	$283,634	$487,840	53.60%	$261,482	23.20%	$113,179	23.20%	$113,179		$0	0.00%	$0
ST-26	9th Street, Del Rosa Drive to Golondrina (Completed)		$0		$0		$0		$0		$0	0.00%	$0
ST-27	9th Street, Del Rosa Drive to Golondrina Storm Drainage Segment	$935,269	$1,608,640		$0		$0		$0	25.00%	$402,160	75.00%	$1,206,480
ST-28	9th Street, Golondrina to Sterling (Completed)		$0		$0		$0		$0		$0	0.00%	$0
ST-29	9th Street, Golondrina to Sterling Storm Drainage Segment	$269,100	$462,850		$0		$0		$0	25.00%	$115,713	75.00%	$347,138
ST-30	9th Street, Sterling to Victoria (Completed)		$0		$0		$0		$0		$0	0.00%	$0
ST-31	Project Transferred to Regional Flood Control Facilities (FC-09)		$0		$0		$0		$0	0.00%	$0	0.00%	$0
ST-32	9th Street, Victoria to Cunningham (Completed)		$0		$0		$0		$0		$0	0.00%	$0
ST-33	9th Street, Cunningham to Hillview (Completed)		$0		$0		$0		$0		$0	0.00%	$0
ST-34	9th Street, Hillview to Central (Completed)		$0		$0		$0		$0		$0	0.00%	$0
ST-35	9th Street, Central to Lillian (Completed)		$0		$0		$0		$0		$0	0.00%	$0
ST-36	9th Street, Lillian to Drummond (Completed)		$0		$0		$0		$0		$0	0.00%	$0
ST-37	9th Street, Drummond to Palm (Completed)		$0		$0		$0		$0		$0	0.00%	$0
ST-38	Base Line, Del Rosa Drive to Cole (Completed)		$0		$0		$0		$0		$0	0.00%	$0
ST-39	Project Transferred to Regional Flood Control Facilities (FC-10)		$0		$0		$0		$0		$0	0.00%	$0
ST-40	Base Line, Cole to Palm (Completed)		$0		$0		$0		$0		$0	0.00%	$0
ST-41	Base Line, Palm to Boulder (Completed)		$0		$0		$0		$0		$0	0.00%	$0
ST-42	Base Line, Boulder to Church Street (Completed)		$0		$0		$0		$0		$0	0.00%	$0
ST-43	Base Line, Church Street to Weaver (Completed)		$0		$0		$0		$0		$0	0.00%	$0
ST-44	Base Line, Weaver to Aplin (Completed)		$0		$0		$0		$0		$0	0.00%	$0
ST-45	Base Line, Aplin to Brookwood (Completed)		$0		$0		$0		$0		$0	0.00%	$0
ST-46	Boulder, South City Limit to Orange (Note 1)		$1,297,000	53.60%	$695,192	23.20%	$300,904	23.20%	$300,904		$0	0.00%	$0
ST-47	Boulder, Orange to 5th (Note 1)		$2,311,000	53.60%	$1,238,696	23.20%	$536,152	23.20%	$536,152		$0	0.00%	$0
ST-48	Boulder, 5th to Pacific (Completed)		$0		$0		$0		$0		$0	0.00%	$0
ST-49	Boulder, Pacific to Highland (Completed)		$0		$0		$0		$0		$0	0.00%	$0
ST-50	Central Avenue, 3rd to 5th (Completed)		$0		$0		$0		$0		$0	0.00%	$0
ST-51	Central Avenue, 5th to Base Line (Completed)		$0		$0		$0		$0		$0	0.00%	$0
ST-52	Central Avenue, 917' S/O Base Line to Base Line	$158,090	$271,910		$0		$0		$0	25.00%	$67,978	75.00%	$203,933
ST-53	Central Avenue, Base Line to Mansfield	$16,303	$28,040		$0		$0		$0	25.00%	$7,010	75.00%	$21,030
ST-54	Church Avenue, 5th to Base Line	$37,000	$63,460		$0		$0		$0	25.00%	$15,865	75.00%	$47,595
ST-55	Chruch Avenue, Base Line to Pacific	$499,030	$858,320		$0		$0		$0	20.00%	$171,664	80.00%	$686,656
ST-56	Church Street, Greenspot to Highland	$1,899,506	$3,267,110		$0		$0		$0	20.00%	$653,422	80.00%	$2,613,688
ST-57	Cone Camp Road, from S. City Limit to 1,320' S/O Greenspot (Deleted)		$0		$0		$0		$0		$0	0.00%	$0
ST-58	Cone Camp Road, from 1,320' South of Greenspot to Greenspot (Deleted)		$0		$0		$0		$0		$0	0.00%	$0
ST-59	Cunningham Street, 5th to 9th (Completed)		$0		$0		$0		$0		$0	0.00%	$0
ST-60	Cunningham Street, 9th to Base Line (Completed)		$0		$0		$0		$0		$0	0.00%	$0
ST-61	Del Rosa Avenue, 3rd to 5th	$559,098	$961,640		$0		$0		$0	25.00%	$240,410	75.00%	$721,230
ST-62	Del Rosa Avenue, 5th to 6th (Completed)		$0		$0		$0		$0		$0	0.00%	$0
ST-63	Del Rosa Avenue, 6th to Union	$615,022	$1,057,820		$0		$0		$0	25.00%	$264,455	75.00%	$793,365
ST-64	Del Rosa Avenue, Union to 9th	$234,377	$403,120		$0		$0		$0	25.00%	$100,780	75.00%	$302,340
ST-65	Del Rosa Avenue, 9th to Paloma	$432,189	$743,360		$0		$0		$0	25.00%	$185,840	75.00%	$557,520
ST-66	Del Rosa Avenue, Paloma to Warm Creek	$83,527	$143,660		$0		$0		$0	25.00%	$35,915	75.00%	$107,745
ST-67	Del Rosa Avenue, Base Line to Pacific	$1,262,278	$2,171,090		$0		$0		$0	25.00%	$542,773	75.00%	$1,628,318
ST-68	Del Rosa Drive, 3rd to 6th (Note 1)		$2,185,000	53.60%	$1,171,160	23.20%	$506,920	23.20%	$506,920		$0	0.00%	$0

ST-69	Del Rosa Drive, 9th to Base Line	*$129,290*	$222,380	53.60%	$119,196	23.20%	$51,592	23.20%	$51,592		$0	0.00%	$0
ST-70	*Greenspot Road at State Route 30 Interchange (Completed)*		$0		$0		$0		$0		$0	0.00%	$0
ST-71	*Greenspot Road at State Route 30 Interchange Storm Drainage Segment (Completed)*		$0		$0		$0		$0		$0	0.00%	$0
ST-72	*Greenspot Road, State Route 30 to Boulder (Completed)*		$0		$0		$0		$0		$0	0.00%	$0
ST-73	*Greenspot Road, State Route 30 to Boulder Storm Drainage Segment (Completed)*		$0		$0		$0		$0		$0	0.00%	$0
ST-74	Greenspot Road, Boulder to Orange	*$683,595*	$1,175,770	53.60%	$630,213	23.20%	$272,779	23.20%	$272,779		$0	0.00%	$0
ST-75	Greenspot Road, Orange to Valencia	*$1,244,328*	$2,140,220	53.60%	$1,147,158	23.20%	$496,531	23.20%	$496,531		$0	0.00%	$0
ST-76	*Greenspot Road, Valencia to Gold Buckle (Completed)*		$0		$0		$0		$0		$0	0.00%	$0
ST-77	Greenspot Road, Gold Buckle to Aplin	*$875,375*	$1,505,630	53.60%	$807,018	23.20%	$349,306	23.20%	$349,306		$0	0.00%	$0
ST-78	Greenspot Road, Aplin to Santa Paula	*$4,412,896*	$7,590,080	53.60%	$4,068,283	23.20%	$1,760,899	23.20%	$1,760,899		$0	0.00%	$0
ST-79	Greenspot Road, Santa Paula to Santa Ana River (Note 1)		$7,500,000	53.60%	$4,020,000	23.20%	$1,740,000	23.20%	$1,740,000		$0	0.00%	$0
ST-80	*Greenspot Road, Santa Ana River to Bryant (Deleted)*		$0		$0		$0		$0		$0	0.00%	$0
ST-81	*Highland Avenue, West City Limit to Victoria (Completed)*		$0		$0		$0		$0		$0	0.00%	$0
ST-82	*Highland Avenue, Victoria to 1,320 East of Victoria (Completed)*		$0		$0		$0		$0		$0	0.00%	$0
ST-83	*Highland Avenue, West City Limit to Boulder (Completed)*		$0		$0		$0		$0		$0	0.00%	$0
ST-84	*Highland Avenue, Boulder to Summer Trail (Completed)*		$0		$0		$0		$0		$0	0.00%	$0
ST-85	Highland Avenue, Summer Trail to Orchard Lane (Note 1)		$1,077,000	76.80%	$827,136	23.20%	$249,864	0.00%	$0		$0	0.00%	$0
ST-86	Highland Avenue, Orchard to Surrey Lane	*$316,429*	$544,250	76.80%	$417,984	23.20%	$126,266	0.00%	$0		$0	0.00%	$0
ST-87	Highland Avenue, Surrey Lane to 350' E/O Surrey Lane	*$132,641*	$228,140	53.60%	$122,283	23.20%	$52,928	23.20%	$52,928		$0	0.00%	$0
ST-88	Highland Avenue, 350' E/O Surrey Lane to Gala	*$994,402*	$1,710,350	53.60%	$916,748	23.20%	$396,801	23.20%	$396,801		$0	0.00%	$0
ST-89	*Highland Street, Gala to Church Street (Completed)*		$0		$0		$0		$0		$0	0.00%	$0
ST-90	*Lankershim, 5th to Cypress (Completed)*		$0		$0		$0		$0		$0	0.00%	$0
ST-91	Lankshim, Cypress to Lankershim/Arden Connection	*$48,000*	$82,520	53.60%	$44,231	23.20%	$19,145	23.20%	$19,145		$0	0.00%	$0
ST-92	Lankershim/Arden Connection	*$1,432,168*	$2,463,300	53.60%	$1,320,329	23.20%	$571,486	23.20%	$571,486		$0	0.00%	$0
ST-93	Lankershim/Arden Connection Storm Drainage Segment	*$582,189*	$1,001,350		$0		$0		$0	25.00%	$250,338	75.00%	$751,013
ST-94	*Newport Street, South City Limit to Greenspot (Deleted)*		$0		$0		$0		$0		$0	0.00%	$0
ST-95	*Pacific Avenue, Del Rosa Drive to Guthrie (Completed)*		$0		$0		$0		$0		$0	0.00%	$0
ST-96	*Pacific Avenue, Sand Creek to Dundee (Completed)*		$0		$0		$0		$0		$0	0.00%	$0
ST-97	*Pacific Avenue, Orange to Two Lots W/O Cole (Completed)*		$0		$0		$0		$0		$0	0.00%	$0
ST-98	Pacific Avenue, Two Lots W/O Cole to Cole	*$94,769*	$163,000		$0		$0		$0	25.00%	$40,750	75.00%	$122,250
ST-99	*Pacific Avenue, Cole to Palm (Completed)*		$0		$0		$0		$0		$0	0.00%	$0
ST-100	Pacific Avenue, Palm to Church Avenue	*$694,064*	$1,193,770	0.00%	$0	0.00%	$0		$0	25.00%	$298,443	75.00%	$895,328
ST-101	Palm Avenue, South City Limits to 3rd	*$1,078,034*	$1,854,190	53.60%	$993,846	23.20%	$430,172	23.20%	$430,172		$0	0.00%	$0
ST-102	*Palm Avenue, 3rd to 5th (Completed)*		$0		$0		$0		$0		$0	0.00%	$0
ST-103	*Palm Avenue, 5th to City Creek (Completed)*		$0		$0		$0		$0		$0	0.00%	$0
ST-104	*Palm Avenue, City Creek to Cypress (Completed)*		$0		$0		$0		$0		$0	0.00%	$0
ST-105	*Palm Avenue, Cypress to Harlan (Completed)*		$0		$0		$0		$0		$0	0.00%	$0
ST-106	Palm Avenue, Harlan to 9th	*$135,000*	$229,840	53.60%	$123,194	23.20%	$53,323	23.20%	$53,323		$0	0.00%	$0
ST-107	*Palm Avenue, 9th to Base Line (Completed)*		$0		$0		$0		$0		$0	0.00%	$0
ST-108	*Palm Avenue, Base Line to Foster (Completed)*		$0		$0		$0		$0		$0	0.00%	$0
ST-109	Palm Avenue, Foster to Villa	*$250,000*	$431,190	53.60%	$231,118	23.20%	$100,036	23.20%	$100,036		$0	0.00%	$0
ST-110	Palm Avenue, Villa to 951' S/O Fisher	*$186,944*	$321,540	53.60%	$172,345	23.20%	$74,597	23.20%	$74,597		$0	0.00%	$0
ST-111	Palm Avenue, 951' S/O Fisher to Fisher	*$770,892*	$1,325,920	53.60%	$710,693	23.20%	$307,613	23.20%	$307,613		$0	0.00%	$0
ST-112	Palm Avenue, Fisher to Main	*$488,980*	$841,030	53.60%	$450,792	23.20%	$195,119	23.20%	$195,119		$0	0.00%	$0
ST-113	*Palm Avenue, Main to Pacific (Completed)*		$0		$0		$0		$0		$0	0.00%	$0
ST-114	Palm Avenue, Pacific to Atlantic	*$435,285*	$748,680	53.60%	$401,292	23.20%	$173,694	23.20%	$173,694		$0	0.00%	$0
ST-115	Santa Ana Canyon Road, W/O North Fork (Note 1)		$630,000		$0		$0		$0	25.00%	$157,500	75.00%	$472,500
ST-116	*Santa Ana Canyon Road, Fronting Tract 14384 (Completed)*		$0		$0		$0		$0		$0	0.00%	$0
ST-117	Santa Ana Canyon Road, W/O Alta Vista	*$597,688*	$1,028,010		$0		$0		$0	25.00%	$257,003	75.00%	$771,008
ST-118	Sterling Avenue, 3rd to 6th (Note 1)		$600,000	53.60%	$321,600	23.20%	$139,200	23.20%	$139,200		$0	0.00%	$0
ST-119	*Project Transferred to Regional Flood Control (FC-04)*		$0		$0		$0		$0		$0	0.00%	$0
ST-120	Sterling Avenue, 6th to 7th	*$461,146*	$793,160	53.60%	$425,134	23.20%	$184,013	23.20%	$184,013		$0	0.00%	$0
ST-121	*Project Transferred to Regional Flood Control (FC-04)*		$0		$0		$0		$0		$0	0.00%	$0
ST-122	*Sterling Avenue, 7th to Pacific (Completed)*		$0		$0		$0		$0		$0	0.00%	$0
ST-123	Sterling Avenue, 7th to Pacific Storm Drainage Segment (Note 1)		$1,221,000		$0		$0		$0	50.00%	$610,500	50.00%	$610,500
ST-124	Tippecanoe, 3rd to 9th (Note1)		$2,765,000	53.60%	$1,482,040	23.20%	$641,480	23.20%	$641,480		$0	0.00%	$0
ST-125	*Project Transferred to Regional Flood Control (FC-11)*		$0		$0		$0		$0	75.00%	$0	25.00%	$0
ST-126	*Victoria Avenue, 3rd to 6th (Completed)*		$0		$0		$0		$0		$0	0.00%	$0
ST-127	Victoria Avenue, 6th to 660' N/O 6th (Note 1)		$373,000	53.60%	$199,928	23.20%	$86,536	23.20%	$86,536		$0	0.00%	$0
ST-128	*Victoria Avenue, 6th to 660' N/O 6th Storm Drainage Segment (Completed)*		$0		$0		$0		$0		$0	0.00%	$0
ST-129	Victoria Avenue, 6th to North City Limit (Note 1)		$3,825,000	53.60%	$2,050,200	23.20%	$887,400	23.20%	$887,400		$0	0.00%	$0
ST-130	*Victoria Avenue, 6th to North City Limit Storm Drainage Segment (Completed)*		$0		$0		$0		$0		$0	0.00%	$0
ST-131	Water Street, Cram Road to Weaver	*$184,002*	$316,480		$0		$0		$0	25.00%	$79,120	75.00%	$237,360
ST-132	Weaver Street, Water to Base Line	*$340,864*	$586,280		$0		$0		$0	25.00%	$146,570	75.00%	$439,710
ST-133	*Webster Street, 5th to Boulder (Completed)*		$0		$0		$0		$0		$0	0.00%	$0
ST-134	Webster Street, Boulder to Eucalyptus	*$205,674*	$353,750		$0		$0		$0	25.00%	$88,438	75.00%	$265,313
ST-135	Orange Street Bridge over Plunge Creek		$21,689,000	53.60%	$11,625,304	11.85%	$2,570,147	34.55%	$7,493,550		$0	0.00%	$0
ST-136	Interstate 210 Victoria Avenue Interchange (Note 2)		$127,000,000	75.00%	$95,250,000	12.50%	$15,875,000	12.50%	$15,875,000		$0	0.00%	$0
		$38,107,403	$288,855,527		$167,460,158		$44,654,346		$48,904,206		$7,899,507		$19,937,320
	Other Financial Resources												
	Local Circulation System Fund Balance (5/16/23)		$610,154	0.00%	$0	0.00%	$0	0.00%	$0	100.00%	$610,154		
	Regional Circulation System Fund Balance (5/16/23)		$2,153,084	0.00%	$0	100.00%	$2,153,084	0.00%	$0	100.00%	$0		
	Contribution from SBCTA		$167,460,158	100.00%	$167,460,158	0.00%	$0	0.00%	$0	0.00%	$0		
	Total Mitigating Financial Resources		$170,223,396	98.38%	$167,460,158	1.26%	$2,153,084			0.36%	$610,154		
	Total Net General Plan Project Costs		$118,632,131	141.16%	$167,460,158	35.83%	$42,501,262		$48,904,206	6.14%	$7,289,353		
						Forward to Schedule 5.3				**Forward to Schedule 5.2**			

Schedule 5.2

City of Highland
2022-23 Development Impact Fee Calculation and Nexus Report Update
Marginal Needs-based Impact Fees (Local Circulation Improvements)
Circulation (Streets, Signals, Drainage and Bridges) System

Proposed Land Use	Undeveloped Acres	Undeveloped Units	Total Additional Trip-miles	Percentage of Additional Trip-miles	Allocation of Expansion Costs	Cost Distribution Per Acre	Average Units or Square Feet/Acre	Development Impact Fee per Unit or Square Foot
Detached Dwelling Units	285.5	1,426	49,323	55.06%	$4,013,180	$14,057	4.99	*$2,814 per Unit*
Attached Dwelling Units	100.0	1,592	36,767	41.04%	$2,991,557	$29,916	15.92	*$1,879 per Unit*
Mobile Homes Dwelling Units	1.0	9	162	0.18%	$13,181	$13,181	9.00	*$1,465 per Unit*
Commercial Lodging Units	12.0	180	3,283	3.66%	$267,122	$22,260	15.00	*$1,484 per Unit*
Retail/Service/Office Uses (KSF)	65.0	991	32	0.04%	$2,604	$40	15	*$2.627 per S.F.*
Industrial Uses (KSF)	72.0	940	21	0.02%	$1,709	$24	13	*$1.818 per S.F.*
TOTAL	**535.50**	**--**	**89,588**	**100.00%**	**$7,289,353**	**in Local Circulation System Capital Needs to Finish System**		
ALTERNATIVE FEE METHODOLOGY			***89,588***		***$7,289,353***	***$81.37 per Daily Trip-mile***		

Land Use Title	Daily Total Trip-ends	Percent of Diverted Trips	Diverted Trip-end % Adjustment	Diverted Trip-end Percent	Percent of Pass-by Trips	Combined Diverted and Pass-by	Remaining Trip % as Adjustment %	Adjusted Trip Rate, Adjustment % X Total trips	*Average Trip Length*	*Trip-ends X Length X 50%*
Trip-ends Adjustment Calculation										
Detached Dwelling Units	9.57	11	0.50	5.5	3.0	**8.5**	**91.5%**	8.76	***7.9***	***34.59***
Attached Dwelling Units	6.39	11	0.50	5.5	3.0	**8.5**	**91.5%**	5.85	***7.9***	***23.10***
Mobile Homes Dwelling Units	4.99	11	0.50	5.5	3.0	**8.5**	**91.5%**	4.57	***7.9***	***18.04***
Commercial Lodging Units	6.23	38	0.50	19.0	4.0	**23.0**	**77.0%**	4.80	***7.6***	***18.24***
Retail/Service/Office Uses (KSF)	23.25	40	0.50	20.0	15.0	**35.0**	**65.0%**	15.11	***4.3***	***32.49***
Industrial Uses (KSF)	5.68	19	0.50	9.5	2.0	**11.5**	**88.5%**	5.03	***9.0***	***22.62***

Schedule 5.3
City of Highland
2022-23 Development Impact Cost Calculation
Regional Circulation Improvements Impact Fee
Circulation (Streets, Signals, Drainage and Bridges) System

Proposed Land Use	Undeveloped Acres	Undeveloped Units	Total Additional Trip-miles	Percentage of Additional Trip-miles	Allocation of Expansion Costs	Cost Distribution Per Acre	Average Units or Square Feet/Acre	Development Impact Fee per Unit or Square Foot
Detached Dwelling Units	285.5	1,426	49,323	55.06%	$23,399,225	$81,959	4.99	*$16,409 per Unit*
Attached Dwelling Units	100.0	1,592	36,767	41.04%	$17,442,558	$174,426	15.92	*$10,956 per Unit*
Mobile Homes Dwelling Units	1.0	9	162	0.18%	$76,854	$76,854	9.00	*$8,539 per Unit*
Commercial Lodging Units	12.0	180	3,283	3.66%	$1,557,481	$129,790	15.00	*$8,653 per Unit*
Retail/Service/Office Uses (KSF)	65.0	991	32	0.04%	$15,181	$234	15	*$15.319 per S.F.*
Industrial Uses (KSF)	72.0	940	21	0.02%	$9,963	$138	13	*$10.598 per S.F.*
TOTAL	**535.50**	**--**	**89,588**	**100.00%**	**$42,501,262**	**in Regional Circulation System Capital Needs to Finish System**		
ALTERNATIVE FEE METHODOLOGY			***89,588***		***$42,501,262***	***$474.41 per Daily Trip-mile***		

Chapter 6
Local and Regional Flood Control Facilities

The Existing System. The financial analysis of the City's existing local storm drainage component network, composed of street gutter facilities, inlets, and a network of storm drain pipelines, has been moved from Chapter 5- Circulation (et .al) System. These pipes convey stormwater runoff from the City's circulation network to washes and creeks located throughout the City, such as City Creek, ultimately leading (outside of the City) to the Santa Ana Riverbed. As the City continues to develop vacant parcels with rooftops, parking lots, and driveways, the existing City-owned storm drainage system will reach capacity, and the ability of the existing drainage lines to collect additional runoff from developing areas will diminish.

Property-based Benefit Reasoning. Initially, separate zones were considered for each flood control basin within the City because each area may have its own capital needs for stormwater collection. While stormwater runoff from the most southerly part of Church Street may not directly impact the homeowner near Victoria Avenue and Base Line, similarly, a small debris detention basin near the City Hall required to handle runoff from the City Hall parking lot may provide little *direct* benefit to a home on Highland Avenue, virtually all storm drainage runoff in the City will end up in one of the City's many major creeks ultimately ending up in the Santa Ana riverbed. In each case, there can be some distinct property-related areas of benefit for each drainage basin, but direct benefits are only part of the equation.

User-based Benefit Reasoning, the Human Element. The owners and users of all developed and undeveloped parcels benefit, directly and indirectly, from all City-wide existing and future regional flood control improvements. As the various regional flood control systems within the greater community of the City of Highland develop, concurrent with the development of private property, the benefits are generally recognized as:

1. Proposed development projects can only be approved by the City when precautions, generally in the form of infrastructure improvements, have been made that assure that developed and undeveloped downstream parcels will not be adversely affected (i.e., inundated, flooded, cut off from access in and out), by flood water from the project being proposed. The avoidance of downstream or down-zone damage from the development of an upstream parcel may not be a major concern to a developer, but the City must concern itself with such issues when approving private development proposals. Stated more simply, private development cannot be approved, which may create the potential for adverse flood conditions downstream. This set of fees will be used on projects that will allow for continued development upstream.

2. The private development being assessed an impact fee will receive the same flood water protection from other development projects upstream or up-zone from its own development.

3. Flood water must be adequately controlled within large-scale flood control channels or creeks to assure access by public safety vehicles to all parts of the City, regardless of which zone a call for service is in. Law enforcement, fire suppression/medic service, other emergency calls, and public works emergency responses cannot wait during heavy rainstorms, possibly flooding channels, creeks, and rivers. On the contrary, emergency calls-for-service probably increase during such storm events, and the City's public safety and maintenance units must be able to respond ***to all zones.***

4. The City of Highland's citizens and business owners/employees must also be able to travel safely in heavy rain from one zone to another over these local and regional floodwater collectors, creeks, and rivers. An adequate and sufficient flood control system will provide such protection.

Demand Upon Infrastructure Created by the Development of Underdeveloped or Undeveloped Parcels. The building of new homes and businesses on presently undeveloped land will increase the amount of *runoff* and thus accelerate the need for additional storm drainage facilities to handle increased *runoff* from these developing areas. As the vacant land is developed and bare dirt or turf is replaced with impervious rooftops, parking lots, driveways, pools, and sidewalks, more rainfall *runs off* of the developed parcel. The amount of run-off varies with different types of development (i.e., land use), and the varying amounts are referred to as the *runoff coefficients.* Approximately 0.740 (or 74.0%) of the rain that falls on a parcel developed with detached dwellings exits that developed parcel. The rate for an attached dwelling run-off is slightly higher (per unit) at 0.830 (83.0%) than detached dwelling uses. Most business uses, such as commercial and office, have a runoff coefficient of 0.850 or 85.0%, with industrial acres slightly higher at 0.900 or 90%.

Clearly, the amount of water runoff increases with development, regardless of any on-site retention requirements. The cumulative effects of additional flood control runoff must be managed with the appropriate capital facilities. These costs of the new storm drainage (and flood control revenue shortages) will be distributed by the coefficients of drainage, i.e., the percentage of the property that will end up with impervious coverage such as asphalt or cement-based drives, or parking lots, rooftop, pools and any other hard surface that does not allow any absorption into the soil.

The **Purpose** of the Fee. The fee must be collected to improve the local and regional flood control projects identified in Schedule 6.1. Without such revenues, these unimproved creeks, primarily Elder Creek, may dangerously approach the practical limits of flood control capacity. The costs of extending the same level of flood control protection to the newly developing homes and businesses as is provided to the existing community (that has largely paid for the existing system) can be calculated, a fee imposed, and collected. The fee revenues can then be used to expand the flood control facilities necessary to extend that same level of services. City staff has identified a portion of nine drainage flood control projects required to complete the network of projects identified as locally generated. The locally generated portions of these nine projects cost $8,373,691. There is currently a $675,020 existing balance in the dedicated Impact Fee Fund, lowering the net cost of the flood control projects to $7,698,671.

The Use of the Fee. The construction of local and regional flood control facilities in the City of Highland is essential to preserving private property, public streets, bridges, and other improved facilities. The building of new homes and businesses on presently undeveloped land will require the installation of additional storm drains and inlets to handle increased runoff from these developing areas.

The revenues raised from a properly calculated and supported Impact Fee would be limited to capitalized costs related to that growth. The fees would be used to construct local drainage and flood control channels necessary to increase the outfall drainage capacity of the system. Conversely, the Impact Fee receipts would not be used to repair, replace or rehabilitate any existing storm drainage lines.

The Relationship Between the Need for the Fee and the Type of Development Project. Upon the identification of the costs of storm drainage facilities generated by future development, costs must be further distributed for each of the land uses (i.e., business/residential uses) based on their estimated flood water runoff. Detached dwellings (four or fewer dwellings/acre) development provides the most turf percentage per parcel and thus the greatest percolation and, conversely, the least stormwater runoff. As such, these land uses should not bear the same cost as Commercial or industrial development, which generally have little or no turf area (or, stated another way, a higher percentage of impervious area), generating a higher amount of runoff. For this Report, costs were distributed between land uses on established runoff coefficients. A listing of these runoff coefficients is provided in Table 6-1[1] following.

Table 6-1
Storm Drainage Runoff Coefficients
(@2" per Hour Rainfall)

Proposed Land Use	Runoff Coefficient
Detached Dwellings	0.740
Attached Dwellings	0.830
Mobile Homes	0.800
Commercial Lodging	0.780
Commercial/Office Uses	0.850
Industrial Uses	0.900

Dwelling Density Anomaly Adjustment. Since this impact fee is determined by applying a drainage factor to the type of land use zone, differences between what the development code allows and what is actually approved can significantly skew the cost figures. As a result, adjusting to the average densities of the General Plan at build-out has been necessary. For example, the City anticipates future approval of 1,426 detached dwelling units on 285 acres in the City for an average of 4.99 units per acre. However, the existing 12,866 detached dwelling units occupy 4,371 acres for an average of 2.94 units per acre. Assuming a storm drainage impact fee or equity of $5,000

per acre, each existing detached dwelling, @ 2.94 units/acre, would have an equity share of about $1,700 ($5,000 per acre ÷ 2.94 units per acre = $1,700/unit) while the future detached units, @ 4.99 units/acre, would be assessed about $1,000 ($5,000 per acre ÷ 2.31 units per acre = $1,000/unit). Thus, the use of the average densities at General Plan build-out, as identified in the following Table 6-2, has been employed.

Table 6-2
Average Units or Square Feet per Acre at Build-out

Land-use Designation	Acres	Units or S.F.	Units or S.F. Per Acre
Detached Dwellings Units	4,371	12,866	2.94
Attached Dwellings Units	460	4,616	10.03
Mobile Home Units	92	964	10.48
Commercial Lodging Units	16	310	19.38
Commercial/Office Use Square Feet	531	8,096	15
Industrial Use Square Feet	154	2,012	13

Table 6-3 indicates the impact fee amounts that would need to be imposed for new development to contribute the proportional amount of the system's collection pipes and channels identified by staff. It would not be unreasonable to expect future development to finance the identified storm drainage needs if no proportionality requirement is violated.

Table 6-3
Marginal Needs-based Storm Drainage Facilities Impact Fees

Land Use	Allocation Of Costs	Total Cost Per Unit or SF
Detached Dwelling Units	$3,831,743	$2,687/Unit
Attached Dwelling Units	$1,505,347	$946/Unit
Mobile Home Units	$14,509	$1,612/Unit
Commercial Lodging Units	$169,760	$943/Unit
Commercial/Office Uses Square Feet	$1,002,053	$1.011/S.F.
Industrial Uses Square Feet	$1,175,259	$1.250/S.F.

The Relationship Between the Use of the Fee and the Type of Development Paying the Fee. The Storm Drainage Impact Fees that are imposed and collected will be used to mitigate the stormwater runoff generated by the type of development. If the development is a commercial or industrial property generating a significant amount of rainwater runoff, the fee collected will be proportionally higher and will be enough to construct the required additions to the storm drainage system downstream from this development.

The Relationship Between the Amount of the Fee and the Cost of the Portion of the Facility Attributed to the Development Project. Similar to the section above, the relationship is based on the projected amount of stormwater collected and transported to flood control creeks, channels, or rivers. The downstream flood control channels, creeks, and rivers need to be sized to handle all of the stormwater collected upstream. Stormwater that is collected in one location accumulates with feeder lines along the way. Thus, the downstream system must be built increasingly larger (at increasing higher material and construction costs) the farther it gets away from its source.

Recommended Storm Drainage Impact Fee

Schedule 6.2 at the end of this chapter, as the storm drainage impact fees would generate capital to construct most of the nine identified projects. Also, adopt Schedule 6.2 for the six land-uses and the *Marginal Needs-based Impact Fees* per acre figure (from the third column on the right side of the Schedule 6.2) for developments that do not involve a building pad, (e.g., additional asphalt parking area).

CHAPTER ENDNOTES

[1] San Bernardino Hydrology Manual, Williamson and Schmidt, Irvine, CA 1986, Figure D-4b, Runoff Coefficient Curves, Soil Group - B, Cover Type - Urban Landscaping, AMC-II, Index Number 56, page D-15.

Schedule 6.1

City of Highland
2022-23 Development Impact Fee Calculation and Nexus Report Update
Allocation of Project Cost Estimates
Local and Regional Flood Control Facilities

Line #		Estimated Cost	Construction Needs Supported by Other Resources: Percent Need	Construction Needs Supported by Other Resources: Apportioned Dollar Cost	Infrastructure Needed to Accommodate Increased Development: Percent Need	Infrastructure Needed to Accommodate Increased Development: Apportioned Dollar Cost
FC-01	Elder Creek, West Boulder (SBCFCD)	$447,750	25.00%	$111,938	75.00%	$335,813
FC-02	*Elder Creek, Abbey Way to Morris (SBCFCD) (Deleted)*	$0	0.00%	$0	100.00%	$0
FC-03	*Warm Creek, Obsun to East City Limit (SBCFCD) (Deleted)*	$0	0.00%	$0	100.00%	$0
FC-04	Sterling Avenue, 3rd to 7th Storm Drainage Segment	$941,460	50.00%	$470,730	50.00%	$470,730
FC-05	5th Street, Tippecanoe to Del Rosa Drive Storm Drainage Segment	$671,000	50.00%	$335,500	50.00%	$335,500
FC-06	Elder Gulch Storm Drain	$645,000	50.00%	$322,500	50.00%	$322,500
FC-07	Greenspot Road Storm Drainage (6-SA-07)	$2,000,000	50.00%	$1,000,000	50.00%	$1,000,000
FC-08	6th Street Storm Drain (6-WA-03 & 6-CI-03)	$8,000,000	50.00%	$4,000,000	50.00%	$4,000,000
FC-09	9th Street Sterling to Victoria Storm Drainage Segment (6-WA-07)	$1,636,590	75.00%	$1,227,443	25.00%	$409,148
FC-10	Base Line, Del Rosa Drive to Highland Creek (6-DR-01)	$1,500,000	65.00%	$975,000	35.00%	$525,000
FC-11	Tippecanoe, 3rd to 6th Street Storm Drain (6-CI-01)	$1,300,000	25.00%	$325,000	75.00%	$975,000
	Total Infrastructure Master Plan Capital Needs	$17,141,800	51.15%	$8,768,111	48.85%	$8,373,691
	Other Financial Resources					
	Existing (5/16/23) Development Fee Fund Balance	$675,020	0.00%	$0	100.00%	$675,020
	Total Mitigating Financial Resources	$675,020	0.00%	$0	100.00%	$675,020
	Total Net General Plan Project Costs	$16,466,780	53.25%	$8,768,111	46.75%	$7,698,671
					Forward to Schedule 6.2	

Schedule 6.2

City of Highland
2022-23 Development Impact Fee Calculation and Nexus Report Update
Marginal Needs-based Impact Fees
Local and Regional Flood Control Facilities

Proposed Land Use	Undeveloped Acres	Undeveloped Units	Run-off Coefficient Index Rate	Total Added Impervious Acres	Run-off Coefficient Percentage	Allocation of Expansion Costs	Cost Distribution Per Acre	Average Units or Square Feet/Acre	Development Impact Fee per Unit or Square Foot
Detached Dwelling Units	285.5	1,426	0.740	211.27	49.77%	$3,831,743	$13,421	4.99	***$2,687 per Unit***
Attached Dwelling Units	100.0	1,592	0.830	83.00	19.55%	$1,505,347	$15,053	15.92	***$946 per Unit***
Mobile Homes Dwelling Units	1.0	9	0.800	0.80	0.19%	$14,509	$14,509	9.00	***$1,612 per Unit***
Commercial Lodging Units	12.0	180	0.780	9.36	2.21%	$169,760	$14,147	15.00	***$943 per Unit***
Retail/Service/Office Uses (KSF)	65.0	991	0.850	55.25	13.02%	$1,002,053	$15,416	15,246.00	***$1.011 per S.F.***
Industrial Uses (KSF)	72.0	940	0.900	64.80	15.27%	$1,175,259	$16,323	13,056.00	***$1.250 per S.F.***
TOTAL	**535.50**	**--**	**--**	**424.48**	**100.00%**	**$7,698,671**	**Total Infrastructure Master Plan Capital Needs**		

Chapter 7
General Facilities, Vehicles, and Equipment

The Existing System. General Facilities are generally limited to general office or work buildings, vehicles, and equipment used by City staff to undertake their daily duties. The Fund has a positive balance of $1,919,402.

Demand Upon Infrastructure Created by the Development of Underdeveloped or Undeveloped Parcels. As the City increases in population and new businesses, the City Hall will become more crowded with a growing staff, even if efforts are made to keep the number of municipal workers at a minimum. Additionally, the council chambers will likely become less adequate for public meeting attendance on an increasing frequency. The existing amount of improved office building space may suffice for some period of time, but it will ultimately prove insufficient for management needs. The same will hold true for the City maintenance facility, which will need a few improvements to maximize management efforts.

City "pool" vehicles are generally made available for general employees assigned with general code enforcement, intra-city mail delivery, planning and engineering projects or issues that require on-site review and inspection, as well as other travel by employees that do not have assigned City vehicles, will be "checked-out" on an increasing basis requiring some fleet additions. This is in addition to streets, storm drainage, and parks maintenance vehicles, all supporting General Fund financed services. Lastly, the City's computer processing capability and storage space will also be impacted by greater amounts of data necessary to manage a larger city.

The **Purpose** of the Fee. The costs of extending the same level of service to the newly developing community as is provided to the existing community, which has largely paid for the existing facilities, can be calculated, a fee imposed and collected, and used to expand the facilities necessary to extend that same level of services.

The Use of the Fee. The revenues raised from a properly calculated and supported General Facilities and Equipment Impact Fee would be limited to capital(ized) costs related to that growth. The fees would be used to construct *additional* general facilities. Conversely, the General Facilities and Equipment Impact Fee receipts would not be used to repair or rehabilitate at its current use any existing general building. Where the existing community's equity is larger than the marginal fee and existing capacity can be demonstrated, the difference may be returned to the General Fund as repayment from the developing properties to create the excess capacity. While the City has a significant investment in General Facilities, such is not the case with the General Facilities Impact Fee. The improvements necessary to contend with increased demand resulting from additional residents and businesses would include the following:

- GF-01, Construction of an additional 20,000 square feet of City Hall space to respond to the need for a larger staff. Even though all efforts will be made to keep the municipal staff

to a minimum, some additional staff will be required, and a 100% increase in the existing 20,000-square-foot facility can be expected.

- GF-02, Expansion of the pool car and General Fund based maintenance fleet to meet the needs to maintain the additional streets, signals, storm drainage pipe, curb, gutter and sidewalks, streetlights, street trees, and medians that will be dedicated to the City by the many developers after they have finished their projects.

- GF-03, Computer system capacity upgrade of approximately $496,230.

- GF-04, Construction of a maintenance yard in the more easterly area of the City along Greensport Road.

The Relationship Between the Need for The Fee and The Type of Development Project. The need is based upon the recognition that additionally developed parcels in the City will create the need for more building space and specialty equipment, largely within the arena of overhead space, i.e., administrative management, personnel, record keeping, financial accounting, etc. The costs are distributed on an equal acreage basis as the most direct indices of demand relating to central management services.

The Relationship Between the Use of the Fee and the Type of Development Paying the Fee. General management, City-wide, and General Plan issues transcend the type of land use, the use of the fee, and the need for the fee. Distribution will be based upon an equal benefit in terms of the general management of the City.

The Relationship Between the Amount of the Fee and the Cost of the Portion of the Facility Attributed to the Development Project. The fee would be based on the size of the development. A fee has been determined for individual units, either residential dwelling units or business square feet. A development of twelve residential units would have to pay a fee twelve times larger than a single unit.

Resulting Impact Fee. Table 7-1 below summarizes the Marginal Needs General Facilities Impact Fees. The fees identified below represent the fees necessary to construct or acquire the facilities identified on Schedule 7 .1.

Table 7-1
Marginal Needs-based General Facilities Impact Fees

Land Use	Allocation of Costs	Total Costs Per Unit or SF
Residential Units	$10,512,907	$3,473/Unit
Commercial Lodging Units	$326,403	$1,813/Unit
Business Uses (in S.F.)	$3,726,438	$1.930/S.F.

It must be restated that the existing community has established an existing City Hall and a City maintenance yard that, up to this point, have well-served the existing community but no longer do so as completely as they once had. Stated slightly differently, the current community created, once adequate, staff facilities that no longer fully meet the community's needs. As a result, the current community has amassed a small equity position vis-a-vis future needs.

RECOMMENDED IMPACT FEES

RCS recommends the adoption of the Marginal Needs based fees (necessary for expansion) found on Schedule 7.2 to maintain the current level of service.

CHAPTER ENDNOTES

There are no Chapter endnotes.

Schedule 7.1

City of Highland
2022-23 Development Impact Fee Calculation and Nexus Report Update
Allocation of Project Cost Estimates
General Facilities, Vehicles and Equipment

Line #		Estimated Cost	Construction Needs Supported by Other Resources: Percent Need	Construction Needs Supported by Other Resources: Apportioned Dollar Cost	Infrastructure Needed to Accommodate Increased Development: Percent Need	Infrastructure Needed to Accommodate Increased Development: Apportioned Dollar Cost
GF-01	City Hall Improvements (20,000 S.F. Expansion)	$13,272,066	0.00%	$0	100.00%	$13,272,066
GF-02	Expansion of City Pool/Maintenance Fleet	$921,564	0.00%	$0	100.00%	$921,564
GF-03	Computer Storage and Processing Upgrade	$496,230	0.00%	$0	100.00%	$496,230
GF-04	Eastern Area Satellite Maintenance Yard	$1,795,290	0.00%	$0	100.00%	$1,795,290
	General Plan Build-out Average Infrastructure Costs	$16,485,150	0.00%	$0	100.00%	$16,485,150
	Other Financial Resources					
	Existing (5/16/23) Development Fee Fund Balance	$1,919,402	0.00%	$0	100.00%	$1,919,402
	Total Mitigating Financial Resources	$1,919,402	0.00%	$0	100.00%	$1,919,402
	Total Net General Plan Project Costs	$14,565,748	0.00%	$0	100.00%	$14,565,748
					Forward to Schedule 7.2	

Schedule 7.2

City of Highland
2022-23 Development Impact Fee Calculation and Nexus Report Update
Marginal Needs-based Impact Fees
General Facilities, Vehicles and Equipment

Proposed Land Use	Undeveloped		Acre Demand Factor	Percentage of Additional Demand	Allocation of Expansion Costs	Cost Distribution Per Acre	Average Units or Square Feet/Acre	Development Impact Fee per Unit or Square Foot
	Acres	Units						
All Dwelling Units	386.50	3,027	386.50	72.18%	$10,512,907	$27,200	7.83	***$3,473 per Unit***
Commercial Lodging Units	12.00	180	12.00	2.24%	$326,403	$27,200	15.00	***$1,813 per Unit***
Business Uses	137.00	1,931	137.00	25.58%	$3,726,438	$27,200	14,095	***$1.930 per S.F.***
TOTAL	**535.50**	**--**	**535.50**	**100.00%**	**$14,565,748**	**in Total Equity in General Facilities Capital Needs**		

Chapter 8
Library Facility and Collection

The Existing System. The San Bernardino County Library staff operates out of a 30,000-square-foot library facility near Highland Community Park. When the number of square feet of library building space is divided by the City population of 56,546, a "space" standard is established of 0.53 square feet/person (30,000 square feet +56,546 persons). While the City is not the direct library service provider, the City's residents are interested in maintaining the service levels, and the City, as will be explained later in this Chapter, is an integral part of maintaining those service levels by owning the facility.

Demand Upon Infrastructure Created by the Development of Underdeveloped or Undeveloped Parcels. The 30,000-square-foot facility can accommodate only a finite number of collection items and patrons. Additional development will increase the demand for the existing square feet of library pad and the volume collection.

The **Purpose** of the Fee. The fee enables the City to collect a fee necessary to construct additional square feet necessary to ensure that its citizens have access to and enjoyment of the Library space and its collection therein. Table 8-1 indicates that the remaining residential development combined with the typical number of persons per type of residential dwelling will generate a need for roughly 5,421 additional square feet to maintain the existing library facility standard of 0.53 square feet per resident.

Table 8-1
Square Feet Required to Maintain Existing Facility Standard

Residential Land-Use	Number of Dwellings	Persons per Dwelling	Density Yield
Detached Dwelling	1,426	3.550	5,062
Attached Dwelling	1,592	3.232	5,145
Mobile Home Dwelling	9	2.315	21
Additional Highland Population to be Served			10,228
Square Foot per Person Existing Standard			0.53
Square Feet Required to Maintain Existing Standard			5,421

However, the City has determined that a modest 5,000-square-foot expansion would serve the General Plan build-out population. Such an expansion would allow the standard to drop to 0.524 square feet per resident (35,000 S.F. / 66,774 residents = 0.524 S.F. per resident). This figure, however, would remain above the recommended *target* of 0.40 S.F. per resident recommended by

the American Library Association. It must be noted, however, that the ALA recommended figure of 0.4 square foot per person (or resident) is not based upon any type of empirical study and that each community must determine its own space needs.

Table 8-2 indicates that the remaining residential development combined with a typical number of persons per type of residential dwelling will generate a need for roughly 22,605 additional volumes to maintain the existing library facility standard of 2.21 volumes per resident.

Table 8-2
Square Feet Required to Maintain Existing Collection Standard

Residential Land-Use	Number of Dwellings	Persons per Dwelling	Density Yield
Detached Dwelling	1,426	3.550	5,062
Attached Dwelling	1,592	3.232	5,145
Mobile Home Dwelling	9	2.315	21
Square Feet Required to Maintain Existing Standard			22,605

The Use of the Fee. The fee, if adopted, would be imposed, collected, and, as needed (and desired), expended on the expansion of the amount of library facility space in the Library and on increasing the number of volumes in the library collection.

The Relationship Between the Need for the Fee and the Type of Development Project. The development of any acreage zoned for residential uses increases the demand for the finite amount of library space and volumes. Thus, those residential land uses that generate higher amounts of residents (i.e., detached dwellings) will be charged a proportionally higher amount. There is no information available demonstrating a substantive link or nexus between library use and local businesses.

The Relationship Between the Use of the Fee and the Type of Development Paying the Fee. Additional square feet will be constructed with the fees collected from residential development, and additional volumes will be added to the existing collection. The fees cannot be used for any other purpose.

The Relationship Between the Amount of the Fee and the Cost of the Portion of the Facility Attributed to the Development Project. The cost of acquiring land for additional library space and construction is about $718.33 per square foot[1] (per Schedule 8.1). The 30,000 square feet of library space, when divided by the 56,546 existing potential patrons, creates a standard of 0.53 square feet of library space per district resident. The standard of 0.53 square foot standard multiplied by the $718.33 per square foot of pad cost of library construction results in a charge of $381.43 per additional City resident. The $381.43 per resident figure is then multiplied by 92.23%, the percentage of the maximum allowable fee needed to acquire the revenue necessary to construct the proposed 5,000-square-foot facility as opposed to the 5,421 square feet that could be financed with the maximum impact fee (5,000 S.F. ÷ 5,421 S.F. = 92.23%). Table 8-3 following, demonstrates this calculation.

Table 8-3
Establishment of the Library Facilities Standard and Cost per Person to Maintain the Standard

Library Square Feet	30,000
Current City Population	56,546
Square Feet per Resident	0.53
Cost of Library Building Construction per Square Foot	$718.33
Cost per Additional Resident	$381.43
Adjustment to 5,000 S.F. Facility (5,000 S.F. /12,488 S.F.)	92.23%
Adjusted Cost per Additional Resident	$351.80

Library Volume Component. The cost of acquiring additional volumes called the accession process (per Schedule 8.1), is $40 per volume. The 125,000 current volumes, when divided by the 56,546 existing service population, creates a standard of 2.40 volumes per City resident. The 2.40 volume standard multiplied by the $40 per volume costs $96.13 per additional resident to maintain the existing standard. Table 8-4 on the following page demonstrates this.

Table 8-4
Establishment of the Library Facilities Standard and Cost per Person to Maintain the Standard

Library Volumes	125,000
Current City Population	56,546
~~*Square Feet~~ *Volumes per Resident	2.40
Cost per Volume Accession	$40.00
Cost per Additional Resident	$96.13

RECOMMENDED IMPACT FEES

Table 8-5 contains the recommended Library Facility and Volume Development Impact Fees.

CHAPTER ENDNOTES

[1] Based upon a construction cost of $703.33 per square foot and a 33.3% floor area ratio, thus requiring three feet of land at a conservative $5.00/square foot for each square foot of building pad (for parking and landscaping requirements), thus $15.00 for three square **feet** of land (per building square foot) and $703.33 for building construction= $718.33/square foot of building construction. The $703.33 construction cost is based upon the final $21.1 million construction cost of the existing 30,000-square-foot facility.

Schedule 8.1

City of Highland
2022-23 Development Impact Fee Calculation and Nexus Report Update
Library Space Facilities and Collection
Library Space and Volume Standard Calculation

	Library Building	Library Volumes
Library Building (SF)	30,000	
Library Volumes		125,000.00
Library Volumes Represented by Existing Fund Balance		10,898.00
Total Library Components Status	30,000	135,898.00
Current Net City Population	56,546	56,546
Library Construction/Resident	0.53	
Books/Resident		2.40
Library Construction/S.F.	$703.33	
Land Cost at $5.00 per S.F. and a 0.33 FAR	$15.00	
Total Cost per Square Foot of Library Space	$718.33	
Cost per Library Volume		$40.00
Building Cost per Resident	$381.43	
Library Volume Cost per Resident		$ 96.13

Cost per Land Use Residential Dwelling Unit	Density per Dwelling Unit	Library Building	Library Volumes	Total Resources	Total Units	Total
Detached Dwelling Unit	3.550	$1,354.00	$341.00	$1,695.00	1,426.00	**$2,417,070**
Attached Dwelling Unit	3.232	$1,233.00	$311.00	$1,544.00	1,592.00	**$2,458,048**
Mobile Home Dwelling Unit	2.315	$883.00	$223.00	$1,106.00	9.00	**$9,954**
				Master Plan Capital Needs		**$4,885,072**
				Existing (5/16/23) Development Fee Fund Balance		**$435,906**
				Net Required Capital Total for Library		**$5,320,978**

Adjustment to Finance 5,000 Square Foot Facility Only	92.23%
Cost per Land Use	
Detached Dwelling	3.550
Attached Dwelling	3.232
Mobile Home Dwelling	2.315

Library Building	Library Volumes	Total Resources	Total Units	Total
$1,249.00	$315.00	$1,563.00	1,426.00	$2,228,838
$1,137.00	$287.00	$1,424.00	1,592.00	$2,267,008
$814.00	$206.00	$1,020.00	9.00	$9,180
		Master Plan Capital Needs		$4,505,026
		Existing (5/16/23) Development Fee Fund Balance		$435,906
		Net Capital Total for Library 92%		**$4,940,932**

Chapter 9
Public Use (Community Center) Facilities

This category of infrastructure, i.e., facilities limited to public use, differs from general facilities, which are facilities used by the City staff to undertake their municipal service duties. Public use facilities are defined as facilities reserved for use by some or all of the defined portion of the public. Examples include a performing arts building, teen or senior center, sports gymnasium, business conference center, or multi-purpose community center.

Previous collections of this fee have completed construction of the facilities programmed by the prior DIF Update. Consequently, no new fee is recommended at this time.

RECOMMENDED IMPACT FEES

No Impact Fees are recommended.

CHAPTER ENDNOTES

There are no endnotes.

*Chapter 10
Park Land Acquisition
And Park Facilities Development

This Chapter summarizes the City's existing inventory of parks and identifies the ratio of parkland per resident allowable under the Quimby Act (§66477 of the Government Code[1]) for residential developments involving the subdivision of land and the Mitigation Fee Act (§66000) for the construction of residential developments not involving the subdivision of land. The existing per capita standard is then utilized to calculate the park dedication requirement for future residential development.

EXISTING PARKS AND RECREATION SYSTEM

The addition of parks, trails, and recreational facilities constitutes one of the City of Highland's greatest assets, both with respect to facilities for current and new residents. Providing a well-planned park system with a variation in the size and nature of facilities offered is an important amenity to residents of any city, the City of Highland included. A mixture of passive and active uses and facilities and programs that appeal to a broad spectrum of potential park and trail users are optimal in most urban cities. As the City's population increases, future residential development will necessarily impact the City's park system by requiring additional baseball fields and adequate space for various athletic activities. Given the growth projected in this Report, the challenge facing the City will be to provide new facilities in existing parks and parkland to serve the recreational needs of these current and new residents. Without some minor parkland acquisition and continued development of currently owned parkland during the next twenty to thirty years, the City's parks will become overcrowded and overused, ultimately becoming a negative experience for park users.

Existing Parks.

Currently, the City of Highland residents enjoy approximately 136.42 acres of parkland (city-owned and private). This is a significant achievement since the City was incorporated in November of 1987 without any parkland. As highlighted in the City's General Plan, Chapter 5, Conservation and Open Space Element adopted in March 2006, the City's future parkland (given a projected build-out population between 67,000 and 69,000) should consist of approximately 138 acres of developed park and 35 acres of undeveloped natural parkland, based on the General Plan park standard of 2.00 acres of developed parkland per 1,000 population, and 0.5 acres of undeveloped natural parkland per 1,000 population.

The City's parkland accomplishments are listed in Table 10-1 below. One notable Highland recreational facility is the Highland Community Park (17.5 acres). Within the Highland Community Park is the Jerry Lewis Community Center, consisting of a 30,000 square-foot multi-use facility containing a gymnasium, pool, several multi-purpose rooms, a kitchen, and offices, surrounded by the Community Park facilities and sports complex. A major Public Library and the San J. Racadio Environmental Learning Center are located nearby to the Community Center. Additional recreational needs of the City are supplemented by the sports fields and playgrounds in the public and private schools within the City. The Beatty Middle School is one facility that is recognized as an activity city park through a joint-use school/park facilities agreement with the Redlands Unified School District.

For residents who live within the East Highlands Ranch Planned Unit Development (PUD) area, there is sufficient park space. It should be noted that East Highlands Ranch PUD document identifies the Ranch as having 113.6 acres of active recreational space (58.15 acres are documented in this report), including walking, hiking, or biking trails and 940.3 acres of natural and visual open space for the private use of its residents. However, the active parks in the Ranch and other parkland noted with an asterisk in Table 10-1 below are not counted toward the parkland requirements that must be met by the City because they are private.

The City owns approximately 76.07 acres of parkland; Highland Community Park is the largest park. It represents 23% of the park system acreage and provides the greatest variety of active and passive uses. There are a total of 136.42 park acres in the City when private parks are included in the total park inventory. If all city-owned and private park acreage is taken into consideration and applying the City's General Plan park standard noted above, as of the date of this report, the City possesses a total standard of 2.41 acres of parkland per 1,000 population (136.41 acres ÷ [56,546 ÷ 1,000] = 2.41 acres). However, for the purposes of this report, only public parks (i.e., 76.07 acres), easily accessible by all residents in the City, have been counted toward the Mitigation Fee Act park standard.

It should be noted that the City currently has a DIF fund balance of $657,717. This fund balance has been added to the current park inventory as acreage owned by the City. The calculation for the conversion of the DIF fund balance to currently owned park acreage is ($657,717 DIF fund balance ÷ $737,981, the combined cost of the acquisition and construction of a park acre = 0.89 acres).

Table 10-1 is the inventory of the existing park acreage.

Table 10-1
Current Park Inventory

Park Name	Park Size
Canyon Oaks	1.00
Aurentia	12.00
Highland Community	17.50
Cunningham	2.00
Sealey	0.45
Oak Creek	3.30
Sycamore Trail	2.80
Beatty Middle School (Joint Use)	15.00
Master Craft	0.44
Trails/Multi-Use Parkways	15.25
Mediterra	4.13
Historic Iron Bridge Interpretive Center/Multi-use Trail	1.31
East Highland Parks (PUD/DA) (*)	58.15
Glen Rose Ranch (*)	0.50
San Carlo I (Greenspot Village & Marketplace SP) (*)	1.70
Park Acres Represented by DIF Fund Balance	0.89
Total Acres in the City	136.42
Total Acres Applied to the Mitigation Fee Act Standard	76.07

Note: * Private parks are to be excluded from the Mitigation Fee Act parkland ratio.

City Park Standard. Table 10-2, below, is a comparison of the acreage of parks to the City of Highland's current population and indicates that the City presently possesses a total standard of 1.35 acres of owned parkland per 1,000 residents (76.07 acres ÷ [56,546 residents ÷ 1,000], rounded). The 1.35 acres per 1,000 residents is below both the benchmark of 3.00 acres per 1,000 persons contained in Section 66477 of the California Government Code relating to the dedication of parks and the City's adopted standard of 2.00 acres of park space per 1,000 residents. The existing standard is identified in Table 10-2 following:

Table 10-2
Calculation of Actual City-owned Park Acres Standard

Total Park Acres Owned	76.07
Current City Population	56,546
Population Stated in Thousands	56.546
Acres per 1,000 Population	1.35

However, to be discussed later, the Quimby Act allows a minimum standard of 3.00 acres per thousand population[2] even if the City does not currently reach that standard. This is very important to the City of Highland as the *park acres owned* standard is only 1.35 acres per 1,000 population. It should be noted that although the Quimby Act allows a standard of 3.00 acres per thousand residents, the City has opted to set the Quimby Act standard to 2.00 acres per thousand residents. Therefore, all park calculations that fall under the Quimby Act will be calculated at a standard of 2.00 acres per thousand residents.

Table 10-3, on the following page, indicates the number of acres the City could acquire and develop based on the adopted Quimby Act Standard of 2.00 acres per 1,000 new residents.

Table 10-3
Calculation of Future Developed Park Acres based
Upon the Quimby Allowable Standard of 2.00 Acres/1,000 New Residents

Future Added Population	10,228
Population Stated in Thousands	10.228
Existing Quimby Act Standard Allowed	2.00
Parks Acres Acquired through the Quimby Act	20.46

Table 10-4 indicates the number of acres the City could acquire and develop if the Mitigation Fee Act Standard of 1.35 acres per 1,000 new residents were adopted and imposed.

Table 10-4
Calculation of Future Developed Park Acres based
Upon the Mitigation Fee Act Allowable Standard of 1.35 Acres/1,000 New Residents

Future Added Population	10,228
Population Stated in Thousands	10.228
Existing Mitigation Fee Act Standard Allowed	1.35
Parks Acres Acquired through Mitigation Fee Act	13.81

Planned Improvements. In addition to the ongoing improvement of the existing 136.42 acres[3], the City could acquire between 13.81 and 20.46 park additional acres and develop these new parks to

serve the additional residents anticipated to live in the City of Highland at build-out using the Quimby Act standard. If the Mitigation Fee Act park standard is used, then the City could acquire 13.81 additional acres. City staff has not proposed any new park configurations. The additional park acreage could be constructed in any of the following configurations:

Mini Parks - Often called pocket parks, sub-neighborhood parks, or play lots, they serve built-up, urbanized areas and are commonly developed in conjunction with specific plans, planned developments, and community centers. Canyon Oaks Park fits this category best.

Neighborhood Parks - From 10 to 20 acres, these are walking, or bike-to parks located within the neighborhood they serve. They include both active and passive designs and include such facilities as picnic areas, informal fields, tot lots, court games, passive green space, and off-street parking. These facilities usually represent a separate property delineated by a fence.

Community Parks - These facilities are 20 to 40 acres with a service radius of 1.5 miles. Their typical amenities include lighted sports fields and courts, picnic facilities, play areas, restrooms, off-street parking, pool, and service yards. Highland Community Park best fits the definition of a community park, but functions primarily as a sports facility.

Regional Parks - Consisting of 100 acres or more and attracting users from a service radius of up to an hour's drive, these facilities contain a wide range of amenities from hiking areas, scenic areas, and major sports facilities. Using this criterion, numerous regional facilities are available to Highland's residents, including the San Bernardino National Forest and the recreational facilities associated with three major universities.

Staff has not specifically identified any preferred combination of the above-sized parks that would total up to the roughly 20.46 acres of parkland that could be acquired through the adoption of the Quimby Act, deferring probably to the need for a Park and Recreation Facilities Master Plan. However, staff has also indicated that they intend to recommend a schedule of park Impact Fees based upon the standard of 1.35 acres per 1,000 residents for Park Fees generated through the Mitigation Fee Act.

The park and recreation improvements that could be contained within the acres and the allowable Quimby standard (Table 10-3) is consistent with the City's Conservation and Open Space Element. The General Plan provides that "The open space ratio established for the Highland is 2.5 acres per 1,000 residents, which includes a ratio of 2.00 acres of developed park acreage and 0.5 acres of undeveloped natural parkland. In California, park standards are provided by the Quimby Act of 1975, which gave cities the authority to pass parkland impact fees or dedication ordinances, recognizing the tremendous strain that local cities were under to provide enough parkland and open space for their residents. It is the City's intention to exceed state-mandated minimums, which generally fall in the 4 to 5 acres per 1,000 citizen range."

The City's current 1.35 acres per 1,000 population standard generally indicates that the City was incorporated without any owned parkland and thus would have great difficulty achieving the commonly accepted 3.00 acre per 1,000 residents target set by most municipalities and recreation and park special districts throughout Southern California.

CALCULATION OF PARK DEDICATION STANDARD AND IMPACT COSTS FOR THE QUIMBY ACT

Unlike the other facilities discussed in this Report, the California Government Code contains specific enabling legislation for the acquisition and development of community and neighborhood

parks by a City. This legislation, codified as Section 66477 of the Government Code and known commonly as the "Quimby Act," establishes criteria for charging new development for park facilities based on specific park standards. This Report will recommend the adoption of Quimby-style Park fees over a Mitigation Fee Act-style development impact fee for developments requiring the subdivision of land and a Mitigation Fee Act impact fee for non-subdivided land.

It should also be noted that Impact Fees that fall under the Quimby Act can only be applied to detached dwellings that fall under the Subdivision Map Act.

The use of the fees generated by the Quimby Act differs from fees generated by the Mitigation Fee Act for one significant reason. The fees generated by the Quimby Act can be used for the rehabilitation of parks, whereas the fees generated by the Mitigation Fee Act can only be used to expand current park facilities and equipment and acquire and develop new parkland.

It is the recommendation of RCS that the fee receipts generated under the Quimby Act be kept in a separate fund from those that fall under the Mitigation Fee Act.

Allowable Park Standard Again, as stated earlier, under Section 66477 of the Government Code, the City may by ordinance charge new residential development based on a standard of up to 3.00 acres per 1,000 population even if the City does not presently possess a ratio of 3.00 acres per 1,000 for the existing population if the fee is generated through the Quimby Act. However, as stated previously, the City has decided to use the standard of 2.00 acres per 1,000 for the Quimby Act standard, consistent with the General Plan and the City's Quimby Act ordinance.

The legislative body has adopted a general plan containing a recreational element, and the park and recreational facilities are in accordance with definite principles and standards contained therein.

The city ... shall develop a schedule specifying how, when, and where it will use the land or fees, or both, to develop park or recreational facilities ... Any fees collected under the ordinance shall be committed within five years after the payment of such fees.

Determination of Park Standard. As previously identified, the City currently has 1.35 acres of owned and developed parkland per 1,000 residents. However, both the City's Quimby ordinance and the General Plan establish a parkland ratio of 2.00 acres per 1,000 residents. Thus, this is the standard that will be applied.

Average Park Land Acquisition and Development Cost per Capita for the Quimby Act. The combined park/open space land acquisition and development cost is $737,981 per acre ($217,800 for parkland acquisition and $520,181 per acre for the park improvement development). If the City were to charge development for the maximum allowable amount of park acreage as allowed in the Quimby Act and as recommended here, then the City would need to acquire 2.00 acres of new parkland for every potential 1,000 new residents to the City. The 2.00 acres of land acquisition and development per 1,000 persons would be $1,475.96 or about $1,475.96 per new resident. Schedule 10.1 calculates the cost to develop 2.00 acres, which again represents the required parkland cost for 1,000 persons. Table 10-5 indicates the cost per type of residence based on the average number of occupants per dwelling.

Table 10-5, on the following page, indicates the cost per type of residence based on the average number of occupants per dwelling.

Table 10-5
Summary of the Maximum Quimby Park Development Impact Fees for Residential Dwelling Construction

Residential Land Use	Persons Per Dwelling	Fee Per Person	Maximum Net Fee Per Unit
Detached Dwellings	3.550	$1,475.96	$5,239

The impact fee for Detached Dwelling residential development involving the subdivision of land, as identified in Table 10-5, should be adopted under the auspices of the Quimby Act.

CALCULATION OF IMPACT COSTS FOR THE MITIGATION FEE ACT

The **Purpose** of the Fee. As previously discussed, parks are one of the City's important amenities to the residents of Highland. However, as the population of the City increases from new development, the existing parks will become overcrowded and overused. The park impact fee aims to expand existing parks' facilities and equipment to increase capacity to accommodate future development and acquire additional parkland to maintain the current LOS for current and future residents.

The Use of the Fee. The revenues raised from a properly calculated and supported Park Land Acquisition and Park Impact Fee would be used to expand current park facilities and equipment and acquire and develop new parkland.

The Relationship Between the Need for the Fee and The Type of Development Project. The need is based on the recognition that an increase in the City's residential population will result in an increase in demand for the existing parks system. To accommodate this new development, new park acres will need to be acquired, and existing facilities and equipment expanded to meet the increased demand from new residents.

The Relationship Between the Use of the Fee and the Type of Development Project Paying the Fee. Since residents are the primary beneficiaries of the City's park system, only residential dwelling units have been used to calculate the fee. Park Impact Fees that are applied using the Mitigation Fee Act are distributed using the residential land uses detached, attached, and mobile home dwelling units. The Park Impact Fee is imposed on any land that is not subdivided. The City standard is 13.81 acres per 1,000 population.

The Relationship Between the Amount of the Fee and the Cost of the Portion of the Facility Attributed to the Development Project. Once a per capita standard for parks is determined, the cost of residential development's impact on the City's park system can then be computed as follows.

Park-land Acquisition Costs. Land costs will vary significantly from one proposed park to another. The parkland to be acquired should be suitable for park construction and is conservatively estimated at approximately $217,800 per acre (or $5.00/square foot) for parcels in the size (five,

ten, and twenty acres) required by the City. This is consistent with the cost of land suitable for residential dwelling development. This figure is used in the calculation of the Park Impact Fee. However, if a developer can show that the cost of the residential land they are developing is valued at less than the $217,800/acre figure, then the developer can seek an adjustment under the City's DIF ordinance.

Park Improvements Construction Costs. Park improvement construction costs are estimated to be approximately $520,181 per acre. The City does not have any more recent park construction history; thus, an average park cost schedule is included in Appendix C. Public Use (community center) Facilities were not included in the cost calculation (see Chapter 9).

Average Park Land Acquisition and Development Cost per Capita for the Mitigation Fee Act. As stated previously, the combined park/open space land acquisition and development cost is $737,981 per acre ($217,800 for parkland acquisition and $520,181 per acre for the park improvement development). If the City were to charge development for the Mitigation Fee Act Standard of 1.35, then the City would need to acquire 1.35 acres of new parkland for every potential 1,000 new residents to the City. The 1.35 acres of land acquisition and development per 1,000 persons would be $996.27 or about $996.27 per new resident. Schedule 10.2 calculates the cost to develop 1.35 acres, which again represents the required parkland cost for 1,000 persons. Table 10-6 indicates the cost per type of residence based on the average number of occupants per dwelling.

Table 10-6
Summary of the Maximum Mitigation Fee Act Park Development Impact Fees for Residential Dwelling Construction

Residential Land Use	Persons Per Dwelling	Fee Per Person	Maximum Net Fee Per Unit
Detached Dwellings	3.550	$996.27	$3,537
Attached Dwellings	3.232	$996.27	$3,220
Mobile Home Dwellings	2.315	$996.27	$2,307

Park Acquisition and Development Impact Fee Calculation Example. Developers have been allowed to donate sites in the past, and it is in the City's best interests to continue this practice. The size of the park needed to serve the proposed residential development is calculated by multiplying the number of single and Attached Dwelling residences to be developed by the average number of people living in the units and then multiplying by three acres per 1,000 residents. The example, demonstrated in Table 10-7, on the following page, calculates the developed park size required for a 500 Detached Dwelling unit development:

[This space left vacant to place the following table on a single page].

Table 10-7
Example of Park Construction in Lieu of Fee

Park Development Requirement	Share Cost	Development Cost	Total Cost
Proposed # of Detached Homes	500	500	
Average # of Persons per Dwelling	3.550	3.550	
Anticipated Additional Population	1,775	1,775	
Basis of Standard (persons)	1,000	1,000	
Added Population Divided by 1,000	1.775	1.775	
Acres Required per 1,000 Population Standard	1.35	1.35	
Required Acres of Acquisition/Development	2.40	2.40	
Cost per Acre of Acquisition or Development	$217,800	$520,181	
Total Park Impact Fee	$522,720	$1,248,434	$1,771,154
Acquisition/Development Cost Per Acre ($217,800 + $520,181/acre)			$737,981
Park Acre Requirement for a 500 Detached Dwelling Unit Development			2.40

As suggested in the example above, the City and a developer could reach an agreement on the park obligation in a number of ways. The following are a few such options. Note that each option produces the required $1,771,154 for 500 detached dwelling developments in a number of combinations of land, improvements, or fee payments.

Option 1. The developer could make a $1,771,154 Park Land Acquisition and Development Impact Fee payment, and the City could use it (and combine it with other park impact fees) to construct the park somewhere in the City. However, most large-scale developers would probably prefer that the park be very near, if not within, the proposed subdivision.

Option 2. The developer could construct and donate a developed park smaller in size and make a payment for any remaining acres required of the developer. This option is generally used when the proposed residential development is in excess of 500 homes. At no time, however, should a developer be able to receive a credit for constructing their entire park acre obligation as a neighborhood park and ignore the need for sports or community parks.

Option 3. The developer could construct a 2.40-acre park and dedicate it to the City. A developed park this size would represent the total $1,771,154 acquisition and development impact fee. This would not likely be an option for the smaller developments resulting in parks less than 3.5 acres in size. Parks of this small size generate significant annual maintenance costs with little benefit beyond the immediate neighborhood, so they are not generally desired.

Option 4. The City could combine other impact fees with the developer's 2.40-acre fee or actual park contribution to create a larger park, assuming the developer agrees to make the larger park parcel available.

Option 5. The developer could donate 8.13 acres of undeveloped land ($1,771,154 total Park fee requirement ÷ by $217,800/acre cost), and then the City could use other impact fees to develop it.

The key to understanding the flexibility of the options above is that each one represents the same amount in terms of a contribution to the City's park system, with the result that the same amount has been contributed for each dwelling.

Land Acquisition Cost Adjustment Challenge. As mentioned previously, the use of $217,800 as the default park land cost is based upon the assumption that park acreage would likely be close in proximity and thus similar in cost to residential land value of the private project the park is intended to serve. However, if the developer or contractor of a home can provide evidence (acceptable to the City), in the form of a recent purchase agreement or appraisal of the property they will be developing, that the current land value is worth less than the $217,800/acre (or $5.00/square foot), the impact fee could be adjusted downward accordingly by placing the actual cost of land acquisition into Schedule 10.1. Again, if the City wishes to adopt such an adjustment, the terms under which the challenge may be made and proved should be included in the Impact Fee Ordinance.

RECOMMENDED IMPACT FEES

Schedule 10.1 contains the recommended Quimby Act Park Land Acquisition and Park Facilities Improvements Development Impact Fees.

Schedule 10.2 contains the recommended Mitigation Fee Act Park Land Acquisition and Park Facilities Improvements Development Impact Fees.

CHAPTER ENDNOTES

[1] Adoption of a Quimby Act fee requires a Park "plan" or General Plan element.

[2] For residential dwellings under the Subdivision Map Act.

[3] The Quimby Act does allow use of revenues raised by the adoption of a Quimby Act Park Impact Fee to be used for the rehabilitation of existing parks.

Schedule 10.1

Park Site Inventory
Quimby Act Fee

Park Name	Acres Owned or LT Lease	Developed/ Constructed Acres
Canyon Oaks Park	1.00	1.00
Aurantia Park	12.00	12.00
Highland Community Park	17.50	17.50
Cunningham Park	2.00	2.00
Sealey Park	0.45	0.45
Oak Creek Park	3.30	3.30
Sycamore Trail Park	2.80	2.80
Beatty Middle School Park (Joint Use)	15.00	15.00
Master Craft Park	0.44	0.44
City Community Trails	15.25	15.25
Mediterra Park	4.13	4.13
Historic Iron Bridge Interpretive Center/Multi-use Trail	1.31	1.31
East Highland Ranch Parks (PUD/DA) (*)	58.15	58.15
Glen Rose Ranch Park (*)	0.50	0.50
San Carlo I Park (Greenspot Village & Marketplace SP) (*)	1.70	1.70
Park Acres Represented by DIF Fund Balance	0.89	0.89
Total Park Inventory (Including Private Acres)	136.42	136.42
Total Acres Applied to the Mitigation Fee Act Standard	76.07	76.07
Current City Population	56,546	56,546
Current Standard of Acre/1,000 Population	1.35	1.35
Acres/1,000 Population Standard	1.35	1.35
Quimby Act Recommendation Size	2.00	2.00
Construction Cost per Acre		$520,181
Land Acquisition Cost per Acre	$217,800	
Total Cost per Acre	$217,800	$520,181
Cost X 2.0 Acre/1,000 Residents Standard	$435,600	$1,040,362
Population Served by Standard	1,000.00	1,000.00
Acquisition/Construction Cost per Resident	$435.60	$1,040.36

	Occupants/ Dwelling	Land Acquisition	Park Construction	Total Park Costs	Number of Units	Gross Park Collections
Cost per Additional Resident		$435.60	$1,040.36	$1,475.96		
Detached Dwelling Units	3.550	$1,546	$3,693	$5,239	1,426	$7,470,814
Attached Dwelling Units	3.232	$1,408	$3,362	$4,770	1,592	$7,593,840
Mobile Homes Dwelling Units	2.315	$1,008	$2,408	$3,416	9	$30,744

Master Plan Capital Needs	$15,095,398
Existing (5/16/23) Development Fee Fund Balance	$657,717
Net Required Capital Total for Parks	$15,753,115

Note: * private parks to be excluded from the Mitigation Fee Act parkland ratio

Schedule 10.2

Park Site Inventory
Mitigation Fee Act

Park Name	Acres Owned or LT Lease	Developed/ Constructed Acres
Canyon Oaks Park	1.00	1.00
Aurantia Park	12.00	12.00
Highland Community Park	17.50	17.50
Cunningham Park	2.00	2.00
Sealey Park	0.45	0.45
Oak Creek Park	3.30	3.30
Sycamore Trail Park	2.80	2.80
Beatty Middle School Park (Joint Use)	15.00	15.00
Master Craft Park	0.44	0.44
City Community Trails	15.25	15.25
Mediterra Park	4.13	4.13
Historic Iron Bridge Interpretive Center/Multi-use Trail	1.31	1.31
East Highland Ranch Parks (PUD/DA) (*)	58.15	58.15
Glen Rose Ranch Park (*)	0.50	0.50
San Carlo I Park (Greenspot Village & Marketplace SP) (*)	1.70	1.70
Park Acres Represented by DIF Fund Balance	0.891	0.891
Total Park Inventory (Including Private Acres)	136.42	136.42
Total Acres Applied to the Mitigation Fee Act Standard	76.07	76.07
Current City Population	56,546	56,546
Population Divided by 1,000	56.546	56.546
Current Standard of Acre/1,000 Population	1.35	1.35
Acres/1,000 Population Standard	1.350	1.350
Quimby Act Recommendation Size	2.000	2.000
Construction Cost per Acre		$520,181
Land Acquisition Cost per Acre	$217,800	
Total Cost per Acre	$217,800	$520,181
Cost X 1.35 Acre/1,000 Residents Standard	$294,030	$702,244
Population Served by Standard	1,000.00	1,000.00
Acquisition/Construction Cost per Resident	$294.03	$702.24

	Occupants/ Dwelling	Land Acquisition	Park Construction
Cost per Additional Resident		$294.03	$702.24
Detached Dwelling Units	3.550	$1,044	$2,493
Attached Dwelling Units	3.232	$950	$2,270
Mobile Homes Dwelling Units	2.315	$681	$1,626

Total Park Costs	Number of Units	Gross Park Collections
$996.27		
$3,537	1,426	$5,043,694
$3,220	1,592	$5,125,666
$2,307	9	$20,760

Master Plan Capital Needs	$10,190,120
Existing (5/16/23) Development Fee Fund Balance	$657,717
Net Required Capital Total for Parks	$10,847,837

Note: * private parks to be excluded from the Mitigation Fee Act parkland ratio

SUMMARY OF RECOMMENDATIONS

Chapter 3 - Law Enforcement Facilities

- Adopt Schedule 3.2, p. 33, Marginal Need-based Impact Fees

Chapter 4 - Fire Suppression Facilities, Vehicles, and Equipment

- Adopt Schedule 4.2, p. 40, Marginal Need-based Impact Fees

Chapter 5 - Local/Regional Circulation Systems (Streets, Signals, and Bridges)

- Adopt Schedule 5.2, p. 55, Marginal Need-based Impact Fees
- Adopt Schedule 5.3, p. 56, Marginal Need-based Impact Fees

Chapter 6 - Local and Regional Flood Control Facilities

- Adopt Schedule 6.2, p. 63, Marginal Need-based Impact Fees

Chapter 7 - General Facilities, Vehicles, and Equipment

- Adopt Schedule 7.2, p. 68, Marginal Need-based Impact Fees

Chapter 8 - Library Facilities and Volume Collection

- Adopt Schedule 8.2, p. 72, Marginal Need-based Impact Fees

Chapter 9 - Public (community center) Facilities

- No Impact Fee charged.

Chapter 10 - Park Land Acquisition and Park Facilities Development

- Create Quimby Act Park Land Acquisition and Development Impact Fee Fund[1]
- Adopt Schedule 10.1, p. 83, for residential uses requiring the sub-division of land for Quimby Act application
- Create Mitigation Fee Act Park Land Acquisition and Development Impact Fee Fund
- Adopt Schedule 10.2, p. 84, for residential uses not requiring the sub-division of land for the Mitigation Fee Act application

[1] Separate Park Land Acquisition and Development Funds are necessary because the Quimby Act allows the use of receipts for the rehabilitation of existing facilities, whereas AB1600 requirements prevent such expenditures.

Appendix B
City of Highland
Expanded Land-use Database
2022-23 Development Impact Fee Calculation and Nexus Report Update

Total - Land-use Database	Existing Development		Potential Development		Total General Plan Build-out	
	Acres	# of Units	Acres	# of Units	Acres	# of Units
Detached Dwelling Units	4,371.00	12,866	285.50	1,426	4,656.50	14,292
Attached Dwelling Units	360.00	3,024	100.00	1,592	460.00	4,616
Mobile Homes Dwelling Units	91.00	955	1.00	9	92.00	964
Commercial Lodging Units	4.00	130	12.00	180	16.00	310
Retail/Service/Office Uses (KSF)	466.00	7,105	65.00	991	531.00	8,096
Industrial Uses (KSF)	82.00	1,072	72.00	940	154.00	2,012
Total - Land-use Database	**5,374.00**	**25,152**	**535.50**	**5,138**	**5,909.50**	**30,290.00**
Miscellaneous Dwelling Units	**4,822.00**	**16,845**	**386.50**	**3,027**	**5,208.50**	**19,872**
Commercial Lodging Rooms	**4.00**	**130**	**12.00**	**180**	**16.00**	**310**
Business Square Feet	**548.00**	**8,177**	**137.00**	**1,931**	**685.00**	**10,108**

1. Land-use Database within the City's Urban City Limits	Existing Development		Potential Development		Total General Plan Build-out	
	Acres	# of Units	Acres	# of Units	Acres	# of Units
Detached Dwelling Units	4,371.00	12,866	285.50	1,426	4,656.50	14,292
Attached Dwelling Units	360.00	3,024	100.00	1,592	460.00	4,616
Mobile Homes Dwelling Units	91.00	955	1.00	9	92.00	964
Commercial Lodging Units	4.00	130	12.00	180	16.00	310
Retail/Service/Office Uses	466.00	7,105	65.00	991	531.00	8,096
Industrial Uses	82.00	1,072	72.00	940	154.00	2,012
Sub-total	**5,374.00**		**535.50**		**5,909.50**	

*DIF REPORT 08/28/23 EDITION

Appendix C

	2006 Unit	ENR %	Current Cost Unit	5 Acre Neighborhood		15 Acre Community Park		20 Acre Sports Park	
Public Imps, Road/curb, gutter, etc	$121.00 Linear Foot	184.0%	$222.65 Linear Foot	1,680	$374,052	3,360	$748,104	3,780	$841,617
Large Park Grading/Irrigation/Turf	$25,500 Acre	184.0%	$46,920 Acre	0	$0	15	$703,800	20	$938,400
Small Park Grading/Irrigation/Turf	$30,600 Acre	184.0%	$56,310 Acre	5	$281,550	0	$0	0	$0
Plant Material									
Trees-5, 24 Gallon Box/Acre	$200.00 Each	184.0%	$368.01 Each	25	$9,200	75	$27,601	50	$18,401
Trees-15, 15 Gallon/Acre	$100.00 Each	184.0%	$184.01 Each	75	$13,801	225	$41,402	300	$55,203
Shrubs-10, Five Gallon	$19.00 Each	184.0%	$34.96 Each	50	$1,748	150	$5,244	100	$3,496
Shrubs-30, One Gallon	$7.00 Each	184.0%	$12.88 Each	150	$1,932	450	$5,796	300	$3,864
Play apparatus									
Play Apparatus - Large	$120,000 Lot	184.0%	$220,810 Lot	0	$0	1	$220,810	1	$220,810
Large Apparatus Curbing, 450'	$18.50 Linear Foot	184.0%	$34.04 Linear Foot	0	$0	450	$15,318	450	$15,318
Play Apparatus - Medium	$80,000 Lot	184.0%	$147,210 Lot	1	$147,210	2	$294,420	1	$147,210
M'edium Apparatus Curbing, 375'	$18.50 Linear Foot	184.0%	$34.04 Linear Foot	375	$12,765	750	$25,530	375	$12,765
Play Apparatus - Small	$40,000 Lot	184.0%	$73,600 Lot	0	$0	2	$147,200	1	$73,600
Small Apparatus Curbing, 225'	$18.50 Linear Foot	184.0%	$34.04 Linear Foot	0	$0	450	$15,318	225	$7,659
Apparatus Safety Surface	$2.50 Square Foot	184.0%	$4.60 Square Foot	8,789	$40,429	36,562	$168,185	24,609	$113,201
Buildings:									
Restroom - Small	$60,450 Each	184.0%	$111,230 Each	0	$0	1	$111,230	1	$111,230
Restroom - Large	$102,300 Each	184.0%	$188,240 Each	0	$0	1	$188,240	1	$188,240
Electrical Service Extension	$15,000 Each	184.0%	$27,600 Each	0	$0	2	$55,200	2	$55,200
Equipment Storage Facility	$55,800 Each	184.0%	$102,680 Each	0	$0	0	$0	1	$102,680
Combined Restroom/Concession	$167,400 Each	184.0%	$308,030 Each	0	$0	1	$308,030	2	$616,060
Parking Lot									
Parking Space 4" A.C. W/6" Rock base	$1,627.50 Space	184.0%	$2,994.71 Square foot	8	$23,958	150	$449,207	400	$1,197,884
V-gutter	$7.44 Linear Foot	184.0%	$13.69 Linear Foot	96	$1,314	1,800	$24,642	4,800	$65,712
Drain Inlet	$744 Each	184.0%	$1,369.01 Each	1	$1,369	8	$10,268	20	$27,380
Drain Inlet Connector	$1,209 Each	184.0%	$2,224.64 Each	1	$2,225	8	$16,685	20	$44,493
Storm Drainage Collection Line	$18.00 Linear Foot	184.0%	$33.12 Linear Foot	144	$4,769	2,700	$89,424	7,200	$238,464
Drive Approach	$1,674 Each	184.0%	$3,080.00 Each	1	$3,080	4	$12,320	6	$18,480
Perimeter Curbing	$9.30 Linear Foot	184.0%	$17.11 Linear Foot	490	$8,384	3,600	$61,596	9,600	$164,256
Parking Lot Striping	$0.28 Linear Foot	184.0%	$0.52 Linear Foot	80	$42	1,500	$780	4,000	$2,080
Exterior Street Lighting Standards	$1,674 Each	184.0%	$3,080.00 Each	4	$12,320	18	$55,440	20	$61,600
Lot Signage	$186 Lot	184.0%	$342.25 Lot	1	$342	3	$1,027	3	$1,027
Storm Drainage Facilities (in park)									
Inlets	$744 Each	184.0%	$1,370 Each	2	$2,740	30	$41,100	40	$54,800
Connections	$1,209 Each	184.0%	$2,220 Each	2	$4,440	6	$13,320	8	$17,760
Lateral (to arterial)	$18.00 Linear Foot	184.0%	$33.12 Linear Foot	1,050	$34,776	4,725	$156,492	6,300	$208,656
Sewer Facilities									
Connection to Arterial	$1,860 Lot	184.0%	$3,420 Lot	0	$0	2	$6,840	2	$6,840
Line in Street	$14.50 Linear Foot	184.0%	$26.68 Linear Foot	0	$0	120	$3,202	120	$3,202
Line in Park	$12.50 Linear Foot	184.0%	$23.00 Linear Foot	0	$0	630	$14,490	630	$14,490
Fire Hydrant	$2,790 Each	184.0%	$5,130 Each	1	$5,130	4	$20,520	5	$25,650
Park Lighting									
Walkway Lighting Standards	$1,256 Each	184.0%	$2,310 Each	0	$0	252	$582,120	235	$543,312
Duct Work/Wiring	$767 Each	184.0%	$1,410 Each	3	$4,230	12	$16,920	5	$7,050
Walkway Electical Wiring	$15.0 Linear Foot	184.0%	$30 Each	0	$0	13,120	$393,600	8,830	$264,900
Water Facilities									
3" Meter	$1,860 Each	184.0%	$3,420 Each	1	$3,420	1	$3,420	1	$3,420
#" Backflow Device	$2,325 Each	184.0%	$4,280 Each	1	$4,280	1	$4,280	1	$4,280
Line in Street	$11.16 Linear Foot	184.0%	$20 Linear Foot	1,320	$26,400	120	$2,400	120	$2,400
Water Fountains	$651.00 Each	184.0%	$1,200 Each	1	$1,200	8	$9,600	12	$14,400
Fountain Lines in Park	$11.16 Linear Foot	184.0%	$20 Linear Foot	200	$4,000	1,000	$20,000	1,000	$20,000
Benches/Tables									
Concrete Picnic Tables	$750 Each	184.0%	$1,380 Each	4	$5,520	60	$82,800	30	$41,400
7' x 10' Cement Table Pads	$1,050 Each	184.0%	$1,930 Each	4	$7,720	60	$115,800	30	$57,900
Individual BBQ Grills	$326 Each	184.0%	$599.86 Each	2	$1,200	30	$17,996	10	$5,999
Concrete Benches	$325 Each	184.0%	$598.02 Each	4	$2,392	30	$17,941	15	$8,970
3' x 6' Concrete Bench Pads	$270 Each	184.0%	$496.82 Each	4	$1,987	30	$14,905	15	$7,452
Bleachers	$3,255 Each	184.0%	$5,990 Each	0	$0	0	$0	14	$83,860
Large Covered Picnic Ramada	$57,660 Each	184.0%	$106,100 Each	0	$0	2	$212,200	0	$0
Individual Covered Picnic Pad	$13,950 Each	184.0%	$25,670 Each	4	$102,680	20	$513,400	4	$102,680
User Electrical Service	$9,300 Each	184.0%	$17,110 Each	0	$0	2	$34,220	1	$17,110
Electrical Service per Group area	$1,163 Each	184.0%	$2,140 Each	1	$2,140	6	$12,840	4	$8,560
Game Courts	$75,600								
Basketball Courts	$50,350 Full Court	184.0%	$92,650 Each	0	$0	2	$185,300	4	$370,600
Basketball Court Lighting	$32,550 Full Court	184.0%	$59,890 Each	0	$0	0	$0	4	$239,560
Fenced Tennis Courts	$55,800 Court	184.0%	$102,680 Each	0	$0	2	$205,360	6	$616,080
Tennis Court Lighting	$32,550 Court	184.0%	$59,890 Each	0	$0	0	$0	6	$359,340
Baseball Field - Competitive	$46,500 Field	184.0%	$85,560 Each	0	$0	0	$0	6	$513,360
Ballfield Lighting	$186,000 Two Fields	184.0%	$342,250 Per two fields	0	$0	0	$0	3	$1,026,750
Baseball Field - Recreational	$13,950 Field	184.0%	$25,670 Each	1	$25,670	6	$154,020	0	$0
Soccer Field (crowned)	$16,740 Field	184.0%	$30,800 Each	0	$0	0	$0	4	$123,200
Skatepark	$15.50 Square Foot	184.0%	$28.50 Each	0	$0	14,400	$410,400	21,600	$615,600
Pedestrian Walkway									
5' wide	$20.00 Linear Foot	184.0%	$36.80 Linear Foot	1,680	$61,824	1,680	$61,824	1,050	$38,640
6' wide	$24.00 Linear Foot	184.0%	$44.16 Linear Foot	1,680	$74,189	1,680	$74,189	1,050	$46,368
8' wide	$36.00 Linear Foot	184.0%	$66.24 Linear Foot	0	$0	2,940	$194,746	3,780	$250,387
Miscellaneous Flatwork	$15.00 Square Foot	184.0%	$27.60 Linear Foot	500	$13,800	8,500	$234,600	4,000	$110,400
Small Park Signage	$4,650 Lot	184.0%	$8,560 Lot	1	$8,560	0	$0	0	$0
Large Park Signage	$15,000 Lot	184.0%	$27,600 Lot	0	$0	1	$27,600	1	$27,600
Bike Rack/Pad	$1,395 Each	184.0%	$2,570 Each	2	$5,140	9	$23,130	12	$30,840
Natural Element Improvement (Lake, etc)	$375,000 Each	184.0%	$690,020 Each	0	$0	1	$690,020	0	$0
Small concrete stage	$29,060 Each	184.0%	$53,470 Each	1	$53,470	2	$106,940	1	$53,470
Medium Ampitheater/bandshell	$139,500 Each	184.0%	$256,690 Each	0	$0	1	$256,690	0	$0
			Total Cost		$1,397,398		$8,738,042		$11,293,616
			Total Acres		5.00		15.00		20.00
			Average Cost per Acre		$279,480		$582,536		$564,681
	Number of Parks		71.90		12.81		25.42		33.67
	Total Cost of Parks		$37,401,004		$3,580,134		$14,808,069		$19,012,802
	Average Cost Per Park Acre		$520,181		12.81		25.42		33.67

End of Report

*Chapter 10
Park Land Acquisition
And Park Facilities Development

This Chapter summarizes the City's existing inventory of parks and identifies the ratio of parkland per resident allowable under the Quimby Act (§66477 of the Government Code[1]) for residential developments involving the subdivision of land and AB1600 (§66000) for the construction of residential developments not involving the subdivision of land. The existing per capita standard is then utilized to calculate the park dedication requirement for future residential development.

EXISTING PARKS AND RECREATION SYSTEM

Open space notwithstanding, the addition of parks, trails, and recreational facilities constitutes one of the City of Highland's greatest needs, both with respect to facilities for current residents and future citizens. Providing a well-planned park system with a variation in the size and nature of facilities offered is an important amenity to residents of any city, the City of Highland included. A mixture of passive and active uses and facilities and programs which appeal to a broad spectrum of potential park and trail users are considered optimal in most urban cities. By increasing the City's population, future residential development will necessarily impact the City's park system by requiring additional baseball fields and adequate space for various athletic activities. Given the magnitude of growth projected in this Report, the challenge facing the City will be to provide new facilities and parkland to serve the recreational needs of these new residents. Without some minor parkland acquisition and continued development of currently owned but underutilized parkland during the next twenty to thirty years, the City's parks will become overcrowded and overused, ultimately becoming a negative experience for park users.

Existing Parks. Currently, the City owns approximately 54.05 acres of parkland; Highland Community Park is the largest park and the only one that truly functions as either a sports or community-wide park. It represents 32% of the park system acreage and provides the greatest variety of sport uses.

Table 10-1, on the following page is the inventory of the existing park acreage.

[This space left vacant to place the following table on a single page].

Table 10-1
Current Park Inventory

	Park Size
Canyon Oaks Park	1.0
Aurentia Park	12.0
Highland Community Park	17.5
Cunningham Park	2.0
Sealey Park	0.45
Oak Creek Park	3.30
Sycamore Trail Park	2.80
Beatty Middle School Park	15.00
Total Aces (Owned)	54.05

City Park Standard. Table 10-2, below, is a comparison of the acreage of parks to the City of Highland's current population and indicates that the City presently possesses a total standard of 0.956 acres of owned parkland per 1,000 residents (54.05 acres + [56,546 residents ÷ 1,000], rounded). The 0.956 acres per 1,000 residents is below both the benchmark of 3.0 acres per 1,000 persons contained in Section 66477 of the California Government Code relating to the dedication of parks and the City's adopted standard of 2.0 acres of park space per 1,000 residents. The existing standard is identified in Table 10-2 following:

Table 10-2
Calculation of Actual City-owned Park Acres Standard

Total Park Acres Owned	54.050
Current City Population	56,546
Population Stated in Thousands	56.546
Acres per 1,000 Population	0.956

However, to be discussed later, the Quimby Act allows a minimum standard of 3.0 acres per thousand population *even if the City does not currently reach that standard.* This is very important to the City of Highland as the *park acres owned* standard for the City of Highland is a very modest 0.956 acres per 1,000 population.

Table 10-3, on the following page, indicates the number of acres the City could acquire and develop if the Quimby Act Standard of 3.0 acres per 1,000 new residents were adopted and imposed.

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Table 10-3
Calculation of Future Developed Park Acres based
Upon the Quimby Allowable Standard of 3.0 Acres/1,000 New Residents

Future Added Population	10,228
Population Stated in Thousands	10.228
Existing Quimby Act Standard Allowed	3.00
Parks Acres Acquired through Quimby Act	30.68

Planned Improvements. In addition to the ongoing improvement of the existing 54.050 acres[2], the City could acquire 30.68 park additional acres and develop these new parks to serve the additional residents anticipated to live in the City of Highland at build-out. City staff has not proposed any new park configurations. The 30.68 acres could be constructed in any of the following configurations:

Mini Parks - Often called pocket parks, sub-neighborhood parks, or play lots, they serve built-up, urbanized areas and are commonly developed in conjunction with specific plans, planned developments, and community centers. Canyon Oaks Park fits this category best.

Neighborhood Parks - From 10 to 20 acres, these are walking or bike-to parks located within the neighborhood they serve. They include both active and passive designs and include such facilities as picnic areas, informal fields, tot lots, court games, passive green space, and off-street parking. These facilities usually represent a separate property delineated by a fence.

Community Parks - These facilities are 20 to 40 acres with a service radius of 1.5 miles. Their typical amenities include lighted sports fields and courts, picnic facilities, play areas, restrooms, off-street parking, pool, and service yards. Highland Community Park best fits the definition of a community park, but functions primarily as a sports facility.

Regional Parks - Consisting of 100 acres or more and attracting users from a service radius of up to an hour's drive, these facilities contain a wide range of amenities from hiking areas, scenic areas and major sports facilities. Using this criterion, numerous regional facilities are available to Highland's residents, including the San Bernardino National Forest and the recreational facilities associated with three major universities.

Staff has not specifically identified any preferred combination of the above sized parks that would total the roughly 30.68 acres of parkland that could be acquired through the adoption of the Quimby Act, deferring probably to the need for a Park and Recreation Facilities Master Plan. However, staff has indicated that they intend on recommending a schedule of park impact fees based upon a standard of 1.85 acres per 1,000 residents. The Chapter will, however, be based upon the maximum allowable impact fee but will include the 62% adjustment to the fees at the end of the Chapter.

The park and recreation improvements that could be contained within the acres and the allowable Quimby standard (Table 10-3) is not consistent with the City's proposed Park and Recreation Element of the General Plan, which identifies 2.0 acres per 1,000 residents as the target standard. It should be noted that there is a separate standard of 0.5 acres per 1,000 residents. The City's current 0.956 acres per 1,000 population standard generally indicates that the City was incorporated without any owned parkland and thus would have great difficulty achieving the commonly accepted 3.0 acre per 1,000 residents target set by most municipalities and recreation and park special districts throughout Southern California. *When General Plan build-out is reached and assuming that the City acquires the 44.4 acres it could by imposing an impact fee based upon 2.0 acres per 1,000 residents, the City of Highland will need to acquire an additional 70 acres of parkland outside of the Quimby Act application to achieve a final standard of 2. 0 acres per 1,000 residents, per General Plan.*

The 1.85 acres per 1,000 standard suggested by staff would generate approximately nineteen acres of owned/developed parkland or trails. The difference between the 1.85 acres per 1,000 residents proposed impact fee and the City's adopted standard of 2.0 acres per 1,000 residents, or 0.5 acres per 1,000, would be financed with RDA revenues.

CALCULATION OF PARK DEDICATION STANDARD

Unlike the other facilities discussed in this Report, the California Government Code contains specific enabling legislation for the acquisition and development of community and neighborhood parks by a City. This legislation, codified as Section 66477 of the Government Code and known commonly as the "Quimby Act", establishes criteria for charging new development for park facilities based on specific park standards. This Report will recommend the adoption of Quimby-style park fees over an AB 1600-style development impact fee for developments requiring the subdivision of land and an AB 1600 fee for non-subdivided land.

Allowable Park Standard Again, as stated earlier, under Section 66477 of the Government Code, the City may charge new residential development based on a standard of 3.0 acres per 1,000 population even if the City does not presently possess a ratio of 3.0 acres per 1,000 for the existing population. Though not relevant to the City of Highland, the Government Code also enables a city to charge development based on a standard higher than 3.0 acres (to a maximum of 5.0 acres) if the City currently exceeds the minimum benchmark ratio of 3.0 acres per 1,000 persons.

The law states, "if the amount of existing neighborhood and community park area ... exceeds the [3 acres of park area per 1,000 persons] limit ... the legislative body may adopt the calculated amount as a higher standard not to exceed *5* acres per 1,000 persons."[3] Park fees may be required by the City provided that the City meets certain conditions, including:

• The amount and location of land to be dedicated or the fees to be paid shall bear a reasonable relationship to the use of the park by the future inhabitants of the subdivision.

The legislative body has adopted a general plan containing a recreational element, and the park and recreational facilities are in accordance with definite principles and standards contained therein.

• The city ... shall develop a schedule specifying how, when, and where it will use the land or fees, or both, to develop park or recreational facilities ... Any fees collected under the ordinance shall be committed within five years after the payment of such fees.

Determination of Park Standard. As previously identified, the City currently has 0.956 acres of owned and developed parkland per 1,000 residents. The current demonstrable standard of developed park land owned is significantly less than the 3.0 acres per 1,000 benchmark cited by the Quimby Act.

CALCULATION OF IMPACT COSTS

Once a per capita standard for parks is determined, the cost of residential development's impact on the City's park system can then be computed as follows.

Park-land Acquisition Costs. Land costs will vary significantly from one proposed park to another. The parkland to be acquired should be suitable for park construction and is conservatively estimated at approximately $217,800 per acre (or $5.00/square foot) for parcels in the size (five, ten, and twenty acres) required by the City. This is consistent with the cost of land suitable for residential dwelling development. This figure is used in the calculation of the park impact fee. However, the use of this figure could be criticized if a developer can show that the cost of the residential land they are developing is valued at less than the $217,800/acre figure. The fee recommendation at the end of the Chapter will allow for such a challenge.

Park Improvements Construction Costs. Park improvement construction costs are estimated to be approximately $520,181 per acre. The City does not have any more recent park construction history; thus, an average park cost schedule is included in Appendix C. Public Use (community center) Facilities were not included in the cost calculation (see Chapter 9).

Average Park Land Acquisition and Development Cost per Capita. The combined park/open space land acquisition and development cost is $737,981 per acre ($217,800 for parkland acquisition and $520,181 per acre for the park improvement development). If the City were to charge development for the maximum allowable amount of park acreage as allowed in the Quimby Act and as recommended here, then the City would need to acquire 3.00 acres of new parkland for every potential 1,000 new residents to the City. The 3.00 acres of land acquisition and development per 1,000 persons would be $2,213,940 or about $2,213.94 per new resident. Schedule 10.1 calculates the cost to develop 3.00 acres, which again represents the required parkland cost for 1,000 persons. Table 10-5, on the following page, indicates the cost per type of residence based on the average number of occupants per dwelling.

Table 10-5
Summary of the Maximum Quimby Park Development Impact Fees for Residential Dwelling Construction

Residential Land Use	Persons Per Dwelling	Fee Per Person	Maximum Net Fee Per Unit
Detached Dwellings	3.55	$2,213.94	$7,860
Attached Dwellings	3.232	$2,213.94	$7,156
Mobile Home Dwellings	2.315	$2,213.94	$5,126

The impact fee for Detached Dwelling residential development involving the subdivision of land, as identified in Table 10-5, should be adopted under the auspices of the Quimby Act. The impact fees for residential dwellings, not requiring the sub-division of a parcel, will need to be adopted as an AB 1600-supported impact fee.[4]

Park Acquisition and Development Impact Fee Calculation Example. Developers have been allowed to donate sites in the past and it is in the City's best interests to continue this practice. The size of the park needed to serve the proposed residential development is calculated by multiplying the number of single and Attached Dwelling residences to be developed by the average number of people living in the units and then multiplying by three acres per 1,000 residents. The example, demonstrated in Table 10-6, on the following page, calculates the developed park size required for a 500 Detached Dwelling unit development:

Table 10-6
Example of Park Construction in Lieu of Fee

Park Development Requirement	Acquisition Cost	Development Cost	Total Cost
Proposed # of Detached Homes	500	500	
Average # of Persons per Dwelling	3.550	3.550	
Anticipated Additional Population	1,775	1,775	
Basis of Standard (persons)	1,000	1,000	
Added Population Divided by 1,000	1.775	1.775	
Acres Required per 1,000 Population Standard	3.00	3.00	
Required Acres of Acquisition/Development	5.33	5.33	
Cost per Acre of Acquisition or Development	$217,800	$520,181	
Total Park Impact Fee	$1,159,785	$2,769,964	$3,929,749
Acquisition/Development Cost Per Acre ($217,800 + $520,181/acre)			$737,981
Park Acre Requirement for a 500 Detached Dwelling Unit Development			5.33

As suggested in the example above, the City and a developer could reach agreement on the park obligation in a number of ways. The following are a few such options. Note that each option produces the required $3,929,749 for 500 detached dwelling development in a number of combinations of land, improvements, or fee payment.

Option 1. The developer could make a $3,929,749 Park Land Acquisition and Development Impact Fee payment, and the City could use it (and combine with other park impact fees) to construct the park somewhere in the City. However, most large-scale developers would probably prefer that the park be very near, if not within, the proposed subdivision.

Option 2. The developer could construct and donate a developed park smaller in size and make a payment for any remaining acres required of the developer. This option is generally used when the proposed residential development is in excess of 500 homes. At no time, however, should a developer be able to receive a credit for constructing their entire park acre obligation as a neighborhood park and ignore the need for sports or community parks.

Option 3. The developer could construct a 5.33-acre park and dedicate it to the City. A developed park this size would represent the total $3,929,749 acquisition and development impact fee. This would not likely be an option for the smaller developments resulting in parks less than 3.5 acres in size. Parks of this small size generate significant annual maintenance costs with little benefit beyond the immediate neighborhood, so they are not generally desired.

Option 4. The City could combine other impact fees with the developer's 5.33-acre fee or actual park contribution to create a larger park, assuming the developer agrees to make the larger park parcel available.

Option 5. The developer could donate 11.03 acres of undeveloped land ($3,929,749 total park fee requirement+ by $217,800/acre cost), and then the City could use other impact fees to develop it.

The key to understanding the flexibility of the options above is that each one represents the same amount in terms of a contribution to the City's park system with the result that the same amount has been contributed for each dwelling.

Land Acquisition Cost Adjustment Challenge. As mentioned previously, the use of $217,800 as the default park land cost is based upon the assumption that park acreage would likely be close in proximity and thus similar in cost to residential land value of the private project the park is intended to serve. However, if the developer or contractor of a home can provide evidence (acceptable to the City), in the form of a recent purchase agreement or appraisal of the property they will be developing, that the current land value is worth less than the $217,800/acre (or $5 .00/square foot), the impact fee could be adjusted downward accordingly by placing the actual cost of land acquisition into Schedule 10.1. Again, if the City wishes to adopt such an adjustment, the terms under which the challenge may be made and proved should be included in the Impact Fee Ordinance.

Park Land Acquisition and Park Facilities Development Improvement Impact Fee Adjustment. As stated earlier in the Chapter, staff has indicated that it intends on recommending that the Park Impact Fee Schedule be based upon a standard of 1.85 acres per 1,000 persons. The Highland General Plan specifies a standard of 2.5 acres of parkland *and* open space per 1,000 residents. The adjustment to the fee calculation is made by simply multiplying the 3.0 acres per 1,000-person standard by 62%. The impact fees for this infrastructure at the 62% adjustment would be:

Table 10-7
Summary of Park Land et al. Impact Fee and Open Space Impact Fees for Residential Dwelling Construction

Residential Land Use	Park Land Impact Fee @ 100%	Impact Fee Adjustment @ 62%	Adjusted Impact Fee Unit
Detached Dwellings	$7,860	62.0%	$4,846
Attached Dwellings	$7,156	62.0%	$4,412
Mobile Home Dwellings	$5,126	62.0%	$3,161

RECOMMENDED IMPACT FEES

Schedule 10.1 contains the recommended Park Land Acquisition and Park Facilities Improvements Development Impact Fees.

CHAPTER ENDNOTES

[1] Adoption of a Quimby Act fee requires a Park "plan" or General Plan element.

[2] The Quimby Act does allow use of revenues raised by the adoption of a Quimby Act Park Impact Fee to be used for rehabilitation of existing parks.

[3] California Government Code, Title 7, Division 2, Section 66477 (b);

[4] This is necessary because the Quimby Act is referenced in the Subdivision Codes. Thus, it may be necessary for the City to have two separate park impact funds to insure that no AB1600 park impact fee revenues are used for rehabilitation purposes.

Schedule 10.1

Park Site Inventory
Quimby Fee for Land Acquisition
AB 1600 Fee for Park Construction

Park Name	Acres Owned or LT Lease	Developed/ Constructed Acres
Canyon Oaks Park	1.000	1.000
Aurantia Park	12.000	12.000
Highland Community Park	17.500	17.500
Cunningham Park	2.000	2.000
Sealey Park	0.450	0.450
Oak Creek Park	3.300	3.300
Sycamore Trail Park	2.800	2.800
Beatty Middle School Park	15.000	5.080
Park Acres Represented by DIF Fund Balance	0.891	0.891
Total Park Inventory	54.050	45.021
Current City Population	56,546	56,546
Current Standard of Acre/1,000 Population	0.956	0.796
Acres/1,000 Population Standard	0.956	0.796
Quimby Act Recommendation Size	3.000	3.000
Construction Cost per Acre		$520,181
Land Acquisition Cost per Acre	$217,800	
Total Cost per Acre	$217,800	$520,181
Cost X 3.0 Acre/1,000 Residents Standard	$653,400	$1,560,543
Population Served by Standard	1,000.00	1,000.00
Acquisition/Construction Cost per Resident	$653.40	$1,560.54

	Occupants/ Dwelling	Land Acquisition	Park Construction	Total Park Costs	Number of Units	Gross Park Collections
Cost per Additional Resident		$653.40	$1,560.54	$2,213.94		
Detached Dwelling Units	3.55	$2,320	$5,540	$7,860	1,426	$11,208,360
Attached Dwelling Units	3.232	$2,112	$5,044	$7,156	1,592	$11,392,352
Mobile Homes Dwelling Units	2.315	$1,513	$3,613	$5,126	9	$46,134

Master Plan Capital Needs	$22,646,846
Existing (5/16/23) Development Fee Fund Balance	$657,717
Net Required Capital Total for Parks	$23,304,563

Schedule 10.2

Park Site Inventory
Quimby Fee for Land Acquisition
AB 1600 Fee for Park Construction

Park Name	Acres Owned or LT Lease	Developed/ Constructed Acres
Canyon Oaks Park	1.000	1.000
Aurantia Park	12.000	12.000
Highland Community Park	17.500	17.500
Cunningham Park	2.000	2.000
Sealey Park	0.450	0.450
Oak Creek Park	3.300	3.300
Sycamore Trail Park	2.800	2.800
Beatty Middle School Park	15.000	5.080
Park Acres Represented by DIF Fund Balance	0.891	0.891
Total Park Inventory	54.050	45.021
Current City Population	56,546	56,546
Population Divided by 1,000	56.546	56.546
Current Standard of Acre/1,000 Population	0.956	0.796
Acres/1,000 Population Standard	0.956	0.796
Quimby Act Recommendation Size	1.850	1.850
Construction Cost per Acre		$520,181
Land Acquisition Cost per Acre	$217,800	
Total Cost per Acre	$217,800	$520,181
Cost X 3.0 Acre/1,000 Residents Standard	$402,930	$962,335
Population Served by Standard	1,000.00	1,000.00
Acquisition/Construction Cost per Resident	$402.93	$962.34

	Occupants/ Dwelling	Land Acquisition	Park Construction
Cost per Additional Resident		$402.93	$962.34
Detached Dwelling Units	3.55	$1,430	$3,416
Attached Dwelling Units	3.232	$1,302	$3,110
Mobile Homes Dwelling Units	2.315	$933	$2,228

Total Park Costs	Number of Units	Gross Park Collections
$1,365.27		
$4,846	1,426	$6,910,834
$4,412	1,592	$7,024,354
$3,161	9	$28,447

Master Plan Capital Needs	$13,963,635
Existing (5/16/23) Development Fee Fund Balance	$657,717
Net Required Capital Total for Parks	$14,621,352

SUMMARY OF RECOMMENDATIONS

Chapter 3 - Law Enforcement Facilities

- Adopt Schedule 3.2, p. 33, Marginal Need-based Impact Fees

Chapter 4 - Fire Suppression Facilities, Vehicles, and Equipment

- Adopt Schedule 4.2, p. 40, Marginal Need-based Impact Fees

Chapter 5 - Local/Regional Circulation Systems (Streets, Signals, and Bridges)

- Adopt Schedule 5.2, p. 55, Marginal Need-based Impact Fees
- Adopt Schedule 5.3, p. 56, Marginal Need-based Impact Fees

Chapter 6 - Local and Regional Flood Control Facilities

- Adopt Schedule 6.2, p. 63, Marginal Need-based Impact Fees

Chapter 7 - General Facilities, Vehicles, and Equipment

- Adopt Schedule 7.2, p. 68, Marginal Need-based Impact Fees

Chapter 8 - Library Facilities and Volume Collection

- Adopt Schedule 8.2, p. 72, Marginal Need-based Impact Fees

Chapter 9 - Public (community center) Facilities

- No Impact Fee charged.

Chapter 10 - Park Land Acquisition and Park Facilities Development

- Create Quimby Act Park Land Acquisition and Development Impact Fee Fund[1]
- Adopt Schedule 10.2, p. 82, for residential uses requiring the sub-division of land for Quimby Act application
- Create AB1600 Park Land Acquisition and Development Impact Fee Fund
- Adopt Schedule 10.2, p. 82, for residential uses not requiring the sub-division of land for AB1600 application

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[1] Separate Park Land Acquisition and Development Funds are necessary because the Quimby Act allows the use of receipts for the rehabilitation of existing facilities, whereas AB1600 requirements prevent such expenditures.

Appendix B
City of Highland
Expanded Land-use Database
2022-23 Development Impact Fee Calculation and Nexus Report Update

Total - Land-use Database	Existing Development		Potential Development		Total General Plan Build-out	
	Acres	# of Units	Acres	# of Units	Acres	# of Units
Detached Dwelling Units	4,371.00	12,866	285.50	1,426	4,656.50	14,292
Attached Dwelling Units	360.00	3,024	100.00	1,592	460.00	4,616
Mobile Homes Dwelling Units	91.00	955	1.00	9	92.00	964
Commercial Lodging Units	4.00	130	12.00	180	16.00	310
Retail/Service/Office Uses (KSF)	466.00	7,105	65.00	991	531.00	8,096
Industrial Uses (KSF)	82.00	1,072	72.00	940	154.00	2,012
Total - Land-use Database	**5,374.00**	**25,152**	**535.50**	**5,138**	**5,909.50**	**30,290.00**
Miscellaneous Dwelling Units	**4,822.00**	**16,845**	**386.50**	**3,027**	**5,208.50**	**19,872**
Commercial Lodging Rooms	**4.00**	**130**	**12.00**	**180**	**16.00**	**310**
Business Square Feet	**548.00**	**8,177**	**137.00**	**1,931**	**685.00**	**10,108**

1. Land-use Database within the City's Urban City Limits	Existing Development		Potential Development		Total General Plan Build-out	
	Acres	# of Units	Acres	# of Units	Acres	# of Units
Detached Dwelling Units	4,371.00	12,866	285.50	1,426	4,656.50	14,292
Attached Dwelling Units	360.00	3,024	100.00	1,592	460.00	4,616
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Industrial Uses	82.00	1,072	72.00	940	154.00	2,012
Sub-total	**5,374.00**		**535.50**		**5,909.50**	

*DIF REPORT 07/06/23 EDITION

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City of Highland
Expanded Land-use Database
2022-23 Development Impact Fee Calculation and Nexus Report Update

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Industrial Uses	82.00	1,072	72.00	940	154.00	2,012
Sub-total	**5,374.00**		**535.50**		**5,909.50**	

*DIF REPORT 07/06/23 EDITION

Appendix C

	2006 Unit	ENR %	Current Cost Unit	5 Acre Neighborhood		15 Acre Community Park		20 Acre Sports Park	
Public Imps, Road/curb, gutter, etc	$121.00 Linear Foot	184.0%	$222.65 Linear Foot	1,680	$374,052	3,360	$748,104	3,780	$841,617
Large Park Grading/Irrigation/Turf	$25,500 Acre	184.0%	$46,920 Acre	0	$0	15	$703,800	20	$938,400
Small Park Grading/Irrigation/Turf	$30,600 Acre	184.0%	$56,310 Acre	5	$281,550	0	$0	0	$0
Plant Material:									
Trees-5, 24 Gallon Box/Acre	$200.00 Each	184.0%	$368.01 Each	25	$9,200	75	$27,601	50	$18,401
Trees-15, 15 Gallon/Acre	$100.00 Each	184.0%	$184.01 Each	75	$13,801	225	$41,402	300	$55,203
Shrubs-10, Five Gallon	$19.00 Each	184.0%	$34.96 Each	50	$1,748	150	$5,244	100	$3,496
Shrubs-30, One Gallon	$7.00 Each	184.0%	$12.88 Each	150	$1,932	450	$5,796	300	$3,864
Play apparatus									
Play Apparatus - Large	$120,000 Lot	184.0%	$220,810 Lot	0	$0	1	$220,810	1	$220,810
Large Apparatus Curbing, 450'	$18.50 Linear Foot	184.0%	$34.04 Linear Foot	0	$0	450	$15,318	450	$15,318
Play Apparatus - Medium	$80,000 Lot	184.0%	$147,210 Lot	1	$147,210	2	$294,420	1	$147,210
Medium Apparatus Curbing, 375'	$18.50 Linear Foot	184.0%	$34.04 Linear Foot	375	$12,765	750	$25,530	375	$12,765
Play Apparatus - Small	$40,000 Lot	184.0%	$73,600 Lot	0	$0	2	$147,200	1	$73,600
Small Aparatus Curbing, 225'	$18.50 Linear Foot	184.0%	$34.04 Linear Foot	0	$0	450	$15,318	225	$7,659
Apparatus Safety Surface	$2.50 Square Foot	184.0%	$4.60 Square Foot	8,789	$40,429	36,562	$168,185	24,609	$113,201
Buildings:									
Restroom - Small	$60,450 Each	184.0%	$111,230 Each	0	$0	1	$111,230	1	$111,230
Restroom - Large	$102,300 Each	184.0%	$188,240 Each	0	$0	1	$188,240	1	$188,240
Electrical Service Extension	$15,000 Each	184.0%	$27,600 Each	0	$0	2	$55,200	2	$55,200
Equipment Storage Facility	$55,800 Each	184.0%	$102,680 Each	0	$0	0	$0	1	$102,680
Combined Restroom/Concession	$167,400 Each	184.0%	$308,030 Each	0	$0	1	$308,030	2	$616,060
Parking Lot									
Parking Space 4" A.C. W/6" Rock base	$1,627.50 Space	184.0%	$2,994.71 Square foot	8	$23,958	150	$449,207	400	$1,197,884
V-gutter	$7.44 Linear Foot	184.0%	$13.69 Linear Foot	96	$1,314	1,800	$24,642	4,800	$65,712
Drain Inlet	$744 Each	184.0%	$1,369.01 Each	1	$1,369	8	$10,268	20	$27,380
Drain Inlet Connector	$1,209 Each	184.0%	$2,224.64 Each	1	$2,225	8	$16,685	20	$44,493
Storm Drainage Collection Line	$18.00 Linear Foot	184.0%	$33.12 Linear Foot	144	$4,769	2,700	$89,424	7,200	$238,464
Drive Approach	$1,674 Each	184.0%	$3,080.00 Each	1	$3,080	4	$12,320	6	$18,480
Perimeter Curbing	$9.30 Linear Foot	184.0%	$17.11 Linear Foot	490	$8,384	3,600	$61,596	9,600	$164,256
Parking Lot Striping	$0.28 Linear Foot	184.0%	$0.52 Linear Foot	80	$42	1,500	$780	4,000	$2,080
Exterior Street Lighting Standards	$1,674 Each	184.0%	$3,080.00 Each	4	$12,320	18	$55,440	20	$61,600
Lot Signage	$186 Lot	184.0%	$342.25 Lot	1	$342	3	$1,027	3	$1,027
Storm Drainage Facilities (in park)									
Inlets	$744 Each	184.0%	$1,370 Each	2	$2,740	30	$41,100	40	$54,800
Connections	$1,209 Each	184.0%	$2,220 Each	2	$4,440	6	$13,320	8	$17,760
Lateral (to arterial)	$18.00 Linear Foot	184.0%	$33.12 Linear Foot	1,050	$34,776	4,725	$156,492	6,300	$208,656
Sewer Facilities									
Connection to Arterial	$1,860 Lot	184.0%	$3,420 Lot	0	$0	2	$6,840	2	$6,840
Line in Street	$14.50 Linear Foot	184.0%	$26.68 Linear Foot	0	$0	120	$3,202	120	$3,202
Line in Park	$12.50 Linear Foot	184.0%	$23.00 Linear Foot	0	$0	630	$14,490	630	$14,490
Fire Hydrant	$2,790 Each	184.0%	$5,130 Each	1	$5,130	4	$20,520	5	$25,650
Park Lighting									
Walkway Lighting Standards	$1,256 Each	184.0%	$2,310 Each	0	$0	252	$582,120	235	$543,312
Duct Work/Wiring	$767 Each	184.0%	$1,410 Each	3	$4,230	12	$16,920	5	$7,050
Walkway Electical Wiring	$15.0 Linear Foot	184.0%	$30 Each	0	$0	13,120	$393,600	8,830	$264,900
Water Facilities									
3" Meter	$1,860 Each	184.0%	$3,420 Each	1	$3,420	1	$3,420	1	$3,420
#" Backflow Device	$2,325 Each	184.0%	$4,280 Each	1	$4,280	1	$4,280	1	$4,280
Line in Street	$11.16 Linear Foot	184.0%	$20 Linear Foot	1,320	$26,400	120	$2,400	120	$2,400
Water Fountains	$651.00 Each	184.0%	$1,200 Each	1	$1,200	8	$9,600	12	$14,400
Fountain Lines in Park	$11.16 Linear Foot	184.0%	$20 Linear Foot	200	$4,000	1,000	$20,000	1,000	$20,000
Benches/Tables									
Concrete Picnic Tables	$750 Each	184.0%	$1,380 Each	4	$5,520	60	$82,800	30	$41,400
7' x 10' Cement Table Pads	$1,050 Each	184.0%	$1,930 Each	4	$7,720	60	$115,800	30	$57,900
Individual BBQ Grills	$326 Each	184.0%	$599.86 Each	2	$1,200	30	$17,996	10	$5,999
Concrete Benches	$325 Each	184.0%	$598.02 Each	4	$2,392	30	$17,941	15	$8,970
3' x 6' Concrete Bench Pads	$270 Each	184.0%	$496.82 Each	4	$1,987	30	$14,905	15	$7,452
Bleachers	$3,255 Each	184.0%	$5,990 Each	0	$0	0	$0	14	$83,860
Large Covered Picnic Ramada	$57,660 Each	184.0%	$106,100 Each	0	$0	2	$212,200	0	$0
Individual Covered Picnic Pad	$13,950 Each	184.0%	$25,670 Each	4	$102,680	20	$513,400	4	$102,680
User Electrical Service	$9,300 Each	184.0%	$17,110 Each	0	$0	2	$34,220	1	$17,110
Electrical Service per Group area	$1,163 Each	184.0%	$2,140 Each	1	$2,140	6	$12,840	4	$8,560
Game Courts	$75,600								
Basketball Courts	$50,350 Full Court	184.0%	$92,650 Each	0	$0	2	$185,300	4	$370,600
Basketball Court Lighting	$32,550 Full Court	184.0%	$59,890 Each	0	$0	0	$0	4	$239,560
Fenced Tennis Courts	$55,800 Court	184.0%	$102,680 Each	0	$0	2	$205,360	6	$616,080
Tennis Court Lighting	$32,550 Court	184.0%	$59,890 Each	0	$0	0	$0	6	$359,340
Baseball Field - Competitive	$46,500 Field	184.0%	$85,560 Each	0	$0	0	$0	6	$513,360
Ballfield Lighting	$186,000 Two Fields	184.0%	$342,250 Per two fields	0	$0	0	$0	3	$1,026,750
Baseball Field - Recreational	$13,950 Field	184.0%	$25,670 Each	1	$25,670	6	$154,020	0	$0
Soccer Field (crowned)	$16,740 Field	184.0%	$30,800 Each	0	$0	0	$0	4	$123,200
Skatepark	$15.50 Square Foot	184.0%	$28.50 Each	0	$0	14,400	$410,400	21,600	$615,600
Pedestrian Walkway									
5' wide	$20.00 Linear Foot	184.0%	$36.80 Linear Foot	1,680	$61,824	1,680	$61,824	1,050	$38,640
6' wide	$24.00 Linear Foot	184.0%	$44.16 Linear Foot	1,680	$74,189	1,680	$74,189	1,050	$46,368
9' wide	$36.00 Linear Foot	184.0%	$66.24 Linear Foot	0	$0	2,940	$194,746	3,780	$250,387
Miscellaneous Flatwork	$15.00 Square Foot	184.0%	$27.60 Linear Foot	500	$13,800	8,500	$234,600	4,000	$110,400
Small Park Signage	$4,650 Lot	184.0%	$8,560 Lot	1	$8,560	0	$0	0	$0
Large Park Signage	$15,000 Lot	184.0%	$27,600 Lot	0	$0	1	$27,600	1	$27,600
Bike Rack/Pad	$1,395 Each	184.0%	$2,570 Each	2	$5,140	9	$23,130	12	$30,840
Natural Element Improvement (Lake, etc)	$375,000 Each	184.0%	$690,020 Each	0	$0	1	$690,020	0	$0
Small concrete stage	$29,060 Each	184.0%	$53,470 Each	1	$53,470	2	$106,940	1	$53,470
Medium Ampitheater/bandshell	$139,500 Each	184.0%	$256,690 Each	0	$0	1	$256,690	0	$0

	Total Cost	$1,397,398	$8,738,042	$11,293,616
	Total Acres	5.00	15.00	20.00
	Average Cost per Acre	$279,480	$582,536	$564,681
Number of Parks	71.90	12.81	25.42	33.67
Total Cost of Parks	$37,401,004	$3,580,134	$14,808,069	$19,012,802
Average Cost Per Park Acre	$520,181	12.81	25.42	33.67

End of Report

EXHIBIT B


NOVEMBER 24, 1987
CITY OF HIGHLAND



Master Facilities Plan for the City of Highland, California

July, 2023

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Law Enforcement Facilities Cost Summary		11
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Fire Suppression Facilities, Vehicles and Equipment Cost Sumnmary		15
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FD-02	Construct Station #4 (Greenspot Road) (Deleted)	17
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CITY OF HIGHLAND

GUIDE TO THE MASTER FACILITIES PLAN

The Master Facilities Plan is a compilation of projects identified by City staff as being needed by the City of Highland through theoretical General Plan build-out of the City. The Plan is based on input from City staff, recommended projects contained in City planning documents for infrastructure, and an occasional recommendation from RCS staff.

The Master Facilities Plan provides for three major types of projects. The first group of projects provides for the maintenance, repair, and rehabilitation of the City's varied infrastructure, including its streets, storm drains, and other public facilities. These projects represent a portion of the needed replacement of the City's General Facilities' fixed assets, as identified as almost $21,775,814 million in depreciable fixed assets, which are being consumed, conservatively over fifty years, at a rate of nearly $435,516 annually. Remember that this list does not represent the hundreds of millions of dollars currently invested in local[i] streets and storm drainage improvements.

The second type of projects are needed to serve future development and includes such projects as the widening of streets, the creation of additional parkland, or the construction of a new fire station. These projects are proposed to be funded through the development impact fees recommended in the companion to this document called *Development Impact Fee Calculation and Nexus Report for the City of Highland.*

The last type of projects is proposed to enhance the quality of life for all City residents and spur economic growth in the community. These projects would include the construction of a community center or library expansion.

Goal of the Master Facilities Plan. The Master Facilities Plan is not intended to be the final word on capital improvement projects needed for the City but rather a starting point for discussions between City management staff, decision-makers (i.e., the City Council), and the public prior to the formulation of a two or three Year Capital Improvement Plan (CIP). The Master Facilities Plan begins the process of identifying **all** needed projects for the City through build-out. This document, as all capital improvement programs should be, is rooted in the philosophy that for the document to have any meaningful value to future residents and staff members, it must be constantly updated and revised as new legislation is adopted and as the environment and the City itself changes over the years.

In short, the Master Facilities Plan is intended as a fluid, not static, document. Thus, it is essential that periodic updates be performed to add new projects or delete completed or no longer-needed projects.

The Master Facilities Plan represents the starting point for the fulfillment of the following purposes:

Planning - The Plan implements the standards and goals contained in the City's General Plan when applicable and proposes improvement projects which are constructed and located in conformance with the General Plan.

Financial Planning - A Facilities Plan or CIP should consider the scheduling and availability of financing sources to achieve an orderly and comprehensive process. Individual project descriptions in this document detail the project's relationship to other recommended improvements and other scheduling constraints. This effort should always be a high priority of the City to ensure that efforts between departments are coordinated and to avoid construction being made more costly by duplication of construction efforts (i.e., a water pipe installed one year after a road is constructed).

A sound capital planning process can also help to plan projects rationally for the purposes of long-term financing. Taxpayers can accrue savings when capital financing is coordinated such that long-term financing can be sized and timed to achieve the lowest possible financing costs.

Budgeting - The following projects should provide the outline for the preparation of the Five-year Capital Improvement Plan in the future. The first year of the CIP is then incorporated into the City's Annual Budget. Note: The current effort does not identify the year the projects will be needed; therefore, the project costs default to the last column. However, the project costs are defined in terms of 2022-23-dollar values.

Master Facilities Planning Process. The Master Facilities Plan represents an interdepartmental effort to identify needed projects through the theoretical point of build-out of the City. The management staff was then asked to allocate projects as a first step towards prioritizing all projects for the Plan. Criteria considered by the management team in evaluating projects included:

- Does the project generate operating savings or otherwise enhance the ability of the department to deliver services?
- Does the project reduce or eliminate safety or health hazards?
- Is the project needed to provide adequate levels of service to future residents or prevent deterioration of service to existing residents?
- Was the project recommended in any of the City's engineering or planning master plans, the Corporate Plan, or any other adopted City document?
- Does the project have a significant positive effect on the community?

Funding Analysis. The following summary section of this Plan includes a projection of historical and potential revenue sources for the financing of the listed capital improvement projects. Development impact fee revenues were estimated based on the proposed rates recommended in the *Development Impact Fee Report.* Also, it was assumed for the purposes of this Report and the Development Impact Fee Report that development will occur evenly over the period of build-out

for the City. In actuality, new development is expected to maintain the current rate over the next ten years and then decrease during the second ten-year period.

Other revenue sources were projected based on discussions with City staff but are shown only for informational purposes. Given the magnitude of costs shown in this Report, RCS recommends that a more detailed financial strategy for the construction of these improvements (i.e., a Capital Financing Plan) be conducted by the City within the immediate future. Such a document would seek to identify further and quantify potential financing sources for the City of Highland.

Also, it should be noted that the Master Facilities Plan emphasizes the total capital needs of the City, in contrast to the more traditional Capital Improvement Program approach, which emphasizes reducing total needs to only reasonably assured revenue sources. Further scheduling projects on a year-to-year basis should continue during the Capital Improvement Program process.

Organization of the Master Facilities Plan. The Master Facilities Plan is divided into eight major sections according to the category of capital improvement, and each will ultimately be quantified as a separate development impact fee in the companion document. The eight types of improvements are:

Law Enforcement Facilities, Vehicles and Equipment - The project needed for the City's law enforcement agency is limited to the expansion of the law enforcement facility.

Fire Suppression Facilities, Vehicles and Equipment - This program includes facilities necessary to support the level of service recommended by the City's Fire Department. This section contains an explanation of the need for additional fire stations, vehicles and assigned equipment for needed fire-fighters.

Circulation (Streets, Signals, Drainage and Bridges) System - These projects include future street widenings and additional intersection/signal improvements.

Local and Regional Flood Control Facilities - These projects include the construction of local and regional flood control channels for the purpose of removing City-generated storm drainage safely in downstream washes, creeks, and rivers.

General Facilities, Vehicles and Equipment - The additional City Hall and City Yard workspace, vehicles, and equipment needed for the City's employees that will serve the additional residents and business owners are outlined in this chapter.

Library Facilities and Collection - This section explains the proportional expansion of the existing library square feet and the number of items in the collection per City resident.

Public Use (Community Centers) Facilities - These projects include the construction of additional community centers for classes, meetings, and general public use.

Park Land Acquisition and Park Facilities Development - The acquisition and development of new trails, parks and, the construction of recreational facilities for the City,

and the improvement of existing undeveloped parklands are accomplished through this program.

A summary list of the proposed projects and project costs is found at the beginning of each section. Next, you will find an individual project description for each project submitted detailing the proposed scope of the project, the submitting department, justification, and the supporting reference document.

The following table details the total project expenditures ($263,726,505) identified as necessary through build-out.

Table MFP-2
Cost of Required Expansions to City Infrastructure

Infrastructure Type	Project Total
Law Enforcement Facilities	$797,243
Fire Suppression Facilities	$15,303,180
Circulation Systems	$7,898,507
Local and Regional Flood Control	$44,654,346
General Facilities	$17,141,800
Library Facilities/Collection	$16,485,150
Public Use Facilities	$4,940,932
Parkland/Improvements	$14,621,352
Total	$121,843,268

Fairness and reason (as well as the more important State statutes and Federal court decisions) dictate that not all of the projects will qualify for impact fee funding (i.e., some projects are replacements or service level increasing, etc.). There are no existing impact fee fund balances, and thus they will not finance any of the total project needs. Any remaining amount of the total project costs would have to be financed by other sources such as fees, existing taxes or voter-approved additional taxes, inter-governmental transfers, and the occasional grant. Relationship to Development Impact Fee Report. The Master Facilities Plan was prepared in conjunction with the City's Development Impact Fee (DIF) Report, also prepared by RCS. Projects listed in the DIF Report correspond to projects found in this document and contain the same numbering sequence as the Master Facilities Plan. The DIF Report is also divided into fourteen major chapters according to the same order of projects described on the previous page. Thus, a reader who wants more information on Law Enforcement Project #1 (police station expansion) found on Schedule 3.1 of the DIF Report should turn to Project No. LE-01 of the Master Facilities Plan. For readers of the Master Facilities Plan who wish to understand the determination of impact fee funding more fully, refer to the Development Impact Fee Report.

End of Guide

[i] "Local" infrastructure is defined as infrastructure within neighborhoods or within the footprint of the development as opposed to spine infrastructure. As an example, 6" sewer collection lines are generally limited to neighborhoods while 12" lines (spine) collect wastewater from the neighborhood to transmit it to the treatment plant.

City of Highland, California

Master Facilities Plan - All Plan Areas
Master Project List

		Project Build Out Total
LE-01	Construct Police Station (Completed)	$ -
LE-02	Police Station Expansion	$ 797,000
FD-01	Relocate Station #1	$ 2,115,477
FD-02	Construct Station #4 (Greenspot Road) (Deleted)	$ -
FD-03	Acquire Additional Response Vehicles for Station #4 (Deleted)	$ -
FD-04	Acquire Additional Fire Fighter Equipment (Deleted)	$ -
FD-05	Acquire Specialty Vehicle	$ 180,000
ST-01	Interstate 210 , Del Rosa Interchange (Deleted; Not in Highland)	$ -
ST-02	Interstate 210, Baseline Interchange (COH Fair Share)	$ 8,683,231
ST-03	Interstate 210, 5th Street Interchange (COH Fair Share)	$ 3,260,362
ST-04	3rd Street, Tippecanoe to Del Rosa Drive	$ 715,792
ST-05	3rd Street, Del Rosa Drive To Shirley	$ 577,961
ST-06	3rd Street, Victoria to Cunningham (Completed)	$ -
ST-07	3rd Street, Cunningham to Central (Completed)	$ -
ST-08	3rd Street, Central to Palm (Completed)	$ -
ST-09	3rd Street, Palm to 5th (Completed)	$ -
ST-10	5th Street, Tippecanoe to Del Rosa Drive	$ 1,257,435
ST-11	Project Transferred to Regional Flood Control Facilities (FC-05)	$ -
ST-12	5th Street, Del Rosa Drive to Shirley	$ 579,541
ST-13	5th Street, Sterling to Victoria	$ 316,942
ST-14	5th Street, Victoria to Cunningham (Completed)	$ -
ST-15	5th Street, Cunningham to Central (Completed)	$ -
ST-16	5th Street, Cunningham to Central Storm Drainage Segment (Completed)	$ -
ST-17	5th Street, Central to Palm (Completed)	$ -
ST-18	5th Street, Central to Palm Storm Drainage Segment (Completed)	$ -
ST-19	5th Street, Palm to Church Avenue (Completed)	$ -
ST-20	5th Street, Church Avenue to State Route 30 (Completed)	$ -
ST-21	6th Street, Tippecanoe to Del Rosa Drive	$ 470,500
ST-22	6th Street, Del Rosa Drive to Sterling	$ 518,980
ST-23	6th Street, Sterling to Victoria	$ 2,177,380
ST-24	6th Street, Victoria to Central (Completed)	$ -
ST-25	9th Street, Tippecanoe to Fairfax	$ 113,179
ST-26	9th Street, Del Rosa Drive to Golondrina (Completed)	$ -
ST-27	9th Street, Del Rosa Drive to Golondrina Storm Drainage Segment	$ 402,160
ST-28	9th Street, Golondrina to Sterling (Completed)	$ -
ST-29	9th Street, Golondrina to Sterling Storm Drainage Segment	$ 115,713

ST-30	9th Street, Sterling to Victoria (Completed)	$	-
ST-31	Project Transferred to Regional Flood Control Facilities (FC-09)	$	-
ST-32	9th Street, Victoria to Cunningham (Completed)	$	-
ST-33	9th Street, Cunningham to Hillview (Completed)	$	-
ST-34	9th Street, Hillview to Central (Completed)	$	-
ST-35	9th Street, Central to Lillian (Completed)	$	-
ST-36	9th Street, Lillian to Drummond (Completed)	$	-
ST-37	9th Street, Drummond to Palm (Completed)	$	-
ST-38	Base Line, Del Rosa Drive to Cole (Completed)	$	-
ST-39	Project Transferred to Regional Flood Control Facilities (FC-10)	$	-
ST-40	Base Line, Cole to Palm (Completed)	$	-
ST-41	Base Line, Palm to Boulder (Completed)	$	-
ST-42	Base Line, Boulder to Church Street (Completed)	$	-
ST-43	Base Line, Church Street to Weaver (Completed)	$	-
ST-44	Base Line, Weaver to Aplin (Completed)	$	-
ST-45	Base Line, Aplin to Brookwood (Completed)	$	-
ST-46	Boulder, South City Limit to Orange	$	300,904
ST-47	Boulder, Orange to 5th	$	536,152
ST-48	Boulder, 5th to Pacific (Completed)	$	-
ST-49	Boulder, Pacific to Highland (Completed)	$	-
ST-50	Central Avenue, 3rd to 5th (Completed)	$	-
ST-51	Central Avenue, 5th to Base Line (Completed)	$	-
ST-52	Central Avenue, 917' S/O Base Line to Base Line	$	67,978
ST-53	Central Avenue, Base Line to Mansfield	$	7,010
ST-54	Church Avenue, 5th to Base Line	$	15,865
ST-55	Chruch Avenue, Base Line to Pacific	$	171,664
ST-56	Church Street, Greenspot to Highland	$	653,422
ST-57	Cone Camp Road, from S. City Limit to 1,320' S/O Greenspot (Deleted)	$	-
ST-58	Cone Camp Road, from 1,320' South of Greenspot to Greenspot (Deleted)	$	-
ST-59	Cunningham Street, 5th to 9th (Completed)	$	-
ST-60	Cunningham Street, 9th to Base Line (Completed)	$	-
ST-61	Del Rosa Avenue, 3rd to 5th	$	240,410
ST-62	Del Rosa Avenue, 5th to 6th (Completed)	$	-
ST-63	Del Rosa Avenue, 6th to Union	$	264,455
ST-64	Del Rosa Avenue, Union to 9th	$	100,780
ST-65	Del Rosa Avenue, 9th to Paloma	$	185,840
ST-66	Del Rosa Avenue, Paloma to Warm Creek	$	35,915
ST-67	Del Rosa Avenue, Base Line to Pacific	$	542,773
ST-68	Del Rosa Drive, 3rd to 6th	$	506,920
ST-69	Del Rosa Drive, 9th to Base Line	$	51,592
ST-70	Greenspot Road at State Route 30 Interchange (Completed)	$	-
ST-71	Greenspot Road at State Route 30 Interchange Storm Drainage Segment (Completed)	$	-
ST-72	Greenspot Road, State Route 30 to Boulder (Completed)	$	-

ST-73	Greenspot Road, State Route 30 to Boulder Storm Drainage Segment (Completed)	$	-
ST-74	Greenspot Road, Boulder to Orange	$	272,779
ST-75	Greenspot Road, Orange to Valencia	$	496,531
ST-76	Greenspot Road, Valencia to Gold Buckle (Completed)	$	-
ST-77	Greenspot Road, Gold Buckle to Aplin	$	349,306
ST-78	Greenspot Road, Aplin to Santa Paula	$	1,760,899
ST-79	Greenspot Road, Santa Paula to Santa Ana River	$	1,740,000
ST-80	Greenspot Road, Santa Ana River to Bryant (Deleted)	$	-
ST-81	Highland Avenue, West City Limit to Victoria (Completed)	$	-
ST-82	Highland Avenue, Victoria to 1,320 East of Victoria (Completed)	$	-
ST-83	Highland Avenue, West City Limit to Boulder (Completed)	$	-
ST-84	Highland Avenue, Boulder to Summer Trail (Completed)	$	-
ST-85	Highland Avenue, Summer Trail to Orchard Lane	$	249,864
ST-86	Highland Avenue, Orchard to Surrey Lane	$	126,266
ST-87	Highland Avenue, Surrey Lane to 350' E/O Surrey Lane	$	52,928
ST-88	Highland Avenue, 350' E/O Surrey Lane to Gala	$	396,801
ST-89	Highland Street, Gala to Church Street (Completed)	$	-
ST-90	Lankershim, 5th to Cypress (Completed)	$	-
ST-91	Lankshim, Cypress to Lankershim/Arden Connection	$	19,145
ST-92	Lankershim/Arden Connection	$	571,486
ST-93	Lankershim/Arden Connection Storm Drainage Segment	$	250,338
ST-94	Newport Street, South City Limit to Greenspot (Deleted)	$	-
ST-95	Pacific Avenue, Del Rosa Drive to Guthrie (Completed)	$	-
ST-96	Pacific Avenue, Sand Creek to Dundee (Completed)	$	-
ST-97	Pacific Avenue, Orange to Two Lots W/O Cole (Completed)	$	-
ST-98	Pacific Avenue, Two Lots W/O Cole to Cole	$	40,750
ST-99	Pacific Avenue, Cole to Palm (Completed)	$	-
ST-100	Pacific Avenue, Palm to Church Avenue	$	298,443
ST-101	Palm Avenue, South City Limits to 3rd	$	430,172
ST-102	Palm Avenue, 3rd to 5th (Completed)	$	-
ST-103	Palm Avenue, 5th to City Creek (Completed)	$	-
ST-104	Palm Avenue, City Creek to Cypress (Completed)	$	-
ST-105	Palm Avenue, Cypress to Harlan (Completed)	$	-
ST-106	Palm Avenue, Harlan to 9th	$	53,323
ST-107	Palm Avenue, 9th to Base Line (Completed)	$	-
ST-108	Palm Avenue, Base Line to Foster (Completed)	$	-
ST-109	Palm Avenue, Foster to Villa	$	100,036
ST-110	Palm Avenue, Villa to 951' S/O Fisher	$	74,597
ST-111	Palm Avenue, 951' S/O Fisher to Fisher	$	307,613
ST-112	Palm Avenue, Fisher to Main	$	195,119
ST-113	Palm Avenue, Main to Pacific (Completed)	$	-
ST-114	Palm Avenue, Pacific to Atlantic	$	173,694
ST-115	Santa Ana Canyon Road, W/O North Fork	$	157,500

City of Highland, California

ST-116	Santa Ana Canyon Road, Fronting Tract 14384 (Completed)	$	-
ST-117	Santa Ana Canyon Road, W/O Alta Vista	$	257,003
ST-118	Sterling Avenue, 3rd to 6th	$	139,200
ST-119	Project Transferred to Regional Flood Control (FC-04)	$	-
ST-120	Sterling Avenue, 6th to 7th	$	184,013
ST-121	Project Transferred to Regional Flood Control (FC-04)	$	-
ST-122	Sterling Avenue, 7th to Pacific (Completed)	$	-
ST-123	Sterling Avenue, 7th to Pacific Storm Drainage Segment	$	610,500
ST-124	Tippecanoe, 3rd to 9th	$	641,480
ST-125	Project Transferred to Regional Flood Control (FC-11)	$	-
ST-126	Victoria Avenue, 3rd to 6th (Completed)	$	-
ST-127	Victoria Avenue, 6th to 660' N/O 6th	$	86,536
ST-128	Victoria Avenue, 6th to 660' N/O 6th Storm Drainage Segment (Completed)	$	-
ST-129	Victoria Avenue, 6th to North City Limit	$	887,400
ST-130	Victoria Avenue, 6th to North City Limit Storm Drainage Segment (Completed)	$	-
ST-131	Water Street, Cram Road to Weaver	$	79,120
ST-132	Weaver Street, Water to Base Line	$	146,570
ST-133	Webster Street, 5th to Boulder (Completed)	$	-
ST-134	Webster Street, Boulder to Eucalyptus	$	88,438
ST-135	Orange Street Bridge over Plunge Creek	$	2,570,147
ST-136	Interstate 210 Victoria Avenue Interchange	$	15,875,000
FC-01	Elder Creek, West Boulder (SBCFCD)	$	335,813
FC-02	Elder Creek, Abbey Way to Morris (SBCFCD) (Deleted)	$	-
FC-03	Warm Creek, Obsun to East City Limit (SBCFCD) (Deleted)	$	-
FC-04	Sterling Avenue, 3rd to 7th Storm Drainage Segment	$	470,730
FC-05	5th Street, Tippecanoe to Del Rosa Drive Storm Drainage Segment	$	335,500
FC-06	Elder Gulch Storm Drain (SDR 19001)	$	322,500
FC-07	Greenspot Road Storm Drainage (6-SA-07)	$	1,000,000
FC-08	6th Street Storm Drain (6-WA-03 & 6-CI-03)	$	4,000,000
FC-09	9th Street Sterling to Victoria Storm Drainage Segment (6-WA-07)	$	409,148
FC-10	Base Line, Del Rosa Drive to Highland Creek (6-DR-01)	$	525,000
FC-11	Tippecanoe, 3rd to 6th Street Storm Drain (6-CI-01)	$	975,000
GF-01	City Hall Improvements (20,000 S.F. Expansion)	$	-
GF-02	Expansion of City Pool/Maintenance Fleet	$	1,294,120
GF-03	Computer Storage and Processing Upgrade	$	-
GF-04	Eastern Area Satellite Maintenance Yard	$	397,810
LB-01	Library Building Expansion	$	4,940,932
LB-02	Expansion of Library Collection	$	983,238
CC-01	Construct Additional Public Use Space (Completed)	$	-
PK-001	Parkland Acquisition and Park Facilities Improvements	$	14,621,352
PK-002	Construct Community Pool (removed from projects)	$	-
PK-003	Trails Rights-of-way and Minor Improvements	$	-
	Total All Projects	$	86,257,473

City of Highland
Law Enforcement Facilities, Vehicles and Equipment

City of Highland, California

Master Facilities Plan - All Plan Areas

Law Enforcement Facilities, Vehicles, & Equipment

July, 2023

		FY 2023	FY 2024	FY2025	FY 2026	GP Build-Out	Project Build Out Total
LE-01	Construct Police Station (Completed)					$ -	$ -
LE-02	Police Station Expansion					$ 797,000	$ 797,000
	Total						$ 797,000

Notes:

1) If project timing is not a component of this effort, then all projects default to their "Thru Build Out" amount.

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**LE-01**
Project Title	**Construct Police Station**
Infrastructure	Law Enforcement Facilities, Vehicles and Equipment
Submitting Department	Police Department

Project Description
Acquire land for and construct facilities to house the City's law enforcement services. The building would need to be approximately 20,000 square feet in size to be able to maintain the current levels of service. The building would house law enforcement administration, patrol, investigation, records, traffic control, short-term evidence storage, report writing space, a large training and meeting room, two sets of locker rooms/shower facilities, and other space needs. The law enforcement facility would be located near the City Hall. Included in the cost estimate is the acquisition of about 3.2 acres.

Justification/Consequences of Avoidance:
The ultimate-use law enforcement building will be required to house the build-out staff as the full impact of development of all currently undeveloped acreage in the City occurs. The current 7,200 square feet of the former City Hall affords approximately 232 square feet of building space for each of the 32 officers (and defines the current building standard of space/officer,) and the new facility will extend that standard into the future. The station will need to house the 32 current sworn staff and the 11 additional officers required to meet the new demands generated by at General Plan build-out by the remaining new development at the existing level of service.

2022 Update:
Completed

Reference Document:	Staff Planning

Allocation to General Plan Development	28.89%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	**TOTAL**
Design						
Land Acquisition/ROW						
Construction						
Contingency						
Equipment/Other						
Total Estimated Cost						**$0**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**LE-02**
Project Title	**Police Station Expansion**
Infrastructure	Law Enforcement Facilities, Vehicles and Equipment
Submitting Department	Police Department

Project Description
Expand the second floor of the current police station adding 2,900 additional square feet to the current station.

Justification/Consequences of Avoidance:
The ultimate-use law enforcement building will be required to house the build-out staff as the full impact of development of all currently undeveloped acreage in the City occurs. The current 7,200 square feet of the former City Hall affords approximately 232 square feet of building space for each of the 32 officers (and defines the current building standard of space/officer,) and the expansion to the current facility will extend that standard into the future. The station will need to house the 32 current sworn staff and the 11 additional officers required to meet the new demands generated by at General Plan build-out by the remaining new development at the existing level of service.

2022 Update:
This project was not in the 2006 MFP and has been added by the City for this update. City staff has determined the price for the expansion.

Reference Document:	Staff Planning

Allocation to General Plan Development	100.00%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	**TOTAL**
Design						
Land Acquisition/ROW						
Construction						**$725,000**
Contingency						**72,500**
Equipment/Other						**$797,500**
Total Estimated Cost						

City of Highland
Fire Suppression Facilities,
Vehicles and Equipment

City of Highland, California

Master Facilities Plan - All Plan Areas

Fire Suppression/Medic Facilities, Vehicles & Equipment

July, 2023

		FY 2023	FY 2024	FY2025	FY 2026	GP Build-Out	Project Build Out Total
FD-01	Relocate Station #1					$ 2,115,477	$ 2,115,477
FD-02	*Construct Station #4 (Greenspot Road) (Deleted) (Note 1)*					$ -	$ -
FD-03	*Acquire Additional Response Vehicles for Station #4 (Deleted) (Note 1)*					$ -	$ -
FD-04	*Acquire Additional Fire Fighter Equipment (Deleted) (Note 1)*					$ -	$ -
FD-05	Acquire Specialty Vehicle					$ 180,000	$ 180,000
	Total						$ 2,295,477

Notes:

1) If project timing is not a component of this effort, then all projects default to their "Thru Build Out" amount.

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**FD-01**
Project Title	**Relocate Station #1**
Infrastructure	Fire Suppression/Medic Facilities, Vehicles and Equipment
Submitting Department	Fire Department

Project Description
Relocate Headquarters Station #1 to the vicinity of Base Line Street, between Palm Avenue and Boulder Highway. The proposed three-bay wide by two-vehicle deep station would be approximately 6,868 square feet. There would be approximately 1,700 square feet required for living quarters and a large training room. Being the headquarters station, there would also be some 700 square feet for management purposes. Each of the three 20' foot wide by 80' deep bays would take up 1,600 square feet for a total of 4,800 square feet. Each 1,600-square-foot bay is capable of storing or parking two major vehicles for a total of six for the station. The facility would require the acquisition of about 1.2 acres.

Justification/Consequences of Avoidance:
Changing densities and development within the City requires the relocation of the facility to a more easterly location. Additionally, the existing facility's parcel size, less than half an acre, prevents any expansion of the existing station, effectively limiting its staff and vehicle-supporting capacity. Relocation and expansion of the station will enable the Fire staff to meet the anticipated increase in calls-for-service.

2022 Update:
City staff have recalculated the size and cost of the fire station, raising the 2006 cost of 3.5 million to 14.1 million and decreasing the station size by 332 square feet.

Reference Document:	Staff Planning

Allocation to General Plan Development	15.00%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$687,270**
Land Acquisition/ROW						**$751,721**
Construction						**$6,325,466**
Contingency						**$372,824**
Equipment/Other						
Total Estimated Cost						**$8,069,291**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**FD-02**
Project Title	**Construct Station #4 (Greenspot Road)**
Infrastructure	Fire Suppression/Medic Facilities, Vehicles and Equipment
Submitting Department	Fire Department

Project Description
Construct a 6,500-square-foot station on Greensport Road, generally east of Cone Road. The proposed three-bay wide by two-vehicle deep station would be approximately 6,500 square feet. There would be approximately 1,700 square feet required for living quarters and a large training room that could be made available for use by public groups when not required for fire purposes. Each of the three 20' foot wide by 80' deep bays would take up 1,600 square feet for a total of 4,800 square feet. Each 1,600-square-foot bay is capable of storing or parking two major vehicles for a total of six for the station. The facility would require the acquisition of about 1.2 acres.

Justification/Consequences of Avoidance:
The station would provide greatly needed first-in capability in the more easterly areas of the City but would also provide second-in capability to a major portion of the community.

2022 Update:
Completed

Reference Document:	Staff Planning

Allocation to General Plan Development	100%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	**TOTAL**
Design						
Land Acquisition/ROW						
Construction						
Contingency						
Equipment/Other						
Total Estimated Cost						**$0**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**FD-03**
Project Title	**Acquire Additional Response Vehicles for Station #4**
Infrastructure	Fire Suppression/Medic Facilities, Vehicles and Equipment
Submitting Department	Fire Department

Project Description
Acquisition of two response pumpers ($340,000 each), a type III brush truck ($125,000), and a large utility pick-up truck ($30,000). One engine/pumper would be required for the full-time staff, and the second one would be for the paid-call responders.

Justification/Consequences of Avoidance:
The fire staff would have to respond from the existing limited facilities with the existing response vehicles capacity to a growing number of calls-for-service beyond the existing station's five-minute response area.

2022 Update:
Completed

Reference Document:	Staff Planning

Allocation to General Plan Development	100%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	**TOTAL**
Design						
Land Acquisition/ROW						
Construction						
Contingency						
Equipment/Other						
Total Estimated Cost						**$0**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**FD-04**
Project Title	**Acquire Additional Fire Fighter Equipment**
Infrastructure	Fire Suppression/Medic Facilities, Vehicles and Equipment
Submitting Department	Fire Department

Project Description
Acquisition of equipment assigned to each firefighter required to staff the new station. It costs the City some $3,997 to outfit each firefighter, and there will need to be ten firefighters assigned to Station #4.

Justification/Consequences of Avoidance:
The firefighters require personally-assigned equipment and cannot perform their duties without it.

2022 Update:
Completed

Reference Document:	Staff Planning

Allocation to General Plan Development	100%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	**TOTAL**
Design						
Land Acquisition/ROW						
Construction						
Contingency						
Equipment/Other						
Total Estimated Cost						**$0**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**FD-05**
Project Title	**Acquire Specialty Vehicle**
Infrastructure	Fire Suppression/Medic Facilities, Vehicles and Equipment
Submitting Department	Fire Department

Project Description
Acquisition of a ladder truck or Quint-style aerial lift vehicle.

Justification/Consequences of Avoidance:
The construction of large footprint structures, a combination of taller or wider/deeper buildings, will generate the need for a response vehicle with the ability to deliver fire suppression liquids from a higher point.

2022 Update:
RCS has used the Consumer Pricing Index to update the original 2006 project cost by 147.07%.

Reference Document:	Staff Planning

Allocation to General Plan Development	15%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						
Land Acquisition/ROW						
Construction						
Contingency						
Equipment/Other						**$180,000**
Total Estimated Cost						**$180,000**

City of Highland
Circulation System
Streets, Signals, Drainage and Bridges

City of Highland, California

Master Facilities Plan - All Plan Areas

Circulation (Streets, Signals & Bridges) System

July, 2023

		FY 2023	FY 2024	FY2025	FY 2026	GP Build-Out	Project Build Out Total
ST-01	Interstate 210 , Del Rosa Interchange (Deleted; Not in Highland)					$ -	$ -
ST-02	Interstate 210, Baseline Interchange (COH Fair Share)					$ 8,683,231	$ 8,683,231
ST-03	Interstate 210, 5th Street Interchange (COH Fair Share)					$ 3,260,362	$ 3,260,362
ST-04	3rd Street, Tippecanoe to Del Rosa Drive					$ 715,792	$ 715,792
ST-05	3rd Street, Del Rosa Drive To Shirley					$ 577,961	$ 577,961
ST-06	3rd Street, Victoria to Cunningham (Completed)					$ -	$ -
ST-07	3rd Street, Cunningham to Central (Completed)					$ -	$ -
ST-08	3rd Street, Central to Palm (Completed)					$ -	$ -
ST-09	3rd Street, Palm to 5th (Completed)					$ -	$ -
ST-10	5th Street, Tippecanoe to Del Rosa Drive					$ 1,257,435	$ 1,257,435
ST-11	Project Transferred to Regional Flood Control Facilities (FC-05)					$ -	$ -
ST-12	5th Street, Del Rosa Drive to Shirley					$ 579,541	$ 579,541
ST-13	5th Street, Sterling to Victoria					$ 316,942	$ 316,942
ST-14	5th Street, Victoria to Cunningham (Completed)					$ -	$ -
ST-15	5th Street, Cunningham to Central (Completed)					$ -	$ -
ST-16	5th Street, Cunningham to Central Storm Drainage Segment (Completed)					$ -	$ -
ST-17	5th Street, Central to Palm (Completed)					$ -	$ -
ST-18	5th Street, Central to Palm Storm Drainage Segment (Completed)					$ -	$ -
ST-19	5th Street, Palm to Church Avenue (Completed)					$ -	$ -
ST-20	5th Street, Church Avenue to State Route 30 (Completed)					$ -	$ -
ST-21	6th Street, Tippecanoe to Del Rosa Drive					$ 470,500	$ 470,500
ST-22	6th Street, Del Rosa Drive to Sterling					$ 518,980	$ 518,980
ST-23	6th Street, Sterling to Victoria					$ 2,177,380	$ 2,177,380
ST-24	6th Street, Victoria to Central (Completed)					$ -	$ -
ST-25	9th Street, Tippecanoe to Fairfax					$ 113,179	$ 113,179
ST-26	9th Street, Del Rosa Drive to Golondrina (Completed)					$ -	$ -
ST-27	9th Street, Del Rosa Drive to Golondrina Storm Drainage Segment					$ 402,160	$ 402,160
ST-28	9th Street, Golondrina to Sterling (Completed)					$ -	$ -
ST-29	9th Street, Golondrina to Sterling Storm Drainage Segment					$ 115,713	$ 115,713
ST-30	9th Street, Sterling to Victoria (Completed)					$ -	$ -
ST-31	Project Transferred to Regional Flood Control Facilities (FC-09)					$ -	$ -
ST-32	9th Street, Victoria to Cunningham (Completed)					$ -	$ -
ST-33	9th Street, Cunningham to Hillview (Completed)					$ -	$ -
ST-34	9th Street, Hillview to Central (Completed)					$ -	$ -
ST-35	9th Street, Central to Lillian (Completed)					$ -	$ -
ST-36	9th Street, Lillian to Drummond (Completed)					$ -	$ -

City of Highland, California

Master Facilities Plan - All Plan Areas

Circulation (Streets, Signals & Bridges) System

July, 2023

		FY 2023 FY 2024 FY2025 FY 2026 GP Build-Out	Project Build Out Total
ST-37	9th Street, Drummond to Palm (Completed)	$ -	$ -
ST-38	Base Line, Del Rosa Drive to Cole (Completed)	$ -	$ -
ST-39	Project Transferred to Regional Flood Control Facilities (FC-10)	$ -	$ -
ST-40	Base Line, Cole to Palm (Completed)	$ -	$ -
ST-41	Base Line, Palm to Boulder (Completed)	$ -	$ -
ST-42	Base Line, Boulder to Church Street (Completed)	$ -	$ -
ST-43	Base Line, Church Street to Weaver (Completed)	$ -	$ -
ST-44	Base Line, Weaver to Aplin (Completed)	$ -	$ -
ST-45	Base Line, Aplin to Brookwood (Completed)	$ -	$ -
ST-46	Boulder, South City Limit to Orange	$ 300,904	$ 300,904
ST-47	Boulder, Orange to 5th	$ 536,152	$ 536,152
ST-48	Boulder, 5th to Pacific (Completed)	$ -	$ -
ST-49	Boulder, Pacific to Highland (Completed)	$ -	$ -
ST-50	Central Avenue, 3rd to 5th (Completed)	$ -	$ -
ST-51	Central Avenue, 5th to Base Line (Completed)	$ -	$ -
ST-52	Central Avenue, 917' S/O Base Line to Base Line	$ 67,978	$ 67,978
ST-53	Central Avenue, Base Line to Mansfield	$ 7,010	$ 7,010
ST-54	Church Avenue, 5th to Base Line	$ 15,865	$ 15,865
ST-55	Chruch Avenue, Base Line to Pacific	$ 171,664	$ 171,664
ST-56	Church Street, Greenspot to Highland	$ 653,422	$ 653,422
ST-57	Cone Camp Road, from S. City Limit to 1,320' S/O Greenspot (Deleted)	$ -	$ -
ST-58	Cone Camp Road, from 1,320' South of Greenspot to Greenspot (Deleted)	$ -	$ -
ST-59	Cunningham Street, 5th to 9th (Completed)	$ -	$ -
ST-60	Cunningham Street, 9th to Base Line (Completed)	$ -	$ -
ST-61	Del Rosa Avenue, 3rd to 5th	$ 240,410	$ 240,410
ST-62	Del Rosa Avenue, 5th to 6th (Completed)	$ -	$ -
ST-63	Del Rosa Avenue, 6th to Union	$ 264,455	$ 264,455
ST-64	Del Rosa Avenue, Union to 9th	$ 100,780	$ 100,780
ST-65	Del Rosa Avenue, 9th to Paloma	$ 185,840	$ 185,840
ST-66	Del Rosa Avenue, Paloma to Warm Creek	$ 35,915	$ 35,915
ST-67	Del Rosa Avenue, Base Line to Pacific	$ 542,773	$ 542,773
ST-68	Del Rosa Drive, 3rd to 6th	$ 506,920	$ 506,920
ST-69	Del Rosa Drive, 9th to Base Line	$ 51,592	$ 51,592
ST-70	Greenspot Road at State Route 30 Interchange (Completed)	$ -	$ -
ST-71	Greenspot Road at State Route 30 Interchange Storm Drainage Segment (Completed)	$ -	$ -
ST-72	Greenspot Road, State Route 30 to Boulder (Completed)	$ -	$ -

City of Highland, California

Master Facilities Plan - All Plan Areas

Circulation (Streets, Signals & Bridges) System

July, 2023

		FY 2023 FY 2024 FY2025 FY 2026 GP Build-Out	Project Build Out Total
ST-73	Greenspot Road, State Route 30 to Boulder Storm Drainage Segment (Completed)	$ -	$ -
ST-74	Greenspot Road, Boulder to Orange	$ 272,779	$ 272,779
ST-75	Greenspot Road, Orange to Valencia	$ 496,531	$ 496,531
ST-76	Greenspot Road, Valencia to Gold Buckle (Completed)	$ -	$ -
ST-77	Greenspot Road, Gold Buckle to Aplin	$ 349,306	$ 349,306
ST-78	Greenspot Road, Aplin to Santa Paula	$ 1,760,899	$ 1,760,899
ST-79	Greenspot Road, Santa Paula to Santa Ana River	$ 1,740,000	$ 1,740,000
ST-80	Greenspot Road, Santa Ana River to Bryant (Deleted)	$ -	$ -
ST-81	Highland Avenue, West City Limit to Victoria (Completed)	$ -	$ -
ST-82	Highland Avenue, Victoria to 1,320 East of Victoria (Completed)	$ -	$ -
ST-83	Highland Avenue, West City Limit to Boulder (Completed)	$ -	$ -
ST-84	Highland Avenue, Boulder to Summer Trail (Completed)	$ -	$ -
ST-85	Highland Avenue, Summer Trail to Orchard Lane	$ 249,864	$ 249,864
ST-86	Highland Avenue, Orchard to Surrey Lane	$ 126,266	$ 126,266
ST-87	Highland Avenue, Surrey Lane to 350' E/O Surrey Lane	$ 52,928	$ 52,928
ST-88	Highland Avenue, 350' E/O Surrey Lane to Gala	$ 396,801	$ 396,801
ST-89	Highland Street, Gala to Church Street (Completed)	$ -	$ -
ST-90	Lankershim, 5th to Cypress (Completed)	$ -	$ -
ST-91	Lankshim, Cypress to Lankershim/Arden Connection	$ 19,145	$ 19,145
ST-92	Lankershim/Arden Connection	$ 571,486	$ 571,486
ST-93	Lankershim/Arden Connection Storm Drainage Segment	$ 250,338	$ 250,338
ST-94	Newport Street, South City Limit to Greenspot (Deleted)	$ -	$ -
ST-95	Pacific Avenue, Del Rosa Drive to Guthrie (Completed)	$ -	$ -
ST-96	Pacific Avenue, Sand Creek to Dundee (Completed)	$ -	$ -
ST-97	Pacific Avenue, Orange to Two Lots W/O Cole (Completed)	$ -	$ -
ST-98	Pacific Avenue, Two Lots W/O Cole to Cole	$ 40,750	$ 40,750
ST-99	Pacific Avenue, Cole to Palm (Completed)	$ -	$ -
ST-100	Pacific Avenue, Palm to Church Avenue	$ 298,443	$ 298,443
ST-101	Palm Avenue, South City Limits to 3rd	$ 430,172	$ 430,172
ST-102	Palm Avenue, 3rd to 5th (Completed)	$ -	$ -
ST-103	Palm Avenue, 5th to City Creek (Completed)	$ -	$ -
ST-104	Palm Avenue, City Creek to Cypress (Completed)	$ -	$ -
ST-105	Palm Avenue, Cypress to Harlan (Completed)	$ -	$ -
ST-106	Palm Avenue, Harlan to 9th	$ 53,323	$ 53,323
ST-107	Palm Avenue, 9th to Base Line (Completed)	$ -	$ -
ST-108	Palm Avenue, Base Line to Foster (Completed)	$ -	$ -

City of Highland, California

Master Facilities Plan - All Plan Areas

Circulation (Streets, Signals & Bridges) System

July, 2023

		FY 2023	FY 2024	FY2025	FY 2026	GP Build-Out	Project Build Out Total
ST-109	Palm Avenue, Foster to Villa					$ 100,036	$ 100,036
ST-110	Palm Avenue, Villa to 951' S/O Fisher					$ 74,597	$ 74,597
ST-111	Palm Avenue, 951' S/O Fisher to Fisher					$ 307,613	$ 307,613
ST-112	Palm Avenue, Fisher to Main					$ 195,119	$ 195,119
ST-113	Palm Avenue, Main to Pacific (Completed)					$ -	$ -
ST-114	Palm Avenue, Pacific to Atlantic					$ 173,694	$ 173,694
ST-115	Santa Ana Canyon Road, W/O North Fork					$ 157,500	$ 157,500
ST-116	Santa Ana Canyon Road, Fronting Tract 14384 (Completed)					$ -	$ -
ST-117	Santa Ana Canyon Road, W/O Alta Vista					$ 257,003	$ 257,003
ST-118	Sterling Avenue, 3rd to 6th					$ 139,200	$ 139,200
ST-119	Project Transferred to Regional Flood Control (FC-04)					$ -	$ -
ST-120	Sterling Avenue, 6th to 7th					$ 184,013	$ 184,013
ST-121	Project Transferred to Regional Flood Control (FC-04)					$ -	$ -
ST-122	Sterling Avenue, 7th to Pacific (Completed)					$ -	$ -
ST-123	Sterling Avenue, 7th to Pacific Storm Drainage Segment					$ 610,500	$ 610,500
ST-124	Tippecanoe, 3rd to 9th					$ 641,480	$ 641,480
ST-125	Project Transferred to Regional Flood Control (FC-11)					$ -	$ -
ST-126	Victoria Avenue, 3rd to 6th (Completed)					$ -	$ -
ST-127	Victoria Avenue, 6th to 660' N/O 6th					$ 86,536	$ 86,536
ST-128	Victoria Avenue, 6th to 660' N/O 6th Storm Drainage Segment (Completed)					$ -	$ -
ST-129	Victoria Avenue, 6th to North City Limit					$ 887,400	$ 887,400
ST-130	Victoria Avenue, 6th to North City Limit Storm Drainage Segment (Completed)					$ -	$ -
ST-131	Water Street, Cram Road to Weaver					$ 79,120	$ 79,120
ST-132	Weaver Street, Water to Base Line					$ 146,570	$ 146,570
ST-133	Webster Street, 5th to Boulder (Completed)					$ -	$ -
ST-134	Webster Street, Boulder to Eucalyptus					$ 88,438	$ 88,438
ST-135	Orange Street Bridge over Plunge Creek					$ 2,570,147	$ 2,570,147
ST-136	Interstate 210 Victoria Avenue Interchange					$ 15,875,000	$ 15,875,000
	Total						$ 52,553,853

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-01**
Project Title	**Interstate 210, Del Rosa Interchange (COH Fair Share)**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Construct the Interstate 210 at Del Rosa Interchange. Engineering plan check, inspection, materials/soils testing, and project administration costs have been included at 13% of construction costs. The dollar amount indicated is the full share required as a result of remaining new development in Highland net of other added regional demand from new development and Measure I financing.

Justification/Consequences of Avoidance:
Improve safety and mobility and enhance the operational efficiency of this regional facility. Secondarily, improving this regional facility increases mobility in the local circulation system. The City can expect a 16.75% increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles); thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
Removed from List; Not in Highland

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	0.00%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	**TOTAL**
Design						
Land Acquisition/ROW						
Construction						
Contingency						
Equipment/Other						
Total Estimated Cost						**$ 0**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-02**
Project Title	**Interstate 210, Baseline Interchange (COH Fair Share)**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Construct the Interstate 210 at Baseline Interchange. Engineering plan check, inspection, materials/soils testing, and project administration costs have been included at 13% of construction costs. The dollar amount indicated is the full share required as a result of remaining new development in Highland net of other added regional demand from new development and Measure I financing.

Justification/Consequences of Avoidance:
Improve safety and mobility and enhance the operational efficiency of this regional facility. Secondarily, improving this regional facility increases mobility in the local circulation system. The City can expect a 16.75% increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles); thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%. Project cost updated to reflect partial completion of the project.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	24.80%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$1,128,820**
Land Acquisition/ROW						
Construction						**$7,554,411**
Contingency						
Equipment/Other						
Total Estimated Cost						**$8,683,231**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-03**
Project Title	**Interstate 210, 5th Street Interchange (COH Fair Share)**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Construct the Interstate 210 at 5th Street Interchange. Engineering plan check, inspection, materials/soil testing, and project administration costs have been included at 13% of construction costs. The dollar amount indicated is the full share required as a result of remaining new development in Highland net of other added regional demand from new development and Measure I financing.

Justification/Consequences of Avoidance:
Improve safety and mobility and enhance the operational efficiency of this regional facility. Secondarily, improving this regional facility increases mobility in the local circulation system. The City can expect a 16.75% increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles); thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%. Project cost updated to reflect partial completion of the project.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	20.60%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$423,847**
Land Acquisition/ROW						
Construction						**$2,836,515**
Contingency						
Equipment/Other						
Total Estimated Cost						**$3,260,362**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-04**
Project Title	**3rd Street, Tippecanoe to Del Rosa Drive**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description

Widen and improve 2,535 linear feet of 3rd Street from Tippecanoe to Del Rosa Drive to meet the design standards of a Primary Arterial roadway. The project includes street light and median improvements and an amount for signal interconnection. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland and thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soil testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:

This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:

RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	23.20%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$93,053**
Land Acquisition/ROW						
Construction						**$622,739**
Contingency						
Equipment/Other						
Total Estimated Cost						**$715,792**

City of Highland
Master Facilities Plan – Project Detail
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Project Number	**ST-05**
Project Title	**3rd Street, Del Rosa Drive to Shirley**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 1,108 linear feet of 3rd Street from Del Rosa Drive to (200' E/O) Shirley to meet the design standards of a Primary Arterial roadway. The project includes street light and median improvements and an amount for signal interconnection. There is $250,000 for traffic signal improvements along this segment. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland and thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing, and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	23.20%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	**TOTAL**
Design						**$75,135**
Land Acquisition/ROW						
Construction						**$502,826**
Contingency						
Equipment/Other						
Total Estimated Cost						**$577,961**

City of Highland
Master Facilities Plan – Project Detail
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Project Number	**ST-06**
Project Title	**3rd Street, Victoria to Cunningham**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description

Widen and improve 1,320 linear feet of 3rd Street from Victoria to Cunningham to meet the design standards of a Secondary Highway roadway. The project includes street light and median improvements and an amount for signal interconnection. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, and thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing, and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:

This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:

Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-07**
Project Title	**3rd Street, Cunningham to Central**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 1,320 linear feet of 3rd Street from Cunningham to Central to meet the design standards of a Secondary Highway roadway. The project includes street light and median improvements and an amount for signal interconnection. There is $250,000 for new traffic signal improvements along this segment. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland and thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing, and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
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Project Number	**ST-08**
Project Title	**3rd Street, Central to Palm**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 2,640 linear feet of 3rd Street from Central to Palm to meet the design standards of a Secondary Highway roadway. The project includes street light and median improvements and an amount for signal interconnection. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
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Project Number	**ST-09**
Project Title	**3rd Street, Palm to 5th**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 1,426 linear feet of 3rd Street from Palm to 5th to meet the design standards of a Secondary Highway roadway. The project includes street light and median improvements and an amount for signal interconnection. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, and thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
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Project Number	**ST-10**
Project Title	**5th Street, Tippecanoe to Del Rosa Drive**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 2,957 linear feet of 5th Street from Tippecanoe to Del Rosa Drive to meet the design standards of a Secondary Highway roadway. The project includes street light and median improvements and an amount for signal interconnection. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, and thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing, and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	23.20%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	**TOTAL**
Design						**$163,467**
Land Acquisition/ROW						
Construction						**$1,093,968**
Contingency						
Equipment/Other						
Total Estimated Cost						**$1,257,435**

City of Highland
Master Facilities Plan – Project Detail
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Project Number	**ST-11**
Project Title	**5th Street, Tippecanoe to Del Rosa Drive Storm Drainage Segment**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Construct a 33" to 51" of storm drainage line as part of the Measure I financed project. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20 % of these projects are required to support new development in Highland, thus would normally finance 23.20% of the total project cost. However, storm drainage improvements are not included within Measure I financing, and therefore, 100% of the cost has been allocated to local development impact fees. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
Project Moved to Local and Regional Flood Control Facilities

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	100%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$0**
Land Acquisition/ROW						
Construction						**$0**
Contingency						
Equipment/Other						
Total Estimated Cost						**$0**

City of Highland
Master Facilities Plan – Project Detail
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Project Number	**ST-12**
Project Title	**5th Street, Del Rosa Drive to Shirley**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 1,584 linear feet of 5th Street from Del Rosa Drive to Shirley to meet the design standards of a Secondary Highway roadway. The project includes street light and median improvements and an amount for signal interconnection. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	23.20%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	**TOTAL**
Design						**$75,340**
Land Acquisition/ROW						
Construction						**$504,201**
Contingency						
Equipment/Other						
Total Estimated Cost						**$579,541**

City of Highland
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Project Number	**ST-13**
Project Title	**5th Street, Sterling to Victoria**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 1,056 linear feet of 5th Street from Sterling to Victoria to meet the design standards of a Secondary Highway roadway. The project includes street light and median improvements and an amount for signal interconnection. There is $125,000 for traffic signal improvements along this segment. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	23.20%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$41,202**
Land Acquisition/ROW						
Construction						**$275,740**
Contingency						
Equipment/Other						
Total Estimated Cost						**$316,942**

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Project Number	**ST-14**
Project Title	**5th Street, Victoria to Cunningham**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 1,320 linear feet of 5th Street from Victoria to Cunningham to meet the design standards of a Secondary Highway roadway. The project includes street light and median improvements and an amount for signal interconnection. There is $250,000 for traffic signal improvements along this segment. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
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Project Number	**ST-15**
Project Title	**5th Street, Cunningham to Central**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 1,320 linear feet of 5th Street from Cunningham to Central to meet the design standards of a Secondary Highway roadway. The project includes street light and median improvements and an amount for signal interconnection. There is $250,000 for traffic signal improvements along this segment. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
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Project Number	**ST-16**
Project Title	**5th Street, Cunningham to Central Storm Drainage Segment**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Construct a 33" to 51" of storm drainage line as part of the Measure I financed project. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20 % of these projects are required to support new development in Highland, thus would normally finance 23.20% of the total project cost. However, storm drainage improvements are not included within Measure I financing, and therefore, 100% of the cost has been allocated to local development impact fees. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-17**
Project Title	**5th Street, Central to Palm**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 2,693 linear feet of 5th Street from Central to Palm to meet the design standards of a Secondary Highway roadway. The project includes street light and median improvements and an amount for signal interconnection. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-18**
Project Title	**5th Street, Central to Palm Storm Drainage Segment**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Construct a 30" to 36" of storm drainage line as part of the Measure I financed (portion) project. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects a.re required to support new development in Highland, thus would normally finance 23.20% of the total project cost. However, storm drainage improvements are not included within Measure I financing. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-19**
Project Title	**5th Street, Palm to Church Avenue**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 1,320 linear feet of 5th Street from Palm to Church Avenue to meet the design standards of a Primary Arterial roadway. The project includes street light and median improvements and an amount for signal interconnection. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-20**
Project Title	**5th Street, Church Avenue to State Route 30**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 1,320 linear feet of 5th Street from Church Avenue to SR-30 to meet the needs of a Primary Arterial. The project also includes the construction of a 30" to 42" storm drainage pipe as part of the street project. The project is limited to street light, median, storm drainage and signal interconnection improvements. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-21**
Project Title	**6th Street, Tippecanoe to Del Rosa Drive**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen wid improve 2,798 linear feet of 6th Street from Tippecanoe to Del Rosa Drive to meet the design standards of a Collector roadway. The project also includes the construction of a 51" storm drainage pipe as part of the street project. The project includes street light improvements and an amount for signal interconnection. There is $125,000 for traffic signal improvement along this segment. This project is considered a "local" improvement wid does not have any Measure I financing. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	20.00%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$61,165**
Land Acquisition/ROW						
Construction						**$409,335**
Contingency						
Equipment/Other						
Total Estimated Cost						**$470,500**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-22**
Project Title	**6th Street, Del Rosa Drive to Sterling**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 2,482 linear feet of 6th Street from Del Rosa Drive to Sterling to meet the design standards of a Collector roadway . The project also includes the construction of a 30" to 42" storm drainage pipe as part of the street project. The project includes street light improvements and an amount for signal interconnection. There is $125,000 for traffic signal improvement along this segment. This project is considered a "local" improvement and does not have any Measure I financing. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	20.00%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$67,467**
Land Acquisition/ROW						
Construction						**$451,513**
Contingency						
Equipment/Other						
Total Estimated Cost						**$518,980**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-23**
Project Title	**6th Street, Sterling to Victoria**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 5,280 linear feet of 6th Street from Sterling to Victoria to meet the design standards of a Collector roadway. The project also includes the construction of a 27" to 45" storm drainage pipe as part of the street project. The project includes street light improvements and an amount for signal interconnection. There is $437,500 for traffic signal improvements along this segment. This project is considered a "local" improvement and does not have any Measure I financing. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	50.00%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$283,059**
Land Acquisition/ROW						
Construction						**$1,894,321**
Contingency						
Equipment/Other						
Total Estimated Cost						**$2,177,380**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-24**
Project Title	**6th Street, Victoria to Central**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Improve 2,640 linear feet of 6th Street from Victoria to Central to meet the design standards of a Collector roadway. The project is limited to street light improvements. This project is considered a "local" improvement and does not have any Measure I financing. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-25**
Project Title	**9th Street, Tippecanoe to Fairfax**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 1,320 linear feet of 9th Street from Tippecanoe to one lot east of Fairfax to meet the design standards of a Secondary Highway roadway. The project includes street light improvements. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	23.20%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$14,713**
Land Acquisition/ROW						
Construction						**$98,466**
Contingency						
Equipment/Other						
Total Estimated Cost						**$113,179**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-26**
Project Title	**9th Street, Del Rosa Drive to Golondrina**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 1,901 linear feet of 9th Street from Del Rosa Drive to one lot east of Golondrina to meet the design standards of a Secondary Highway roadway. The project includes street light improvements. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-27**
Project Title	**9th Street, Del Rosa Drive to Golondrina Storm Drainage Segment**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Construct a 57" to 72" storm drainage line as part of the Measure I financed (portion) project. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus would normally finance 23.20% of the total project cost. However, storm drainage improvements are not included within Measure I financing. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	25.00%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$52,281**
Land Acquisition/ROW						
Construction						**$349,879**
Contingency						
Equipment/Other						
Total Estimated Cost						**$402,160**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-28**
Project Title	**9th Street, Golondrina to Sterling**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 845 linear feet of 9th Street from one lot east of Golondrina to Sterling to meet the design standards of a Secondary Highway roadway. The project includes street light improvements. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-29**
Project Title	**9th Street, Golondrina to Sterling Storm Drainage Segment**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Construct a 42" storm drainage line as part of the Measure I financed (portion) project. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus would normally finance 23.20% of the total project cost. However, storm drainage improvements are not included within Measure I financing. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	25.00%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$15,043**
Land Acquisition/ROW						
Construction						**$100,670**
Contingency						
Equipment/Other						
Total Estimated Cost						**$115,713**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-30**
Project Title	**9th Street, Sterling to Victoria**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 5,280 linear feet of 9th Street from Sterling to Victoria to meet the design standards of a Secondary Highway roadway. The project includes street light improvements. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-31**
Project Title	**9th Street, Sterling to Victoria Storm Drainage Segment**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Construct a 30" to 39" storm drainage line as part of the Measure I financed (portion) project. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus would normally finance 23.20% of the total project cost. However, storm drainage improvements are not included within Measure I financing. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
Project Moved to Local and Regional Flood Control Facilities

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	25.00%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$0**
Land Acquisition/ROW						
Construction						**$0**
Contingency						
Equipment/Other						
Total Estimated Cost						**$0**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-32**
Project Title	**9th Street, Victoria to Cunningham**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Improve 1,320 linear feet of 9th Street from Victoria to Cunningham to meet the design standards of a Secondary Highway roadway. The project includes street light and $250,000 for traffic signal improvements. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-33**
Project Title	**9th Street, Cunningham to Hillview**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 370 linear feet of 9th Street from Cunningham to Hillview to meet the design standards of a Secondary Highway roadway. The project includes street light improvements. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-34**
Project Title	**9th Street, Hillview to Central**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 951 linear feet of 9th Street from Hillview to Central to meet the design standards of a Secondary Highway roadway. The project includes street light improvements. There is $250,000 for traffic signal improvements along this segment. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-35**
Project Title	**9th Street, Central to Lillian**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 1,320 linear feet of 9th Street from Central to Lillian to meet the design standards of a Secondary Highway roadway. The project includes street light improvements. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-36**
Project Title	**9th Street, Lillian to Drummond**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 1,003 linear feet of 9th Street from Lillian to one lot east of Drummond to meet the design standards of a Secondary Highway roadway. The project includes street light improvements. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-37**
Project Title	**9th Street, Drummond to Palm**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 317 linear feet of 9th Street from one lot east of Drummond to Palm to meet the design standards of a Secondary Highway roadway. The project includes street light improvements. There is $250,000 for traffic signal improvements along this segment. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-38**
Project Title	**Base Line, Del Rosa to Cole**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 9,346 linear feet of Base Line from Del Rosa to Cole to meet the design standards of a Major Highway roadway. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
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Project Number	**ST-39**
Project Title	**Base Line, Del Rosa to Cole Storm Drainage Segment**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Construct a 24" to 57" storm drainage line as part of the Measure I financed (portion) project. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus would normally finance 23.20% of the total project cost. However, storm drainage improvements are not included within Measure I financing. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
Project Moved to Local and Regional Flood Control Facilities

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	35.00%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$0**
Land Acquisition/ROW						
Construction						**$0**
Contingency						
Equipment/Other						
Total Estimated Cost						**$0**

City of Highland
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Project Number	**ST-40**
Project Title	**Base Line, Cole to Palm**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 1,162 linear feet of Base Line from Cole to Palm to meet the design standards of a Major Highway roadway. The project includes street light and median improvements and an amount for signal interconnection. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
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Project Number	**ST-41**
Project Title	**Base Line, Palm to Boulder**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 6,758 linear feet of Base Line from Palm to Boulder to meet the design standards of a Primary Arterial roadway. The project includes street light and median improvements and an amount for signal interconnection. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
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Project Number	**ST-42**
Project Title	**Base Line, Boulder to Church Street**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 6,600 linear feet of Base Line from Boulder to Church Street to meet the design standards of a Major Highway roadway. The project includes street light and median improvements and an amount for signal interconnection. There is $250,000 for traffic signal improvements along this segment. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-43**
Project Title	**Base Line, Church Street to Weaver**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Improve 3,960 linear feet of Base Line from Church Street to Weaver to meet the design standards of a Major Highway roadway. The project is limited to signal interconnection and $250,000 for traffic signal improvements along this segment. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-44**
Project Title	**Base Line, Weaver to Aplin**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Improve 1,320 linear feet of Base Line from Weaver to Aplin (East Line Tract 16068) to meet the design standards of a Major Highway roadway. The project is limited to street light and median improvements. This project is considered a "local" improvement and does not have any Measure I financing. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-45**
Project Title	**Base Line, Aplin to Brookwood**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 2,060 linear feet of Base Line from Aplin (East Line Tract 16068) to Brookwood to meet the design standards of Major Highway roadway. The project includes street light and median improvements. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-46**
Project Title	**Boulder, South City Limit to Orange**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 2,060 linear feet of Boulder from South City Limit to Orange to meet the design standards of a Secondary Highway roadway. The project includes street light, median and minor bridge improvements. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 46.40% of these projects are required to support new development in Highland, thus will receive 46.40% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%. Project cost updated to reflect partial completion of the project.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	23.20%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	**TOTAL**
Design						**$39,118**
Land Acquisition/ROW						
Construction						**$261,786**
Contingency						
Equipment/Other						
Total Estimated Cost						**$300,904**

City of Highland
Master Facilities Plan – Project Detail
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Project Number	**ST-47**
Project Title	**Boulder, Orange to 5th**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 1,532 linear feet of Boulder from Orange to 5th to meet the design standards of a Modified Primary roadway. The project includes street light, median and minor bridge improvements. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 46.40% of these projects are required to support new development in Highland, thus will receive 46.40% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%. Project cost updated to reflect partial completion of the project.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	23.20%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	**TOTAL**
Design						**$69,700**
Land Acquisition/ROW						
Construction						**$466,452**
Contingency						
Equipment/Other						
Total Estimated Cost						**$536,152**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-48**
Project Title	**Boulder, 5th to Pacific**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 8,448 linear feet of Boulder from 5th to Pacific to meet the design standards of a Modified Primary roadway. The project includes street light and median improvements and an amount for signal interconnection. There is $250,000 for traffic signal improvements and $6,237,000 for major bridge improvements along this segment. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-49**
Project Title	**Boulder, Pacific to Highland**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Improve 2,640 linear feet of Boulder from Pacific to Highland to meet the design standards of a Modified Primary roadway. The project is limited to street light and median improvements. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-50**
Project Title	**Central Avenue, 3rd to 5th**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 660 linear feet of Central Avenue from 3rd to 5th to meet the design standards of a Collector roadway. The project includes street light improvements. This project is considered a "local" improvement and does not have any Measure I financing. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-51**
Project Title	**Central Avenue, 5th to Base Line**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Improve 1,750 linear feet of Central Avenue from 5th to 917' S/O Base Line to meet the design standards of a Collector roadway . The project is limited to street light improvements. This project is considered a "local" improvement and does not have any Measure I financing. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-52**
Project Title	**Central Avenue, 917' S/0 Base Line to Base Line**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 917 linear feet of Central Avenue from 917' South of Base Line to Base Line to meet the design standards of a Collector roadway. The project is limited to street/lane improvements. This project is considered a "local" improvement and does not have any Measure I financing. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	25.00%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$8,837**
Land Acquisition/ROW						
Construction						**$59,141**
Contingency						
Equipment/Other						
Total Estimated Cost						**$67,978**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-53**
Project Title	**Central Avenue, Baseline to Mansfield**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Improve 2,000 linear feet of Central Avenue from Baseline to Mansfield to meet the design standards of a Collector roadway. The project is limited to street light improvements. This project is considered a "local" improvement and does not have any Measure I financing. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	25.00%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$911**
Land Acquisition/ROW						
Construction						**$6,099**
Contingency						
Equipment/Other						
Total Estimated Cost						**$7,010**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-54**
Project Title	**Church Avenue, 5th to Base Line**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Improve 5,280 linear feet of Church Avenue from 5th to Base Line to meet the design standards of a Collector roadway. The project is limited to street light improvements. This project is considered a "local" improvement and does not have any Measure I financing. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs and contingency has been included at 10% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	25.00%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$2,062**
Land Acquisition/ROW						
Construction						**$13,803**
Contingency						
Equipment/Other						
Total Estimated Cost						**$15,865**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-55**
Project Title	**Church Avenue, Base Line to Pacific**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 2,640 linear feet of Church Avenue from Base Line to Pacific to meet the design standards of a Collector roadway. The project includes street light improvements. This project is considered a "local" improvement and does not have any Measure I financing. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	20.00%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	**TOTAL**
Design						**$22,316**
Land Acquisition/ROW						
Construction						**$149,348**
Contingency						
Equipment/Other						
Total Estimated Cost						**$171,664**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-56**
Project Title	**Church Street, Greenspot to Highland**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Improve 7,023 linear feet of Church from Greenspot to Highland to meet the design standards of a Secondary Highway roadway. The project also includes the construction of a 27" to 36" storm drainage pipe as part of the street project. The project is limited to traffic signal improvements along this segment. This project is considered a "local" improvement and does not have any Measure I financing. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	20.00%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$84,945**
Land Acquisition/ROW						
Construction						**$568,477**
Contingency						
Equipment/Other						
Total Estimated Cost						**$653,422**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-57**
Project Title	**Cone Camp Road, from S. City Limit to 1,320' S/0 Greenspot**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 2,640 linear feet of Cone Camp Road from S. City limit to 1,320' South of Greenspot to meet the design standards of a Collector roadway. The project includes street light improvements. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-58**
Project Title	**Cone Camp Road, from 1,320' South of Greenspot to Greenspot**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 1,320 linear feet of Cone Camp Road from 1,320' South of Greenspot to Greenspot to meet the design standards of a Collector roadway. The project includes street light improvements. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-59**
Project Title	**Cunningham Street, 5th to 9th**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Improve 2,640 linear feet of Cunningham Street from 5th to 9th to meet the design standards of a Collector roadway. The project is limited to street light improvements. This project is considered a "local" improvement and does not have any Measure I financing. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs and contingency has been included at 10% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-60**
Project Title	**Cunningham Street, 9th to Base Line**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 2,060 linear feet of Cunningham Street from 9th to Base Line to meet the design standards of a Collector roadway. The project includes street light improvements. This project is considered a "local" improvement and does not have any Measure I financing. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-61**
Project Title	**Del Rosa Avenue, 3rd to 5th**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 1,373 feet of Del Rosa Avenue from 3rd to 5th to meet the design standards of a Collector roadway. The project includes street light improvements. This project is considered a "local" improvement and does not have any Measure I financing. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	25.00%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	**TOTAL**
Design						**$31,253**
Land Acquisition/ROW						
Construction						**$209,157**
Contingency						
Equipment/Other						
Total Estimated Cost						**$240,410**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-62**
Project Title	**Del Rosa Avenue, 5th to 6th**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 687 linear feet of Del Rosa Avenue from 5th to 6th to meet the design standards of a Collector roadway. The project includes street light improvements. This project is considered a "local" improvement and does not have any Measure I financing. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-63**
Project Title	**Del Rosa Avenue, 6th to Union**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 1,426 linear feet of Del Rosa Avenue from 6th to (one lot South of) Union to meet the design standards of a Collector roadway. The project includes street light improvements. This project is considered a "local" improvement and does not have any Measure I financing . Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	25.00%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$34,379**
Land Acquisition/ROW						
Construction						**$230,076**
Contingency						
Equipment/Other						
Total Estimated Cost						**$264,455**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-64**
Project Title	**Del Rosa Avenue, Union to 9th**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 634 linear feet of Del Rosa Avenue from (one lot South of) Union to 9th to meet the design standards of a Collector roadway. The project includes street light improvements. This project is considered a "local" improvement and does not have any Measure I financing. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	25.00%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$13,101**
Land Acquisition/ROW						
Construction						**$87,679**
Contingency						
Equipment/Other						
Total Estimated Cost						**$100,780**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-65**
Project Title	**Del Rosa Avenue, 9th to Paloma**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 1,320 linear feet of Del Rosa Avenue from 9th to Paloma to meet the design standards of a Collector roadway . The project includes street light improvements. This project is considered a "local" improvement and does not have any Measure I financing. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	25.00%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$24,159**
Land Acquisition/ROW						
Construction						**$161,681**
Contingency						
Equipment/Other						
Total Estimated Cost						**$185,840**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-66**
Project Title	**Del Rosa Avenue, Paloma to Warm Creek**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 212 linear feet of Del Rosa Avenue from Paloma to Warm Creek to meet the design standards of a Collector roadway. The project includes street light improvements. This project is considered a "local" improvement and does not have any Measure I financing. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	25.00%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$4,669**
Land Acquisition/ROW						
Construction						**$31,246**
Contingency						
Equipment/Other						
Total Estimated Cost						**$35,915**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-67**
Project Title	**Del Rosa Avenue, Base Line to Pacific**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 2,640 linear feet of Del Rosa Avenue from Base Line to Pacific to meet the design standards of a Collector roadway. The project includes street light improvements. This project is considered a "local" improvement and does not have any Measure I financing. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	25.00%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	**TOTAL**
Design						**$70,560**
Land Acquisition/ROW						
Construction						**$472,213**
Contingency						
Equipment/Other						
Total Estimated Cost						**$542,773**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-68**
Project Title	**Del Rosa Avenue, 3rd to 6th**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 1,850 linear feet of Del Rosa Avenue from 3rd to 6th to meet the design standards of a secondary Highway roadway. The project includes street light, median and signal interconnection improvements. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%. Project cost updated to reflect partial completion of the project.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	23.20%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$65,900**
Land Acquisition/ROW						
Construction						**$441,020**
Contingency						
Equipment/Other						
Total Estimated Cost						**$506,920**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-69**
Project Title	**Del Rosa Avenue, 9th to Base Line**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Improve 1,532 linear feet of Del Rosa Avenue from 9th to Base Line to meet the design standards of a Secondary Highawy roadway. The project is limited to signal interconnection improvements. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	23.20%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	**TOTAL**
Design						**$6,707**
Land Acquisition/ROW						
Construction						**$44,885**
Contingency						
Equipment/Other						
Total Estimated Cost						**$51,592**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-70**
Project Title	**Greenspot Road at State Route 30 Interchange**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 330 linear feet of Greenspot Road at State Route 30 Interchange to meet the design standards of a Primary Arterial roadway. The project includes street light and signal interconnection improvements. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20 % of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-71**
Project Title	**Greenspot Road at State Route 30 Interchange Storm Drainage Segment**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Construct a 63" storm drainage line as part of the Measure I financed (portion) project. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus would normally finance 23.20% of the total project cost. However, storm drainage improvements are not included within Measure I financing. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$ 0**
Land Acquisition/ROW						
Construction						**$ 0**
Contingency						
Equipment/Other						
Total Estimated Cost						**$ 0**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-72**
Project Title	**Greenspot Road, State Route 30 to Boulder**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 4,224 linear feet of Greenspot Road from State Route 30 to Boulder to meet the design standards of a Primary Arterial roadway. The project includes street light, median and signal interconnection improvements. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-73**
Project Title	**Greenspot Road, State Route 30 to Boulder Storm Drainage Segment**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Construct a 33" to 36" storm drainage line as part of the Measure I financed (portion) project. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus I would normally finance 23.20% of the total project cost. However, storm drainage improvements are not included within Measure I financing. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project
Detail July 2023

Project Number	**ST-74**
Project Title	**Greenspot Road, Boulder to Orange**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 792 linear feet of Greenspot Road from Boulder to Orange to meet the design standards of a Major Highway roadway. The project includes street light, median and signal inter-connection improvements. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	23.20%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$35,461**
Land Acquisition/ROW						
Construction						**$237,318**
Contingency						
Equipment/Other						
Total Estimated Cost						**$272,779**

City of Highland
Master Facilities Plan – Project
Detail July 2023

Project Number	**ST-75**
Project Title	**Greenspot Road, Orange to Valencia**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 2,060 linear feet of Greenspot Road from Orange to Valencia to meet the design standards of a Major Highway roadway. The project includes street light, median and signal interconnection improvements. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	23.20%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	**TOTAL**
Design						**$64,549**
Land Acquisition/ROW						
Construction						**$431,982**
Contingency						
Equipment/Other						
Total Estimated Cost						**$496,531**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-76**
Project Title	**Greenspot Road, Valencia to Gold Buckle**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Improve 3,326 linear feet of Greenspot Road from Valencia to Gold Buckle to meet the design standards of a Major Highway roadway. The project is limited to street light and signal interconnection improvements. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-77**
Project Title	**Greenspot Road, Gold Buckle to Aplin**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 2,060 linear feet of Greenspot Road from Gold Buckle to Aplin to meet the design standards of a Major Highway roadway. The project includes street light, median and traffic signal improvements. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	23.20%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$45,410**
Land Acquisition/ROW						
Construction						**$303, 896**
Contingency						
Equipment/Other						
Total Estimated Cost						**$349,306**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-78**
Project Title	**Greenspot Road, Aplin to Santa Paula**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 8,976 linear feet of Greenspot Road from Aplin to Santa Paula Street to meet the design standards of a Major Highway roadway. The project includes street light, median and traffic signal improvements. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	23.20%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$228,917**
Land Acquisition/ROW						
Construction						**$1,531,982**
Contingency						
Equipment/Other						
Total Estimated Cost						**$1,760,899**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-79**
Project Title	**Greenspot Road, Santa Paula to Santa Ana River**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 8,976 linear feet of Greenspot Road from Santa Paula Street to Santa Ana River to meet the design standards of a Major Highway roadway. The project includes street light and median improvements. There is also a major bridge improvement planned. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%. Project cost updated to reflect partial completion of the project.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	23.20%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	**TOTAL**
Design						**$226,200**
Land Acquisition/ROW						
Construction						**$1,513,800**
Contingency						
Equipment/Other						
Total Estimated Cost						**$1,740,000**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-80**
Project Title	**Greenspot Road, Santa Ana River to Bryant**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 17,160 linear feet of Greenspot Road from Santa Ana River to Bryant to meet the design standards of a Special Secondary roadway. The project includes street light improvements. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/ soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-81**
Project Title	**Highland Avenue, West City Limit to Victoria**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 792 linear feet of Highland Avenue from West City Limit to Victoria to meet the design standards of a Major Highway roadway. The project includes street light, median and signal inter-connection improvements. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
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Project Number	**ST-82**
Project Title	**Highland Avenue, Victoria to 1,320 East of Victoria**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Improve 1,320 linear feet of Highland Avenue from Victoria to 1,320' east of Victoria to meet the design standards of a Major Highway roadway. The project is limited to street light, median and signal interconnection improvements. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-83**
Project Title	**Highland Avenue, West City Limit to Boulder**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 2,059 linear feet of Highland Avenue from West City Limit (200' E/0 Denair) to Boulder to meet the design standards of a Major Highway roadway. The project includes street light, median and signal inter-connection improvements. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-84**
Project Title	**Highland Avenue, Boulder to Summer Trail**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 2,551 linear feet of Highland Avenue from Boulder to Summer Trail (West Tract Line 8718) to meet the design standards of a Major Highway roadway. The project includes street light and median improvements. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-85**
Project Title	**Highland Avenue, Summer Trail to Orchard Lane**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 700 linear feet of Highland Avenue from Summer Trail (West Line Tract 8718) to Orchard Lane to meet the design standards of a Secondary Highway roadway. The project includes street light and median improvements. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%. Project cost updated to reflect partial completion of the project.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	23.20%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$32,482**
Land Acquisition/ROW						
Construction						**$217,382**
Contingency						
Equipment/Other						
Total Estimated Cost						**$249,864**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-86**
Project Title	**Highland Avenue, Orchard to Surrey Lane**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 480 linear feet of Highland Avenue from Orchard to Surrey Lane to meet the design standards of a Secondary Highway roadway. The project includes street light and median improvements. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	23.20%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	**TOTAL**
Design						**$16,415**
Land Acquisition/ROW						
Construction						**$109,851**
Contingency						
Equipment/Other						
Total Estimated Cost						**$126,266**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-87**
Project Title	**Highland Avenue, Surrey Lane to 350' E/0 Surrey Lane**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 350 linear feet of Highland Avenue from Surrey Lane to 350' E/0 Surrey Lane to meet the design standards of a Secondary Highway roadway. The project includes street light and median improvements. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	23.20%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$6,881**
Land Acquisition/ROW						
Construction						**$46,047**
Contingency						
Equipment/Other						
Total Estimated Cost						**$52,928**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-88**
Project Title	**Highland Avenue, 350' E/0 Surrey Lane to Gala**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description

Widen and improve 1,320 linear feet of Highland Avenue from 350' E/0 Surrey Lane to Gala to meet the design standards of a Secondary Highway roadway. The project includes street light and median improvements. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:

This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:

RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	23.20%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$51,584**
Land Acquisition/ROW						
Construction						**$345,217**
Contingency						
Equipment/Other						
Total Estimated Cost						**$396,801**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-89**
Project Title	**Highland Avenue, Gala to Church Avenue**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 1,690 linear feet of Highland Avenue from Gala to Church Avenue to meet the design standards of a Secondary Highway roadway. The project is limited street light and median improvements. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-90**
Project Title	**Lankershim, 5th to Cypress**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 2,007 linear feet of Lankershim from 5th to Cypress to meet the design standards of a Collector roadway. The project includes street light improvements. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-91**
Project Title	**Lankershim, Cypress to Lankershim/ Arden Connection**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 2,007 linear feet of Lankershim from Cypress to Lankershim/Arden Connection to meet the design standards of a Collector roadway. The project includes street light improvements. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	23.20%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	**TOTAL**
Design						**$2,489**
Land Acquisition/ROW						
Construction						**$16,656**
Contingency						
Equipment/Other						
Total Estimated Cost						**$19,145**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-92**
Project Title	**Lankershim/Arden Connection**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 1,584 linear feet of Lankershim/ Arden connection to meet the design standards of a Collector roadway. The project includes street light and minor bridge improvements. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	23.20%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$74,293**
Land Acquisition/ROW						
Construction						**$497,193**
Contingency						
Equipment/Other						
Total Estimated Cost						**$571,486**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-93**
Project Title	**Lankershim/ Arden Connection Storm Drainage Segment**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Construct a 36" to 54" storm drainage pipe as part of the Measure I financed (portion) project. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus would normally finance 23.20% of the total project cost. However, storm drainage improvements are not included within Measure I financing . Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	25.00%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$32,544**
Land Acquisition/ROW						
Construction						**$217,794**
Contingency						
Equipment/Other						
Total Estimated Cost						**$250,338**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-94**
Project Title	**Newport Street, South City Limit to Greenspot**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 3, 168 linear feet of Newport Street from South City Limit to Greenspot to meet the design standards of a Special Secondary roadway. The project includes street light improvements. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-95**
Project Title	**Pacific Avenue, Del Rosa Drive to Guthrie**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Improve 3,960 L.F. of Pacific from Del Rosa Drive to Guthrie to meet the design standards of a Secondary Highway. The project also includes the construction of a 42"/54" storm drainage pipe storm drainage pipe as part of the project. The project is limited to street light, storm drainage and traffic signal improvements. This project is considered a "local" improvement and does not have any Measure I financing. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-96**
Project Title	**Pacific Avenue, Sand Creek to Dundee**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Improve 3,062 linear feet of Pacific Avenue from Sand Creek to Dundee to meet the design standards of a Secondary Highway roadway. The project is limited street light improvements. This project is considered a "local" improvement and does not have any Measure I financing. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-97**
Project Title	**Pacific Avenue, Orange to Two Lots W/O Cole**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 370 linear feet of Pacific Avenue from Orange to Two Lots W/O Cole to meet the design standards of a Secondary Highway roadway. The project includes street light improvements. This project is considered a "local" improvement and does not have any Measure I financing. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-98**
Project Title	**Pacific Avenue, Two Lots W/O Cole to Cole**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 158 linear feet of Pacific Avenue from two lots W/O Cole to Cole to meet the design standards of a Secondary Highway roadway. The project is limited to street/lane improvements. This project is considered a "local" improvement and does not have any Measure I financing. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	25.00%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	**TOTAL**
Design						**$5,298**
Land Acquisition/ROW						
Construction						**$35,453**
Contingency						
Equipment/Other						
Total Estimated Cost						**$40,750**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-99**
Project Title	**Pacific Avenue, Cole to Palm**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 792 linear feet of Pacific Avenue from Cole to Palm to meet the design standards of a Secondary Highway roadway. The project includes streetlight and traffic signal improvements. This project is considered a "local" improvement and does not have any Measure I financing. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-100**
Project Title	**Pacific Avenue, Palm to Church Avenue**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 1,320 linear feet of Pacific Avenue from Palm to Church Avenue to meet the design standards of a Collector roadway. The project includes street light improvements. This project is considered a "local" improvement and does not have any Measure I financing. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	25.00%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$38,798**
Land Acquisition/ROW						
Construction						**$259,645**
Contingency						
Equipment/Other						
Total Estimated Cost						**$298,443**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-101**
Project Title	**Palm Avenue, South City Limits to 3rd**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 1,320 linear feet of Palm Avenue from South City Limits to 3rd to meet the design standards of a Primary Arterial roadway. The project includes street light and median improvements. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	23.20%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$55,922**
Land Acquisition/ROW						
Construction						**$374,250**
Contingency						
Equipment/Other						
Total Estimated Cost						**$430,172**

City of Highland
Master Facilities Plan – Project Detail
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Project Number	**ST-102**
Project Title	**Palm Avenue, 3rd to 5th**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 634 linear feet of Palm Avenue from 3rd to 5th to meet the design standards of a Major Highway roadway. The project includes street light, median and signal inter-connection improvements. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-103**
Project Title	**Palm Avenue, 5th to City Creek**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 951 linear feet of Palm Avenue from 5th to City Creek to meet the design standards of a Major Highway roadway. The project includes street light, median and signal interconnection improvements. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-104**
Project Title	**Palm Avenue, City Creek to Cypress**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 1,056 linear feet of Palm Avenue from City Creek to Cypress to meet the design standards of a Major Highway roadway. The project includes street light, median and signal interconnection improvements. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-105**
Project Title	**Palm Avenue, Cypress to Harlan**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 686 linear feet of Palm Avenue from Cypress to Harlan to meet the design standards of a Major Highway roadway. The project includes street light, median and signal interconnection improvements. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-106**
Project Title	**Palm Avenue, Harlan to 9th**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 211 linear feet of Palm Avenue from Harlan to 9th to meet the design standards of a Major Highway roadway. The project includes street light, median and signal interconnection improvements. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	23.20%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$6,932**
Land Acquisition/ROW						
Construction						**$46,391**
Contingency						
Equipment/Other						
Total Estimated Cost						**$53,323**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-107**
Project Title	**Palm Avenue, 9th to Base Line**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 2,060 linear feet of Palm Avenue from 9th to Base Line to meet the design standards of a Major Highway roadway. The project includes street light, median and signal interconnection improvements. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-108**
Project Title	**Palm Avenue, Base Line to Foster**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 330 linear feet of Palm Avenue from Base Line to Foster to meet the design standards of a Major Highway roadway. The project includes street light and median improvements. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-109**
Project Title	**Palm Avenue, Foster to Villa**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 317 linear feet of Palm Avenue from Foster to Villa to meet the design standards of a Special Collector roadway. The project includes street light improvements. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	23.20%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$13,005**
Land Acquisition/ROW						
Construction						**$87,031**
Contingency						
Equipment/Other						
Total Estimated Cost						**$100,036**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-110**
Project Title	**Palm Avenue, Villa to 951' S/0 Fisher**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 212 linear feet of Palm Avenue from Villa to 951' S/0 Fisher to meet the design standards of a Special Collector roadway. The project includes street light improvements. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will.receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	23.20%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$9,698**
Land Acquisition/ROW						
Construction						**$64,899**
Contingency						
Equipment/Other						
Total Estimated Cost						**$74,597**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-111**
Project Title	**Palm Avenue, 951' S/0/ Fisher to Fisher**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 951 linear feet of Palm Avenue from 951' S/0/ Fisher to Fisher to meet the design standards of a Special Collector roadway. The project includes street light improvements. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are equired to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	23.20%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	**TOTAL**
Design						**$39,990**
Land Acquisition/ROW						
Construction						**$267,623**
Contingency						
Equipment/Other						
Total Estimated Cost						**$307,613**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-112**
Project Title	**Palm Avenue, Fisher to Main**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 528 linear feet of Palm Avenue from Fisher to Main to meet the design standards of a Special Collector roadway. The project includes street light improvements. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the totlll. project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	23.20%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$25,365**
Land Acquisition/ROW						
Construction						**$169,754**
Contingency						
Equipment/Other						
Total Estimated Cost						**$195,11**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-113**
Project Title	**Palm Avenue, Main to Pacific**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 317 linear feet of Palm Avenue from Main to Pacific to meet the design standards of a Special Collector roadway. The project includes street light improvements. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-114**
Project Title	**Palm Avenue, Pacific to Atlantic**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 1,056 linear feet of Palm Avenue from Pacific to Atlantic to meet the design standards of a Major Highway roadway. The project includes street light improvements. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	23.20%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	**TOTAL**
Design						**$22,580**
Land Acquisition/ROW						
Construction						**$151,114**
Contingency						
Equipment/Other						
Total Estimated Cost						**$173,694**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-115**
Project Title	**Santa Ana Canyon Road, W/O North Fork**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 1,373 linear feet of Santa Ana Canyon Road from W/O North Fork (Tract 14384) to meet the design standards of a Collector roadway. The project includes street light improvements. This project is considered a "local" improvement and does not have any Measure I financing. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%. Project cost updated to reflect partial completion of the project.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	25.00%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	**TOTAL**
Design						**$20,475**
Land Acquisition/ROW						
Construction						**$137,025**
Contingency						
Equipment/Other						
Total Estimated Cost						**$157,500**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-116**
Project Title	**Santa Ana Canyon Road, Fronting Tract 14384**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 528 linear feet of Santa Ana Canyon Road from fronting Tract 14384 to meet the design standards of a Collector roadway. The project includes street light improvements. This project is considered a "local" improvement and does not have any Measure I financing. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-117**
Project Title	**Santa Ana Canyon Road, W/O Alta Vista**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 1,003 linear feet of Santa Ana Canyon Road from W/O Alta Vista (Tract 14384) to meet the design standards of a Collector roadway. The project includes street light improvements. This project is considered a "local" improvement and does not have any Measure I financing. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	25.00%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$33,410**
Land Acquisition/ROW						
Construction						**$223,593**
Contingency						
Equipment/Other						
Total Estimated Cost						**$257,003**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-118**
Project Title	**Sterling Avenue, 3rd to 6th**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 264 linear feet of Sterling Avenue from 3rd to 6th to meet the design standards of a Major Highway roadway. The project includes street light, median and signal interconnection improvements. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	23.20%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$18,096**
Land Acquisition/ROW						
Construction						**$121,104**
Contingency						
Equipment/Other						
Total Estimated Cost						**$139,200**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-119**
Project Title	**Sterling Avenue, 3rd to 6th Storm Drainage Segment**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Construct a 78" storm drainage pipe as part of the Measure I financed (portion) project. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus would normally finance 23.20% of the total project cost. However, storm drainage improvements are not included within Measure I financing. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
Project Moved to Local and Regional Flood Control Facilities (FC-04)

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$0**
Land Acquisition/ROW						
Construction						**$0**
Contingency						
Equipment/Other						
Total Estimated Cost						**$0**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-120**
Project Title	**Sterling Avenue, 6th to 7th**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 1,056 linear feet of Sterling Avenue from 6th to 7th to meet the design standards of a Major Highway roadway. The project includes street light, median and signal interconnection improvements. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	23.20%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$23,922**
Land Acquisition/ROW						
Construction						**$160,091**
Contingency						
Equipment/Other						
Total Estimated Cost						**$184,013**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-121**
Project Title	**Sterling Avenue, 6th to 7th Storm Drainage Segment**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Construct a 33" storm drainage pipe as part of the Measure I financed (portion) project. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus would normally finance 23.20% of the total project cost. However, storm drainage improvements are not included within Measure I financing. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
Project Moved to Local and Regional Flood Control Facilities (FC-04).

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	100.00%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	**TOTAL**
Design						**$0**
Land Acquisition/ROW						
Construction						**$0**
Contingency						
Equipment/Other						
Total Estimated Cost						**$0**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-122**
Project Title	**Sterling Avenue, 7th to Pacific**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Improve 5,808 linear feet of Sterling Avenue from 7th to Pacific to meet the design standards of a Major Highway roadway. The project is limited to street light, median and signal interconenct improvements. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-123**
Project Title	**Sterling Avenue, 7th to Pacific Storm Drainage Segment**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Construct a 27" to 69" storm drainage pipe as part of the Measure I financed (portion) project. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus would normally finance 23.20 % of the total project cost. However, storm drainage improvements are not included within Measure I financing. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%. Project cost updated to reflect partial completion of the project.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	50.00%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$79,365**
Land Acquisition/ROW						
Construction						**$531,135**
Contingency						
Equipment/Other						
Total Estimated Cost						**$610,500**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-124**
Project Title	**Tippecanoe, 3rd to 9th**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 4,224 linear feet of Tippecanoe from 3rd to 9th to meet the design standards of a Secondary Highway roadway. The project includes street light, median and signal interconnection improvements. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%. Project cost updated to reflect partial completion of the project.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	23.20%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$83,392**
Land Acquisition/ROW						
Construction						**$558,088**
Contingency						
Equipment/Other						
Total Estimated Cost						**$641,480**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-125**
Project Title	**Sterling Avenue, 7th to Pacific Storm Drainage Segment**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Construct a 27" to 69" storm drainage pipe as part of the Measure I financed (portion) project. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus would normally finance 23.20% of the total project cost. However, storm drainage improvements are not included within Measure I financing. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
Project Moved to Local and Regional Flood Control Facilities

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	75.00%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$0**
Land Acquisition/ROW						
Construction						**$0**
Contingency						
Equipment/Other						
Total Estimated Cost						**$0**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-126**
Project Title	**Victoria Avenue, 3rd to 6th**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 1,320 linear feet of Victoria Avenue from 3rd to 6th to meet the design standards of a Major Highway roadway. The project includes street light, median and signal interconnection improvements. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-127**
Project Title	**Victoria, 6th to 660' N/O 6th Circulation**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 660 linear feet of Victoria from 6th to 660 N/O 6th to meet the design standards of a Major Highway roadway. The project also includes the construction of a 42" storm drainage pipe as part of the street project. The project includes street light, median and signal interconnection improvements. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus will receive 23.20% of the total project cost. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%. Project cost updated to reflect partial completion of the project.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	23.20%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$11,250**
Land Acquisition/ROW						
Construction						**$75,286**
Contingency						
Equipment/Other						
Total Estimated Cost						**$86,536**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-128**
Project Title	**Victoria, 6th to 660' N/O 6th Storm Drainage Segment**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description

Construct a 42" storm drainage pipe as part of the Measure I financed (portion) project. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus would normally finance 23.20% of the total project cost. However, storm drainage improvements are not included within Measure I financing. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:

This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:

Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-129**
Project Title	**Victoria, 6th to North City Limit**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Improve 8,976 linear feet of Victoria from 6th to North City Limit tto meet the design standards of a Major Highway roadway. The project also includes a construction of 42" storm drainage pipe as part of the street project. The project is limited to street light, median, and signal interconnect improvements. The project also includes traffic signal improvements along this segment. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 46.40% of these projects are required to support new development in Highland, thus will receive 46.40% of the total project cost. Engineering plan check, inspection, materials/soil testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%. Project cost updated to reflect partial completion of the project.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	23.20%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$115,362**
Land Acquisition/ROW						
Construction						**$772,038**
Contingency						
Equipment/Other						
Total Estimated Cost						**$887,400**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-130**
Project Title	**Victoria, 6th to North City Limit Storm Drainage Segment**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Construct a 42" storm drainage pipe as part of the Measure I financed (portion) project. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus would normally finance 23.20% of the total project cost. However, storm drainage improvements are not included within Measure I financing. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-131**
Project Title	**Water Street, Cram Road to Weaver**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 687 linear feet of Water Street from Cram Road to Weaver to meet the design standards of a Collector roadway. The project includes street light improvements. This project is considered a "local" improvement and does not have any Measure I financing. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	25.00%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$10,286**
Land Acquisition/ROW						
Construction						**$68,834**
Contingency						
Equipment/Other						
Total Estimated Cost						**$79,120**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-132**
Project Title	**Weaver Street, Water to Base Line**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 1,479 linear feet of Weaver Street from Water to Base Line to meet the design standards of a Collector roadway. The project is limited to street/lane improvements. This project is considered a "local" improvement and does not have any Measure I financing. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	25.00%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$19,054**
Land Acquisition/ROW						
Construction						**$127,516**
Contingency						
Equipment/Other						
Total Estimated Cost						**$146,570**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-133**
Project Title	**Webster Street, 5th to Boulder**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 686 linear feet of Webster Street from 5th to Boulder to meet the design standards of a Collector roadway. The project is limited to street/lane improvements. This project is considered a "local" improvement and does not have any Measure I financing. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
Completed

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						$ 0
Land Acquisition/ROW						
Construction						$ 0
Contingency						
Equipment/Other						
Total Estimated Cost						$ 0

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-134**
Project Title	**Webster Street, Boulder to Eucalyptus**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
Widen and improve 1,109 linear feet of Webster Street from Boulder to Eucalyptus to meet the design standards of a Collector roadway. The project includes street light improvements. This project is considered a "local" improvement and does not have any Measure I financing . Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	25.00%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$11,497**
Land Acquisition/ROW						
Construction						**$76,941**
Contingency						
Equipment/Other						
Total Estimated Cost						**$88,438**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-135**
Project Title	**Orange Street Bridge over Plunge Creek**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
The existing Orange Street Bridge, located at approximately 2,000 feet south of Greenspot Road over the Plunge Creek overflow channel, is a 2-lane, 28.5'-wide, 83'-long steel-beam bridge. Constructed in 1916, the bridge currently has various deficiencies in the bridge substructures, deck and superstructures. In order to support new development and address the age, narrowness and physical conditions of the bridge, it is necessary to replace the existing 2-lane bridge with a new 4-lane bridge that is 200'-long and 83'-wide. The new bridge includes construction of concrete barriers and sidewalk on both sides of the bridge, along with raised bridge approaches.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	11.85%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$334,119**
Land Acquisition/ROW						
Construction						**$2,236,028**
Contingency						
Equipment/Other						
Total Estimated Cost						**$2,570,147**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**ST-136**
Project Title	**Interstate 210 Victoria Avenue Interchange (COH Fair Share)**
Infrastructure	Circulation (Streets, Signals, Drainage and Bridges) System
Submitting Department	Development Services Department (Engineering)

Project Description
A new interchange at State Route (SR) 210 and Victoria Avenue is necessary to relieve traffic congestion at the existing interchange at SR 210 and Highland Avenue/Arden Avenue. This project will provide improved access to new residential and commercial development. The project is currently in the Planning Approvals & Environmental Document phase that will evaluate three (3) build alternatives to select the preferred alternative to obtain environmental clearance. Caltrans is the lead agency. The project will be implemented with assistance from the cities of Highland and San Bernardino, San Manuel Band of Mission Indians, County of San Bernardino, and Inland Valley Development Agency.

Justification/Consequences of Avoidance:
This section of "major" roadway (arterial or collector) is required to complete the General Plan Circulation System and will assist in accommodating the 16.75% increase in daily trip-miles at General Plan build-out resulting from new development. This segment of roadway will provide an alternative for drivers who have been displaced from roadway segments, unable to be widened, that they have previously been able to use but now find at maximum carrying capacity. The City can expect an increase in the number of daily trip-miles from the current 534,703 daily trip-miles to roughly 624,291 daily trip-miles, an increase of 89,588 daily trip-miles. There are limits on how many additional lane miles can be constructed (48.4 additional lane miles; thus, optimum lane mile configuration is absolutely necessary to complement the 136 lane miles of existing collectors/arterials.

2022 Update:
RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%.

Reference Document:	Staff cost estimates that are consistent with the City's Circulation Element.

Allocation to General Plan Development	12.50%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$2,063,750**
Land Acquisition/ROW						
Construction						**$13,811,250**
Contingency						
Equipment/Other						
Total Estimated Cost						**$15,875,000**

City of Highland
Local and Regional
Flood Control Facilities

City of Highland, California

Master Facilities Plan - All Plan Areas

Local and Regional Flood Control Facilities

July, 2023

		FY 2023	FY 2024	FY2025	FY 2026	GP Build-Out	Project Build Out Total
FC-01	Elder Creek, West Boulder (SBCFCD)					$ 335,813	$ 335,813
FC-02	*Elder Creek, Abbey Way to Morris (SBCFCD) (Deleted)*					$ -	$ -
FC-03	*Warm Creek, Obsun to East City Limit (SBCFCD) (Deleted)*					$ -	$ -
FC-04	Sterling Avenue, 3rd to 7th Storm Drainage Segment					$ 470,730	$ 470,730
FC-05	5th Street, Tippecanoe to Del Rosa Drive Storm Drainage Segment					$ 335,500	$ 335,500
FC-06	Elder Gulch Storm Drain					$ 322,500	$ 322,500
FC-07	Greenspot Road Storm Drainage (6-SA-07)					$ 1,000,000	$ 1,000,000
FC-08	6th Street Storm Drain (6-WA-03 & 6-CI-03)					$ 4,000,000	$ 4,000,000
FC-09	9th Street Sterling to Victoria Storm Drainage Segment (6-WA-07)					$ 409,148	$ 409,148
FC-10	Base Line, Del Rosa Drive to Highland Creek (6-DR-01)					$ 525,000	$ 525,000
FC-11	Tippecanoe, 3rd to 6th Street Storm Drain (6-CI-01)					$ 975,000	$ 975,000
	Total						$ 8,373,691

Notes:

1) If project timing is not a component of this effort, then all projects default to their "Thru Build Out" amount.

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**FC-01**
Project Title	**Elder Creek, West of Boulder (SBCFCD)**
Infrastructure	Local and Regional Flood Control Facilities
Submitting Department	Public Works - Engineering

Project Description
Construct a rip-rap storm drainage channel along Elder Creek west of Boulder. The project will possibly be constructed along with circulation projects #ST-45 through ST-49 with the same name. Project Administration, consisting of engineering, project staking, soils and materials testing, inspection, construction management and contract administration has been added at 12%. Contingency is included at 8% of construction costs.

Justification/Consequences of Avoidance:
These improvements are needed to provide efficient removal of storm water collected from the Highland storm drainage system. Storm water will increase in amounts proportional to the amount of development which in tum decreases the amount of impervious surface reducing the capability of the ground to absorb storm water. Commercial properties tend to have up to 90% of the parcel covered with either roof, asphalt parking lot or concrete walkway forcing significant amounts of water to flow off of the property. Industrial developments are somewhat less, at about an 85% run-off. Single family homes have about a 50% or less run-off factor. However, the cumulative amount of commercial, industrial and residential development will create significant amounts of run-off that must be dealt with safely and quickly.

2022 Update:
RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%.

Reference Document:	The project costs, representing the portion of the comprehensive project that is within Highland, have been provided by the San Bernardino County Flood Control District.

Allocation to General Plan Development	100.00%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$40,298**
Land Acquisition/ROW						
Construction						**$268,650**
Contingency						**$26,865**
Equipment/Other						
Total Estimated Cost						**$335,813**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**FC-02**
Project Title	**Elder Creek, Abbey Way to Merris (SBCFCD)**
Infrastructure	Local and Regional Flood Control Facilities
Submitting Department	Public Works - Engineering

Project Description
Construct a rip-rap storm drainage channel along Elder Creek along Abbey Way to Merris. The project will possibly be constructed along with circulation projects #ST-4S through ST-49 with the same name. Project Administration, consisting of engineering, project staking, soils and materials testing, inspection, construction management and contract administration has been added as 13% . Contingency is included at 8% of construction costs.

Justification/Consequences of Avoidance:
These improvements are needed to provide efficient removal of storm water collected from the Highland storm drainage system. Storm water will increase in amounts proportional to the amount of development which in turn decreases the amount of impervious surface reducing the capability of the ground to absorb storm water. Commercial properties tend to have up to 90% of the parcel covered with either roof, asphalt parking lot or concrete walkway forcing significant amounts of water to flow off of the property. Industrial developments are somewhat less, at about an 85% run-off. Single family homes have about a 50% or less run-off factor. However, the cumulative amount of commercial, industrial and residential development will create significant amounts of run-off that must be dealt with safely and quickly.

2022 Update:
SBCFCD has informed City that it is no longer obligated to help fund this project.

Reference Document:	The project costs, representing the portion of the comprehensive project that is within Highland, have been provided by the San Bernardino County Flood Control District.

Allocation to General Plan Development	100.00%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$0**
Land Acquisition/ROW						
Construction						**$0**
Contingency						**$0**
Equipment/Other						
Total Estimated Cost						**$0**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**FC-03**
Project Title	**Warm Creek, Obsun to East City Limit (SBCFCD)**
Infrastructure	Local and Regional Flood Control Facilities
Submitting Department	Public Works - Engineering

Project Description
Construct a rip-rap storm drainage channel along Warm Creek along Obsun to East City Limit. The project will possibly be constructed along with circulation projects #ST-45 through St-49 with the same name. Project Administration, consisting of engineering, project staking, soils and materials testing, inspection, construction management and contract administration has been added as 12%. Contingency is included at 8% of construction costs.

Justification/Consequences of Avoidance:
These improvements are needed to provide efficient removal of storm water collected from the Highland storm drainage system. Storm water will increase in amounts proportional to the amount of development which in turn decreases the amount of impervious surface reducing the capability of the ground to absorb storm water. Commercial properties tend to have up to 90% of the parcel covered with either roof, asphalt parking lot or concrete walkway forcing significant amounts of water to flow off of the property. Industrial developments are somewhat less, at about an 85% run-off. Single family homes have about a 50% or less run-off factor. However, the cumulative amount of commercial, industrial and residential development will create significant amounts of run-off that must be dealt with safely and quickly.

2022 Update:
SBCFCD has informed City that it is no longer obligated to help fund this project.

Reference Document:	The project costs, representing the portion of the comprehensive project that is within Highland, have been provided by the San Bernardino County Flood Control District.

Allocation to General Plan Development	100.00%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$0**
Land Acquisition/ROW						
Construction						**$0**
Contingency						**$0**
Equipment/Other						
Total Estimated Cost						**$0**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**FC-04**
Project Title	**Sterling Avenue, 3rd to 7th Storm Drainage Segment**
Infrastructure	Local and Regional Flood Control Facilities
Submitting Department	Public Works – Engineering

Project Description
Construct a 78" storm drainage pipe as part of the Measure I financed (portion) project. This road segment improvement has been identified as a Measure I project. Per SANBAG studies, 54% of these projects are required to support new development in Highland, thus would normally finance 54% of the total project cost. However, storm drainage improvements are not included within Measure I financing. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 15% of construction costs and contingency has been included at 10% of construction costs.

Justification/Consequences of Avoidance:
These improvements are needed to provide efficient removal of storm water collected from the Highland storm drainage system. Storm water will increase in amounts proportional to the amount of development which in turn decreases the amount of impervious surface reducing the capability of the ground to absorb storm water. Commercial properties tend to have up to 90% of the parcel covered with either roof, asphalt parking lot or concrete walkway forcing significant amounts of water to flow off of the property. Industrial developments are somewhat less, at about an 85% run-off. Single family homes have about a 50% or less run-off factor. However, the cumulative amount of commercial, industrial and residential development will create significant amounts of run-off that must be dealt with safely and quickly.

2022 Update:
RCS has used the Engineering News Record Construction Cost Index to update the original 2006 project cost by 172.00%. This project was moved from Circulation (ST-119 & ST-121) to Local and Regional Flood Control.

Reference Document:	The project costs, representing the portion of the comprehensive project that is within Highland, have been provided by the San Bernardino County Flood Control District.

Allocation to General Plan Development	100.00%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$56,488**
Land Acquisition/ROW						
Construction						**$376,584**
Contingency						**$37,658**
Equipment/Other						
Total Estimated Cost						**$470,730**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**FC-05**
Project Title	**5th Street, Tippecanoe to Del Rosa Drive Storm Drainage Segment**
Infrastructure	Local and Regional Flood Control Facilities
Submitting Department	Public Works - Engineering

Project Description
Construct a 33" to 51" of storm drainage line as part of the Measure I financed project. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20 % of these projects are required to support new development in Highland, thus would normally finance 23.20% of the total project cost. However, storm drainage improvements are not included within Measure I financing, and therefore, 100% of the cost has been allocated to local development impact fees. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
These improvements are needed to provide efficient removal of storm water collected from the Highland storm drainage system. Storm water will increase in amounts proportional to the amount of development which in turn decreases the amount of impervious surface reducing the capability of the ground to absorb storm water. Commercial properties tend to have up to 90% of the parcel covered with either roof, asphalt parking lot or concrete walkway forcing significant amounts of water to flow off of the property. Industrial developments are somewhat less, at about an 85% run-off. Single family homes have about a 50% or less run-off factor. However, the cumulative amount of commercial, industrial and residential development will create significant amounts of run-off that must be dealt with safely and quickly.

2022 Update:
This project has been moved from Circulation (ST-11). Project cost updated to reflect partial completion of the project.

Reference Document:	The project costs, representing the portion of the comprehensive project that is within Highland, have been provided by the San Bernardino County Flood Control District.

Allocation to General Plan Development	100.00%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$40,260**
Land Acquisition/ROW						
Construction						**$268,400**
Contingency						**$26,480**
Equipment/Other						
Total Estimated Cost						**$335,500**

City of Highland
Master Facilities Plan – Project Detail
October 2022

Project Number	**FC-06**
Project Title	**Elder Gulch Storm Drain**
Infrastructure	Local and Regional Flood Control Facilities
Submitting Department	Public Works – Engineering

Project Description
City CIP SDR 19001 is the portion of the Elder Gulch drainage system located south of Greenspot Road consists of an enclosed reinforced concrete box and an open channel. This is a regional drainage facility owned and maintained by the San Bernardino County Flood Control District. For several years, the District has been making efforts to develop a capital project to improve this regional drainage facility. The District has also secured approval of a $3,000,000 FEMA grant providing funding needed to complete this $10.3 million project The District is willing to design the project to accommodate the City's need to transmit storm flows from City streets and from the portion of the Elder Gulch storm drain located north of Greenspot Road, which is a City facility.

Justification/Consequences of Avoidance:
These improvements are needed to provide efficient removal of storm water collected from the Highland storm drainage system. Storm water will increase in amounts proportional to the amount of development which in turn decreases the amount of impervious surface reducing the capability of the ground to absorb storm water. Commercial properties tend to have up to 90% of the parcel covered with either roof, asphalt parking lot or concrete walkway forcing significant amounts of water to flow off of the property. Industrial developments are somewhat less, at about an 85% run-off. Single family homes have about a 50% or less run-off factor. However, the cumulative amount of commercial, industrial and residential development will create significant amounts of run-off that must be dealt with safely and quickly.

2022 Update:
This project has been added to the MFP by City staff.

Reference Document:	The project costs, representing the portion of the comprehensive project that is within Highland, have been provided by the San Bernardino County Flood Control District.

Allocation to General Plan Development	100.00%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	**TOTAL**
Design						**$38,700**
Land Acquisition/ROW						
Construction						**$258,000**
Contingency						**$25,800**
Equipment/Other						
Total Estimated Cost						**$322,500**

City of Highland
Master Facilities Plan – Project Detail
October 2022

Project Number	**FC-07**
Project Title	**Greenspot Road Storm Drainage (6-SA-07)**
Infrastructure	Local and Regional Flood Control Facilities
Submitting Department	Public Works - Engineering

Project Description
The Greenspot Road Storm Drain (Comprehensive Storm Drain Plan 6-SA-07) is the proposed master planned 42" storm drain connection between the upper reach of CSDP 6-SA-07 north of Canal Street and the existing Weaver Channel south of the Greenspot Road/ Weaver Street intersection. In addition to conveying the drainage from north of Canal Street this proposed master planned 42" storm drain line is to collect and convey drainage between Alta Vista and the east side of Tr. 13936-3 (at Unicorn Way and Silver Buckle Court) and south of Santa Ana Canyon Road and north of Greenspot Road.

Justification/Consequences of Avoidance:
These improvements are needed to provide efficient removal of storm water collected from the Highland storm drainage system. Storm water will increase in amounts proportional to the amount of development which in turn decreases the amount of impervious surface reducing the capability of the ground to absorb storm water. Commercial properties tend to have up to 90% of the parcel covered with either roof, asphalt parking lot or concrete walkway forcing significant amounts of water to flow off of the property. Industrial developments are somewhat less, at about an 85% run-off. Single family homes have about a 50% or less run-off factor. However, the cumulative amount of commercial, industrial and residential development will create significant amounts of run-off that must be dealt with safely and quickly.

2022 Update:
This project has been added to the MFP by City staff.

Reference Document:	The project costs, representing the portion of the comprehensive project that is within Highland, have been provided by the San Bernardino County Flood Control District.

Allocation to General Plan Development	100.00%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$120,000**
Land Acquisition/ROW						
Construction						**$800,000**
Contingency						**$80,000**
Equipment/Other						
Total Estimated Cost						**$1,000,000**

City of Highland
Master Facilities Plan – Project Detail
October 2022

Project Number	**FC-08**
Project Title	**6th Street Storm Drain (6-WA-03 & 6-CI-03)**
Infrastructure	Local and Regional Flood Control Facilities
Submitting Department	Public Works – Engineering

Project Description
6th Street Storm Drain (Comprehensive Storm Drain Plan 6-WA-03 and 6-CI-03) is the proposed master planned 51" storm drain connection between the downstream portion of 6-WA-03 west of Tippecanoe in the City of San Bernardino and the beginning of the 6-WA-03 storm drain north of the intersection of Elm Street and 6th Street.

Justification/Consequences of Avoidance:
These improvements are needed to provide efficient removal of storm water collected from the Highland storm drainage system. Storm water will increase in amounts proportional to the amount of development which in turn decreases the amount of impervious surface reducing the capability of the ground to absorb storm water. Commercial properties tend to have up to 90% of the parcel covered with either roof, asphalt parking lot or concrete walkway forcing significant amounts of water to flow off of the property. Industrial developments are somewhat less, at about an 85% run-off. Single family homes have about a 50% or less run-off factor. However, the cumulative amount of commercial, industrial and residential development will create significant amounts of run-off that must be dealt with safely and quickly.

2022 Update:
This project has been added to the MFP by City staff.

Reference Document:	The project costs, representing the portion of the comprehensive project that is within Highland, have been provided by the San Bernardino County Flood Control District.

Allocation to General Plan Development	100.00%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$480,000**
Land Acquisition/ROW						
Construction						**$3,200,000**
Contingency						**$320,000**
Equipment/Other						
Total Estimated Cost						**$4,000,000**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**FC-09**
Project Title	**9th Street Sterling to Victoria Storm Drainage Segment (6-WA-07)**
Infrastructure	Local and Regional Flood Control Facilities
Submitting Department	Public Works - Engineering

Project Description
Construct a 30" to 39" storm drainage line as part of the Measure I financed (portion) project. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus would normally finance 23.20% of the total project cost. However, storm drainage improvements are not included within Measure I financing. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
These improvements are needed to provide efficient removal of storm water collected from the Highland storm drainage system. Storm water will increase in amounts proportional to the amount of development which in turn decreases the amount of impervious surface reducing the capability of the ground to absorb storm water. Commercial properties tend to have up to 90% of the parcel covered with either roof, asphalt parking lot or concrete walkway forcing significant amounts of water to flow off of the property. Industrial developments are somewhat less, at about an 85% run-off. Single family homes have about a 50% or less run-off factor. However, the cumulative amount of commercial, industrial and residential development will create significant amounts of run-off that must be dealt with safely and quickly.

2022 Update:
This project has been moved from Circulation (ST-31). Project cost updated to reflect partial completion of the project.

Reference Document:	The project costs, representing the portion of the comprehensive project that is within Highland, have been provided by the San Bernardino County Flood Control District.

Allocation to General Plan Development	100.00%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$49,098**
Land Acquisition/ROW						
Construction						**$327,318**
Contingency						**$32,732**
Equipment/Other						
Total Estimated Cost						**$409,148**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**FC-10**
Project Title	**Base Line, Del Rosa Drive to Highland Creek (6-DR-01)**
Infrastructure	Local and Regional Flood Control Facilities
Submitting Department	Public Works - Engineering

Project Description
Construct a 24" to 57" storm drainage line as part of the Measure I financed (portion) project. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus would normally finance 23.20% of the total project cost. However, storm drainage improvements are not included within Measure I financing. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
These improvements are needed to provide efficient removal of storm water collected from the Highland storm drainage system. Storm water will increase in amounts proportional to the amount of development which in turn decreases the amount of impervious surface reducing the capability of the ground to absorb storm water. Commercial properties tend to have up to 90% of the parcel covered with either roof, asphalt parking lot or concrete walkway forcing significant amounts of water to flow off of the property. Industrial developments are somewhat less, at about an 85% run-off. Single family homes have about a 50% or less run-off factor. However, the cumulative amount of commercial, industrial and residential development will create significant amounts of run-off that must be dealt with safely and quickly.

2022 Update:
This project has been moved from Circulation (ST-39). Project cost updated to reflect partial completion of the project.

Reference Document:	The project costs, representing the portion of the comprehensive project that is within Highland, have been provided by the San Bernardino County Flood Control District.

Allocation to General Plan Development	100.00%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$63,000**
Land Acquisition/ROW						
Construction						**$420,000**
Contingency						**$42,000**
Equipment/Other						
Total Estimated Cost						**$525,000**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**FC-11**
Project Title	**Tippecanoe, 3rd to 6th Street Storm Drain (6-CI-01)**
Infrastructure	Local and Regional Flood Control Facilities
Submitting Department	Public Works - Engineering

Project Description
Construct a 27" to 69" storm drainage pipe as part of the Measure I financed (portion) project. This road segment improvement has been identified as a Measure I project. Per SBCTA studies, 23.20% of these projects are required to support new development in Highland, thus would normally finance 23.20% of the total project cost. However, storm drainage improvements are not included within Measure I financing. Engineering plan check, inspection, materials/soils testing and project administration costs have been included at 13% of construction costs.

Justification/Consequences of Avoidance:
These improvements are needed to provide efficient removal of storm water collected from the Highland storm drainage system. Storm water will increase in amounts proportional to the amount of development which in turn decreases the amount of impervious surface reducing the capability of the ground to absorb storm water. Commercial properties tend to have up to 90% of the parcel covered with either roof, asphalt parking lot or concrete walkway forcing significant amounts of water to flow off of the property. Industrial developments are somewhat less, at about an 85% run-off. Single family homes have about a 50% or less run-off factor. However, the cumulative amount of commercial, industrial and residential development will create significant amounts of run-off that must be dealt with safely and quickly.

2022 Update:
This project has been moved from Circulation (ST-125). Project cost updated to reflect partial completion of the project.

Reference Document:	The project costs, representing the portion of the comprehensive project that is within Highland, have been provided by the San Bernardino County Flood Control District.

Allocation to General Plan Development	100.00%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$117,000**
Land Acquisition/ROW						
Construction						**$780,000**
Contingency						**$78,000**
Equipment/Other						
Total Estimated Cost						**$975,000**

City of Highland
General Facilities, Equipment and Vehicles

City of Highland, California

Master Facilities Plan - All Plan Areas

General Facilities, Vehicles and Equipment

July, 2023

		FY 2023	FY 2024	FY2025	FY 2026	GP Build-Out	Project Build Out Total
GF-01	City Hall Improvements (20,000 S.F. Expansion)					$ -	$ 13,272,066
GF-02	Expansion of City Pool/Maintenance Fleet					$ 1,294,120	$ 921,564
GF-03	Computer Storage and Processing Upgrade					$ -	$ 496,230
GF-04	Eastern Area Satellite Maintenance Yard					$ 397,810	$ 1,795,290
	Total						$ 16,485,150

Notes:

1) If project timing is not a component of this effort, then all projects default to their "Thru Build Out" amount.

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**GF-01**
Project Title	**City Hall Improvements (20,000 S.F. Expansion)**
Infrastructure	General Facilities, Vehicles and Equipment
Submitting Department	Various

Project Description
Expand the existing City Hall by 20,000 square feet. The expansion would require the acquisition of an additional acre of land. The additional space would accommodate the General Plan build-out level of staffing and a larger City Council chambers.

Justification/Consequences of Avoidance:
As the City approaches "build-out", there will be the need for additional office, meeting and storage space.

2022 Update:
City Staff has provided an updated cost for the expansion to City Hall.

Reference Document:	Staff Planning

Allocation to General Plan Development	100.00%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	**TOTAL**
Design						**$1,061,765**
Land Acquisition/ROW						**$398,162**
Construction						**$10,219,491**
Contingency						**$663,603**
Equipment/Other						**$929,045**
Total Estimated Cost						**$13,272,066**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**GF-02**
Project Title	**Expansion of City Pool/Maintanance Fleet**
Infrastructure	General Facilities, Vehicles and Equipment
Submitting Department	Various

Project Description
Expand the general City's fleet of pool/maintenance vehicles.

Justification/Consequences of Avoidance:
The City will require additional pool cars as the City expands for code enforcement, mail and supply delivery, staff use and other required services. Additionally, the City would not have adequate maintenance vehicles with which to maintain the additional streets, storm drainage pipes, parks, and facilit.es to be added through General Plan build-out.

2022 Update:
RCS has used the Consumer Pricing Index to update the original 2006 project cost by 147.07%.

Reference Document:	Staff Planning

Allocation to General Plan Development	100.00%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	**TOTAL**
Design						
Land Acquisition/ROW						
Construction						
Contingency						
Equipment/Other						**$921,564**
Total Estimated Cost						**$921,564**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**GF-03**
Project Title	**Computer Storage and Processing Upgrade**
Infrastructure	General Facilities, Vehicles and Equipment
Submitting Department	Various

Project Description
Expand the City's computer capacity.

Justification/Consequences of Avoidance:
Additional computer storage and processing capability would need to be acquired to accomodate additional data required as a result of additional citizens and businesses.

2022 Update:
RCS has used the Consumer Pricing Index to update the original 2006 project cost by 147.07%.

Reference Document:	Staff Planning

Allocation to General Plan Development	100.00%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						
Land Acquisition/ROW						
Construction						
Contingency						
Equipment/Other						**$496,230**
Total Estimated Cost						**$496,230**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**GF-04**
Project Title	**Eastern Area. Satellite Maintenance Yard**
Infrastructure	General Facilities, Vehicles and Equipment
Submitting Department	Various

Project Description
Construct a small maintenance yard in the eastern portion of the City. The one acre facility would consist of a work and storage building, a few aggregate bins and a small office/locker facility. The facility would be fenced with security lighting and a security gate.

Justification/Consequences of Avoidance:
The main City Corporation Maintanence facility would continue to be used and would require maintenance crews to drive long distancs to the far eastern portion of the City. A maintenance facility is the first line of defense in the effort to maximize the lifetime of the City's valuble assets, currently estimated at a replacement value of between a half to three-quarters of a billion dollars.

2022 Update:
RCS has used the Engineering News Record Building Cost Index to update the original 2006 project cost by 184.01%.

Reference Document:	Staff Planning

Allocation to General Plan Development	100.00%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$143,623**
Land Acquisition/ROW						**$53,859**
Construction						**$1,382,373**
Contingency						**$89,765**
Equipment/Other						**$125,670**
Total Estimated Cost						**$1,795,290**

City of Highland
Library Facilities
and Collection

City of Highland, California

Master Facilities Plan - All Plan Areas

Library Facilities and Collection

July, 2023

		FY 2023	FY 2024	FY2025	FY 2026	GP Build-Out	Project Build Out Total
LB-01	Library Building Expansion					$ 4,940,932	$ 4,940,932
LB-02	Expansion of Library Collection					$ 983,238	$ 983,238
	Total						$ 5,924,170

Notes:

1) If project timing is not a component of this effort, then all projects default to their "Thru Build Out" amount.

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**LB-01**
Project Title	**Library Building Expansion**
Infrastructure	Library Facilities and Collection
Submitting Department	Public Library

Project Description
Acquisition of land and construction of a roughly 5,000 square foot library expansion. The additional square feet would probably be an expansion to the existing facility but could be a separate facility.

Justification/Consequences of Avoidance:
The proposed expansion will provide the square footage necessary to maintain an acceptable ratio of floor space to residential patrons. The current level of service standard is 0.58 square feet of library space per resident. Should the library not be expanded by the 5,000 square feet, the space per resident would drop by 25% to about 0.43 square feet at build-out. Construction of the additional 5,000 square feet will also allow the ratio to drop by 11 planned 17% to 0.48 square feet per resident. It should be noted that the resulting 0.48 square feet per person is still within the American Library Association recommended minimum standard of 0.40 square foot per person.

2022 Update:
RCS has used the Engineering News Record Building Cost Index to update the original 2006 project cost by 184.01%.

Reference Document:	Staff estimates

Allocation to General Plan Development	100.00%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$494,093**
Land Acquisition/ROW						**$691,730**
Construction						**$3,409,243**
Contingency						**$345,865**
Equipment/Other						
Total Estimated Cost						**$4,940,932**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**LB-02**
Project Title	**Expansion of Library Collection**
Infrastructure	Library Facilities and Collection
Submitting Department	Public Library

Project Description
Acquisition and processing of approximately 42,900 books or other items to increase the Public Library's collection to maintain pace with new residential home construction and occupancy.

Justification/Consequences of Avoidance:
The proposed expansion will provide the collection additions necessary to maintain the current ratio of books to residential patrons and business patrons as is offered at this point in time. The current levels of service standards are 2.43 books per resident. Should the current collection not be expanded the number of books per resident would drop 26% to about 1.80 books per person. The almost 43,000 books represents the additional collection necessary to maintain the current levels of service provided by the existing collection.

2022 Update:
RCS has updated the cost of the accession process for the Library DIF.

Reference Document:	Staff estimates

Allocation to General Plan Development	100.00%

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						
Land Acquisition/ROW						
Construction						
Contingency						
Equipment/Other						**$983,238**
Total Estimated Cost						**$983,238**

City of Highland
Public Use
Facilities

City of Highland, California

Master Facilities Plan - All Plan Areas

Public Use (Community Center) Facilities

July, 2023

		FY 2023	FY 2024	FY2025	FY 2026	GP Build-Out	Project Build Out Total
CC-01	Construct Additional Public Use Space (Completed)					$ -	$ -
	Total						$ -

Notes:

1) If project timing is not a component of this effort, then all projects default to their "Thru Build Out" amount.

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**CC-01**
Project Title	**Construct Additional Public Use Space**
Infrastructure	Public Use Facilities
Submitting Department	Community Services

Project Description
The City's existing standard of public use space is 0.594 square foot per resident. This is based upon the inventory of 33,600 square feet of public use space for the City's 56,546 residents (33,600/56,546 = 0.594). Based upon this existing standard and the potential for 22,196 additional residents at General Plan build-out, the City could adopt and impose impact fees that would construct an additional 14,484 square feet of public use space. The 14,484 additional square feet would maintain the 0.653 square foot per resident standard.

Justification/Consequences of Avoidance:
The City has a public use facilities standard of 0.594 square feet per resident based upon the total 33,600 square foot dedicated to community and recreation services for the existing 56,546 residents. To maintain that standard through General Plan build-out, the City would need to construct an additional 14,484 square feet of community service or recreation center space for use by the final projected 73,685 plus population.

2022 Update:
Completed

Reference Document:	None, the proposed project is based upon the existing public use building standard and expected population resulting from new development.

Allocation to General Plan Development	

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$0**
Land Acquisition/ROW						**$0**
Construction						**$0**
Contingency						**$0**
Equipment/Other						
Total Estimated Cost						**$0**

City of Highland
Parkland Acquisition and
Park Facilities Development

City of Highland, California

Master Facilities Plan - All Plan Areas

Park Land Acquisition and Facilities Development

July, 2023

		FY 2023	FY 2024	FY2025	FY 2026	GP Build-Out	Project Build Out Total
PK-001	Parkland Acquisition and Park Facilities Improvements					$ 14,621,352	$ 14,621,352
PK-002	Construct Community Pool (removed from projects)					$ -	$ -
PK-003	Trails Rights-of-way and Minor Improvements (removed from projects)					$ -	$ -
	Total						$ 14,621,352

Notes:

1) If project timing is not a component of this effort, then all projects default to their "Thru Build Out" amount.

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**PK-01**
Project Title	**Parkland Acquisition and Park Facilities Improvements**
Infrastructure	Park Land Acquisition and Park Facilities Development
Submitting Department	Community Services Department

Project Description
Acquire 18.92 acres for use as active parkland and construct park facilities.

Justification/Consequences of Avoidance:
As the City's population increases there will be additional demands upon the City's limited inventory of parkland. Additional park acres will be necessary to meet the needs of the potential additional 10,228 residents.

2022 Update:
RCS has updated the park standard, construction cost and land acquisition cost for this project.

Reference Document:	Park development will be consistent with the City's General Plan.

Allocation to General Plan Development	

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	TOTAL
Design						**$2,485,630**
Land Acquisition/ROW						**$5,263,687**
Construction						**$6,287,181**
Contingency						**$584,854**
Equipment/Other						
Total Estimated Cost						**$14,621,352**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**PK-02**
Project Title	**Construct Community Pool**
Infrastructure	Park Land Acquisition and Park Facilities Development
Submitting Department	Community Services Department

Project Description
Construct a community pool.

Justification/Consequences of Avoidance:
The general population has indicated interest in building a community pool.

2022 Update:
Removed from Project List at direction of Staff.

Reference Document:	Park development will be consistent with the City's General Plan.

Allocation to General Plan Development	

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	**TOTAL**
Design						
Land Acquisition/ROW						
Construction						
Contingency						
Equipment/Other						
Total Estimated Cost						**$0**

City of Highland
Master Facilities Plan – Project Detail
July 2023

Project Number	**PK-03**
Project Title	**Trail Rights-of-way and Minor Improvements**
Infrastructure	Park Land Acquisition and Park Facilities Development
Submitting Department	Community Services Department

Project Description
Acquire trail capacity through either acquisition of easements for use or fee-title land for the construction of trails connecting various existing trails and park or public facilities.

Justification/Consequences of Avoidance:
The general population has indicated a desire to increase the number of miles of all-purpose trails connecting various parts of the community.

2022 Update:
Removed from Project List at direction of Staff.

Reference Document:	Park development will be consistent with the City's General Plan.

Allocation to General Plan Development	

Project Costs	2021-22	2022-23	2023-24	2024-25	Build-Out	**TOTAL**
Design						
Land Acquisition/ROW						**$0**
Construction						
Contingency						
Equipment/Other						
Total Estimated Cost						**$0**

EXHIBIT C

Findings in Support of Continuing the City of Highland's Policy to Impose Residential Development Impact Fees on a per Unit Basis

AB-602 (Gov't C. sections 66016.5(a)(5)(A) and (B)) states that if the City adopts a calculation and nexus study after July 1, 2022, it must *either* "calculate a fee imposed on a housing development project proportionately to the square footage of proposed units of the development" *or* make the following findings:

> (i) An explanation as to why square footage is not an appropriate metric to calculate fees imposed on housing development projects.
>
> (ii) An explanation that an alternative basis of calculating the fee bears a reasonable relationship between the fee charged and the burden posed by the development.
>
> (iii) That other policies in the fee structure support smaller developments, or otherwise ensure that smaller developments are not charged disproportionate fees.

There is no requirement for the City to have a financial element in the City's General Plan document. Thus, a properly calculated *Development Impact Fee Calculation and Nexus Report* functions as the de-facto financial plan in support of the City's General Zoning Plan. It identifies the anticipated service demands by infrastructure based upon averages and lays out a fair and reasonable method with which to finance the required capital projects and acquisitions necessary to accommodate those anticipated new service demands.

The City of Highland has expressed that it will continue to impose residential development impact fees based upon the same manner that additional development service demands are calculated – that is, by type of average unit. The City will not impose development impact fees based on residential development projects proportionate to the square footage of proposed units for completing the City's General Plan. The current set of fees fosters greater accuracy in planning and provides the City with the required level of certainty in impact fee collection.

The California Mitigation Fee Act (Government Code §66000, et.seq.), which was first established in 1987, specifies that every public agency that adopts development impact fees must provide the essential calculation and nexus report with fees calculated upon data that is as empirical as possible. AB-602's *Proportionate to Square Footage,* is based upon a *presumption*[1] that a smaller detached dwelling creates less local government service demands than a larger detached dwelling. AB-602 does not offer any peer reviewed, third-party empirical data that substantiates that a small square footage detached dwelling unit creates less municipal service impacts than a larger square foot detached dwelling. As such, the City has determined that the best practices for both managing development and obtaining the adequate impact fee financing for the development-generated infrastructure is as identified in this Report.

This Report indicates that the City of Highland has 311 acres zoned for future detached dwellings. At approximately 5.03 detached dwelling units per acre, this equates to an additional 1,563 detached dwellings to be constructed by General Plan build-out of the City. The City does not, however, have any information as to how many square feet any of these 1,563 detached dwelling units will be because that is, within applicable zoning, determined by the developers of the various parcels.

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[1] (noun: **presumption**; plural noun: **presumptions** – an idea that is taken to be true, and often used as the basis for other ideas, although it is not known for certain.

This Report employs the most defensible empirical sources, appropriate to the demands of that particular infrastructure to determine the *average* demands of an *average* detached dwelling. These sources determine demand by an average detached dwelling but do not produce this demand data for various sized detached dwellings. Such data is simply not available.

The amount and complexity of any city's infrastructure defines (in all or part) the Level of Service (LOS) of that infrastructure, not just currently but in perpetuity. This makes the one-time DIF financing of any city infrastructure that much more important. It must balance new development with the additional police responses given the desired police staffing standard. It will take a combination of additional law enforcement station space, response and support vehicles and specialty equipment to support the officers required by new development. The importance of having a properly calculated and documented DIF schedule in order to accommodate development-related demands cannot be over-stated. The same concept holds true for the two labor-intensive public safety services and the infrastructure intensive services such as the street circulation system and the storm drainage system.

The collection of an impact fee to raise monies for development-based demands is one-time but represents the municipal service needs of that dwelling unit as long as that structure exists. Thus, the argument that any new detached dwelling will generate less municipal service demand based on its smaller square footage is divorced from the reality that any particular residential dwelling may have different occupants over 50 years, from a family of four or more to a single resident.

Police and Fire Calls-for-Service (CFS) - For the calculation of Police and Fire demand data, RCS used Highland calls-for-service matched up with the City's Land-Use GIS database. Again, the City does not know what size these detached dwellings are so could not possibly determine the total square feet of 1,563 detached dwellings or the individual square footage of each of those 1,563 dwellings. GIS data does not include the size of each residential dwelling in the City.

Circulation Needs - According to the volume of empirical data collected by the highly respected *Institute of Traffic Engineering* (ITE), an average detached dwelling generates approximately 9.5 trip-ends per day, but the ITE does not offer any distinction between small and large homes, because such data does not exist in their database.

Storm Drainage - The storm runoff from a 1,800 square foot single-floor residence is the same as the storm runoff from a 3,600 square foot two-story building. Both have a 1,800 square foot pad, so a 50% fee for the 1,800 square foot home compared to the 3,600 square foot home would be inequitable and unsupported by data.

Quality of Life Infrastructure (parks, aquatic facilities, libraries and community centers) - Quality of Life standards are based upon current population numbers. These impact fees are generally based upon census data that identifies average number of persons per type of dwelling unit. In Highland, those future figures are 3.232 persons per detached dwelling, 3.55 per attached dwelling unit and 2.315 per mobile home. General Plan data does not determine these figures by size of dwelling unit and thus they represent the most empirically driven data. Anecdotally there are likely 1,300 square foot dwellings with anywhere from one, two or six residents just as there can be in a 2,600 square foot home. Therefore, an average based on type of dwelling is far more empirical than dividing the average cost by some unsubstantiated average dwelling size. By doing so, larger residential dwellings could be treated unfairly if they end up being assessed a greater amount in order to balance or subsidize the smaller detached dwelling units based upon the presumption (non-empirical data) that these smaller detached dwelling units somehow create lesser dwelling densities than would a larger unit. Such a subsidy flies in the face of The Mitigation Fee Act.

Importance of a Static or Average Development Impact Fee Schedule. The City must be able to depend on the collection of sufficient impact fee revenues with which to finance development-generated projects necessary to provide new development with adequate and sufficient service levels without decreasing the existing levels of service for the rest of the community. This assurance will be diminished should the City choose a per residential square foot impact fee schedule. With a flat fee representing an average demand per unit, the City can have greater confidence in receiving the DIF revenue necessary to respond to those 311 acres zoned for future detached dwellings, regardless of their size.

The City's development practices neither favor nor penalize any one land-use over another. Nor are the City's policies unfair within any one land-use. For residential units based upon empirically-based averages, all are assessed the same fee; no developer is charged disproportionately. The type of dwelling unit drives the fee, not the square footage. For residential units, all are assessed the same fee; none are charged disproportionately.

Since the City does not impose per square foot-based impact fees, it also does not apply such fees on any room addition to a residential dwelling.

DIFs for non-residential uses (i.e. the variety of businesses) have always been calculated and imposed on a per square foot basis as empirical data is available for those uses. Additionally, each of those business uses (see Table 2-1) has differing maximum allowable floor area ratio (FAR).

Highland is mindful that the state is encouraging construction of smaller detached dwellings and is assuming that these types of residential dwellings create lesser demand merely because they are smaller. However, given the lack of any empirical data supporting such an assumption, the City feels obligated to adopt residential impact fees that are fair to all developers of residential dwellings, regardless of size. In the end, the City has determined to err on the side of fair treatment of all residential development.

In conclusion, given the empirically-based and significant effort spent on identifying the number and capacity of increasing infrastructure projects needed to accommodate the planned-for and anticipated new development and the fair means demonstrated in the calculation and Report, the City has determined that the empirically-driven per Unit residential fee is the most appropriate metric with which to calculate and fairly impose the City's schedule of impact fees.

ATTACHMENT 2

RESOLUTION NO. 2023-____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF HIGHLAND, CALIFORNIA, AMENDING THE PARK LAND ACQUISITION AND PARK FACILITIES DEVELOPMENT FEE APPLICABLE TO NEW RESIDENTIAL SUBDIVISIONS PURSUANT TO SECTION 16.40.200 OF THE HIGHLAND MUNICIPAL CODE AND THE QUIMBY ACT (GOVERNMENT CODE SECTION 66477), AND MAKING DETERMINATIONS UNDER CEQA

WHEREAS, California Government Code Section 66477 (the "Quimby Act") authorizes the City Council, by ordinance, to require the dedication of land or impose a requirement of the payment of fees in lieu thereof, or a combination of both, for park or recreational purposes as a condition to the approval of a tentative subdivision map or parcel map; and

WHEREAS, Highland Municipal Code Section 16.40.200 provides that as a condition of approval for development projects, the City may require the payment of fees, dedication of land, or both for the provision of neighborhood and community park and recreation facilities for city residents. This Section further provides that whenever a fee is to be paid in lieu of the dedication of land, the fee shall be established by resolution of the city council, and the fee shall bear a reasonable relationship to the value of land which would otherwise be required if land dedication were being made; and

WHEREAS, the City has adopted a General Plan, specifically the Open Space and Conservation Element, which contains policies and standards for parks and recreation facilities, and the park and recreational facilities are in accordance with definite principles and standards; and

WHEREAS, the City Council adopted Resolution Nos. 2006-059, 2007-061, 2009-002, 2009-044, 2010-043, 2012-002, 2013-003, 2014-003, 2015-002, 2015-045, 2017-005, 2018-003, 2019-010, 2020-006, and 2021-008 establishing the amount of park land acquisition and park facilities development fees (hereinafter referred to as "Park Land Acquisition and Park Facilities Development Fee") applicable to new residential subdivisions pursuant to the Highland Municipal Code and the Quimby Act. Resolution No. 2021-008 establishes the Park Land Acquisition and Park Facilities Development Fees that are currently in place; and

WHEREAS, at the City's request, Revenue Cost Specialists, LLC prepared an updated Development Impact Fee Calculation and Nexus Report dated August 28, 2023 ("2023 DIF Report") and a correlating Master Facilities Plan dated July 2023 in compliance with Government Code Section 66016.5. The 2023 DIF Report and Master Facilities Plan were adopted by the City Council on September 12, 2023 pursuant to Resolution No. ___ and were included as Exhibits "A" and "B", respectively. The 2023 DIF Report and the Master Facilities Plan are hereby incorporated by this reference; and

WHEREAS, pursuant to Government Code Section 66001, the 2023 DIF Report identifies the purpose of each existing and proposed fee, the use to which the fee is to be put, establishes and explains how there is a reasonable relationship between the fee's use and the type of development project on which the fee is to be imposed, and how there is a reasonable relationship between the amount of the fee and the cost of the public facility or portion of the public facility attributable to the development on which the fee is imposed; and

WHEREAS, the City Council has reviewed and considered the 2023 DIF report, the Master Facilities Plan and pertinent provisions thereof, and finds that the Park Land Acquisition and Park Facilities Development Fee established therein bears a reasonable relationship to the value of land which would otherwise be required if land dedication were being made; the fees paid bear a reasonable relationship to the use of the park by the future inhabitants of the subdivision; the fees established do not exceed the proportionate amount necessary to provide park area per 1,000 residents according to the standards established by the General Plan and Highland Municipal Code section 16.40.200; and that the land dedication requirement and in lieu fee established by the 2023 DIF Report, the manner in which the fees will be collected, the Park Land Acquisition and Park Facilities Development Fee fund administered, and the funds expended, is consistent with Highland Municipal Code Section 16.40.200 and the Quimby Act; and

WHEREAS, pursuant to Government Code sections 66016, 66016.5, 66018, and 6062a, the City must adopt development impact fees only after notice and public hearing; and

WHEREAS, pursuant to Government Code section 6062a, a notice of a public hearing on the proposed fee update was published on July 7, 2023 and July 14, 2023 in the San Bernardino Sun, a newspaper of general circulation; and

WHEREAS, pursuant to Government Code sections 66016.5, notice of the time and place of the meeting, including a general explanation of the matters to be considered and a statement that required data is available was provided at least thirty (30) days prior to the meeting to those members of the public who filed a written request with the City; and

WHEREAS, pursuant to Government Code section 66016, the City mailed notice of the time and place of the meeting, including a general explanation of the matter to be considered, and a statement that the data required by this section is available, at least 14 days prior to the meeting to any interested party who filed a written request with the City for mailed notice of the meeting on new or increased fees or service charges; and

WHEREAS, at least ten (10) days prior to the duly noticed August 8, 2023 public hearing, the City made available for public inspection information required under Government Code section 66000, et. seq.; and

WHEREAS, the Park Land Acquisition and Park Facilities Development Fees established by this Resolution are only imposed on subdivided land. A separate

resolution shall establish the development impact fees that will be imposed on non-subdivided land for park and recreation facilities; and

WHEREAS, the City has complied with the notice and hearing requirements of state law prior to adopting this Resolution, and a notice of public hearing on the Park Land Acquisition and Park Facilities Development Fees was mailed as required by law to any interested party who filed a written request with the City Clerk for mailed notice of a meeting on new or increased fees; and

WHEREAS, the City received comments to the 2023 DIF Report. As a result of those comments, staff determined that the August 8, 2023 public hearing should be continued to allow staff additional time to address comments raised by the public regarding the 2023 DIF Report. On August 3, 2023, the City notified those who had requested notice of a meeting on new or increased fees or service charges that the public hearing was being continued to the September 12, 2023 City Council meeting; and

WHEREAS, on August 8, 2023 the City Council opened the noticed public hearing to consider the City's proposed new development fees and continued the hearing to September 12, 2023. The 2023 DIF Report was updated to address the comments received from the public and was posted on the City's website at least 10 days prior to the September 12, 2023 public hearing; and

WHEREAS, on September 12, 2023 the City Council held a noticed public hearing to consider the City's proposed Park Land Acquisition and Park Facilities Development Fees at which time all interested persons were given an opportunity to comment; and

WHEREAS, the City Council finds that the record of these proceedings, including the 2023 DIF Report, the City's General Plan, ordinances and resolutions, the staff report, written correspondence received by the City, and the testimony received at the hearing prior to the adoption of this Resolution, held on September 12, 2023, contains substantial evidence to support the imposition and collection of the Park Land and Recreation Fees established herein; and

WHEREAS, the City Council has reviewed and considered the Park Land Acquisition and Park Facilities Development Fees established herein, and finds that the fees will mitigate some of the impacts associated with additional park and recreational needs necessitated by new residential development in the City.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF HIGHLAND DOES HEREBY RESOLVE AS FOLLOWS:

SECTION 1. Recitals. The findings and recitals set forth in this Resolution are true and correct, and are incorporated herein.

SECTION 2. CEQA. The approval of this Resolution was reviewed in accordance with the criteria contained in the California Environmental Quality Act ("CEQA") and the State CEQA Guidelines. The City Council finds that approval of this Resolution will not have a significant impact on the environment and is exempt from CEQA pursuant to

Section 15061(b)(3) of State CEQA Guidelines because this action involves the adoption of Quimby fees and no specific development is authorized by the adoption of this Resolution. Therefore, the adoption of this Resolution does not have the potential for causing a significant effect on the environment. In addition, the adoption of this Resolution approves and sets forth a procedure for determining fees to maintain park and recreation services within existing service areas and is statutorily exempt from CEQA pursuant to State CEQA Guidelines 15273(a)(4). Also, approval of this Resolution is exempt from the requirements of CEQA pursuant to State CEQA Guidelines Section 15378(b)(4) because the Resolution not a "project" as defined by CEQA, but involves the creation of government funding mechanisms or other government fiscal activities that do not involve any commitment to any specific project that may result in a potentially significant physical impact on the environment.

SECTION 3. Establishing the Amount of Park Land Acquisition and Park Facilities Development Fees. The City Council hereby adopts Park Land Acquisition and Park Facilities Development Fees on new residential subdivisions in the following amounts:

	Quimby Act
Detached Dwelling	$5,239
Attached Dwelling	$4,770
Mobile Home Dwelling	$3,416
Commercial Lodging	N/A
Commercial/ Office	N/A
Industrial	N/A

SECTION 4. All Park Land Acquisition and Park Facilities Development Fees specified in Section 3 are to be imposed in accordance with Highland Municipal Code Section 16.40.200 and the applicable provisions of the 2023 DIF Report, on new development based on the proposed land use (not zoning) of the proposed development. For purposes of this Resolution, the following land use designations shall apply:

A. Detached Dwelling: Projects consisting of detached residential buildings as allowed within the City's land use designation of Agricultural Equestrian, Low Density, and some Medium Density Residential.

B. Attached Dwelling: Projects consisting of attached residential units within a lot as allowed within the City's land use designation of High Density Residential and some Medium Density Residential.

C. Mobile Home: Mobile home/trailer parks, and manufactured homes in land-leased communities, etc. This category does not include manufactured home subdivisions.

D. Commercial Lodging: Hotels and motels.

E. Commercial/Office: Uses generally considered commercial.

F. Industrial: Uses generally considered industrial. This category also includes educational and religious establishments.

SECTION 5. Imposition of Fees. The Park Land Acquisition and Park Facilities Development Fees shall be imposed at the time of any building permit application and collected as a condition of building occupancy.

SECTION 6. Timing of Permit Application; Timing of Payment of Fees.

A. Park Land Acquisition and Park Development Facilities Fees shall be imposed and shall be payable in accordance with Highland Municipal Code Section 16.40.200.

B. Park Land Acquisition and Park Development Facilities Fees in effect at the time of building permit application shall continue to apply on any residential development project where the Building Official finds and determines that a complete building permit application has been submitted and accepted by the City of Highland, and that through no fault of the developer, the permit was not issued prior to the effective date of the Park and Recreation Fees.

SECTION 7. Effective Date of Park Land Acquisition and Park Development Facilities Fees. The Park Land Acquisition and Park Development Facilities Fees established by Section 3 of this Resolution shall be effective on the later of: (i) the sixtieth (60th) day following the adoption of this Resolution or (ii) the effective date of proposed Ordinance No. ___ establishing the City's program and requirements for the imposition of development impact fees on development projects.

SECTION 8. Superseding and Replacing of Other Resolutions Regarding Park Land Acquisition and Park Facilities Development Fees. This Resolution shall supersede Resolution No. 2021-008 and govern any new residential subdivision that has applied for a building permit as of the date that this Resolution goes into effect. Any new residential subdivision that has not applied for a building permit as of the date that this Resolution goes into effect shall be governed by Resolution No. 2021-08.

SECTION 9. No Changes to Other City Fees. Nothing in this Resolution shall repeal, amend or supersede any other City imposed fees except for the amount of specific type and category expressly established by this Resolution.

SECTION 10. If any section, subsection, clause or phrase of this Resolution is for any reason held to be unconstitutional, or otherwise invalid, such decision shall not affect the validity of the remaining sections hereof. The City Council hereby declares that it would have passed this Resolution and each section, subsection, clause and phrase hereof irrespective of the fact that any one or more other sections, subsections, clauses or phrases be declared invalid.

SECTION 11. Certification. The City Clerk shall certify to the adoption of this resolution and shall cause a certified resolution to be filed in the book of original resolutions.

PASSED, APPROVED, AND ADOPTED this 12th day of September 2023.

_____
Larry McCallon
Mayor

ATTEST:

_____
Betty Hughes, City Clerk

ATTACHMENT 3

ORDINANCE NO.

AN ORDINANCE OF CITY OF HIGHLAND, CALIFORNIA, ADDING A NEW CHAPTER 3.36 "DEVELOPMENT IMPACT FEES" TO TITLE 3 (REVENUE AND FINANCE) OF THE HIGHLAND MUNICIPAL CODE CODIFYING, UPDATING AND AMENDING THE CITY'S COMPREHENSIVE SYSTEM OF DEVELOPMENT IMPACT FEES, SUPERSEDING ORDINANCE NOS. 309 AND 422, AND MAKING DETERMINATIONS UNDER THE CEQA

WHEREAS, the Mitigation Fee Act contained in Government Code 66000 et seq., permits the City to impose development impact fees on new development for the purposes of funding the public facilities necessary to serve that new development; and

WHEREAS, in 1992 the City Council adopted Ordinance No 151, establishing a comprehensive system of development impact fees; and

WHEREAS, in Ordinance No. 151 the City recognized the need to regularly revise and update the development impact fees and the basis for the imposition and collection of the fees as new development occurs and consistent with the requirements of the law; and

WHEREAS, in 1992 and 1998 the City Council adopted Resolution 92-108 and Resolution 98-26 respectively establishing the development impact fees to be imposed and collected pursuant to the authority of Ordinance No 151; and

WHEREAS, in 2006, the City undertook a comprehensive update to the City's development impact fee program, including the adoption of a new nexus study that was prepared by Revenue Cost Specialists, LLC and the adoption of Ordinance No. 309 by which the City adopted new findings and definitions, imposed development impact fees, provided for annual adjustments in the fees, set forth requirements for the time of the payment of development impact fees, the processes for reduction and waiver, establishment of separate accounts and other matters for the operation of the City's development impact fee program; and

WHEREAS, in 2018, the City Council adopted Ordinance No. 422 by which the City amended Ordinance No. 309 to revise the text of Section 8 pertaining to when development impact fees are to be paid; and

WHEREAS, the City desires to adopt an updated nexus study and establish new dollar amounts for the City's existing development impact fee categories so as to ensure that new development projects appropriately fund the costs associated with the demand for certain public facilities throughout the City that is caused by that new development; and

WHEREAS, the need to collect fees on new residential construction to mitigate the impact on park and recreation facilities and to fund park facilities development costs, is separate from, and in addition to, the fees and costs for park land acquisition provided by the City's Quimby Act Ordinance as provided in Chapter 16.40.200 of the Highland

Municipal Code; and

WHEREAS, it is appropriate for new development to pay for improvements and developments proportionate to the demands the new development places on the City's public infrastructure; and

WHEREAS, pursuant to Government Code Section 66001, the City prepared a study entitled "Development Impact Fee Calculation and Nexus Report for the City of Highland, California", dated August 28, 2023, which is defined herein as the "2023 DIF Report" to identify the purpose of each existing and proposed fee, the use to which the fee is to be put, establish and explain how there is a reasonable relationship between the fee's use and the type of development project on which the fee is to be imposed, and how there is a reasonable relationship between the amount of the fee and the cost of the public facility or portion of the public facility attributable to the development on which the fee is imposed. The 2023 DIF Report is incorporated herein by this reference; and

WHEREAS, the currently existing development impact fees have been updated to reflect the needs of the City related to new development and to otherwise comply with the requirements of the Mitigation Fee Act, including but not limited to Government Code Section 66001 et seq.; and

WHEREAS, pursuant to provisions of the Measure I (2010 — 2040) Ordinance approved by San Bernardino County voters in November 2004, each city in San Bernardino County must adopt a development mitigation program to require new development pays its fair share for regional transportation infrastructure; and

WHEREAS, based on a Nexus Study for the regional transportation fee, SBCTA has set a fair share requirement for each local agency for regional transportation infrastructure; and

WHEREAS, pursuant to Government Code sections 66016, 66016.5, 66018, and 6062a, the City must adopt development impact fees only after notice and public hearing; and

WHEREAS, pursuant to Government Code section 6062a, a notice of a public hearing on the proposed fee update was published on July 7, 2023 and July 14, 2023 in the San Bernardino Sun, a newspaper of general circulation; and

WHEREAS, pursuant to Government Code sections 66016.5, notice of the time and place of the meeting, including a general explanation of the matters to be considered and a statement that required data is available was provided at least thirty (30) days prior to the meeting to those members of the public who filed a written request with the City; and

WHEREAS, pursuant to Government Code section 66016, the City mailed notice of the time and place of the meeting, including a general explanation of the matter to be considered, and a statement that the data required by this section is available, at least 14 days prior to the meeting to any interested party who filed a written request with the City

for mailed notice of the meeting on new or increased fees or service charges; and

WHEREAS, at least ten (10) days prior to the duly noticed August 8, 2023 public hearing, the City made available for public inspection information required under Government Code section 66000, *et. seq.*; and

WHEREAS, the City received comments to the 2023 DIF Report. As a result of those comments, staff determined that the August 8, 2023 public hearing should be continued to allow staff additional time to address comments raised by the public regarding the 2023 DIF Report. On August 3, 2023, the City notified those who had requested notice of a meeting on new or increased fees or service charges that the public hearing was being continued to the September 12, 2023 City Council meeting; and

WHEREAS, on August 8, 2023 the City Council opened the noticed public hearing to consider the City's proposed new development fees and continued the hearing to September 12, 2023. The 2023 DIF Report was updated to address the comments received from the public and was posted on the City's website at least 10 days prior to the September 12, 2023 public hearing; and

WHEREAS, on September 12, 2023 the City Council held a noticed public hearing to consider the City's proposed new development fees at which time all interested persons were given an opportunity to comment; and

WHEREAS, concurrent with the consideration of this Ordinance, the City Council considered, and by Resolution No. ____ adopted, the 2023 DIF Report that contains and addresses all the required contents required by the Mitigation Fee Act, including the demonstration of the reasonable relationship between the proposed fee's use and the type of development project on which the fee will be imposed. Resolution No. _____ (the "Fee Resolution") also adopted updated development impact fees; and

WHEREAS, the City seeks to codify the development impact fee program in its Municipal Code so it can be more easily accessible.

THE CITY COUNCIL OF THE CITY OF HIGHLAND DOES ORDAIN AS FOLLOWS:

Section 1. Recitals. The City Council hereby finds that all of the facts set forth in the Recitals above are true and correct.

Section 2. Environmental Review. The City Council finds that this Ordinance is not subject to the California Environmental Quality Act ("CEQA"). The adoption of this ordinance is not a project within the meaning of the CEQA Guidelines Section 15378(b)(4) and 15061(b)(3) as it has no potential for physical effects on the environment because it involves an adoption of certain fees and/or charges imposed by the City, does not commit the City to any specific project, and said fees and/or charges are applicable to future development projects and/or activities, each of which future projects and/or activities will be fully evaluated in full compliance with CEQA when sufficient physical details regarding said projects and/or activities are available to permit meaningful CEQA review (see CEQA Guidelines, Section 15004(b)(1)). Pursuant to CEQA Guidelines Section 15378(b)(4), the creation of government funding mechanisms which do not involve any commitment to any specific project which may cause significant effect on the environment, is not defined as a "project" under CEQA. Therefore, approval of the fees and/or charges is not a "project" for purposes of CEQA, pursuant to CEQA Guidelines Section 15378(b)(4); and, even if considered a "project" under CEQA, is exempt from CEQA review pursuant to CEQA Guidelines Section 15061(b)(3) because it can be seen with certainty that there is no possibility that approval of the fees and/or charges may have a significant effect on the environment.

Section 3. Findings. The City Council makes the following additional findings:

(a) The City Council finds, after consideration of the evidence presented to it including the "2023 DIF Report," that the development impact fees need to be adjusted in order to assure that there are sufficient funds available to finance the public facilities necessary to serve new development within the City of Highland through the imposition, collection and use of development impact fee impact fees.

(b) The City Council finds, based on the evidence presented at the public hearing, and consistent with the City's General Plan, that the imposition of impact fees on all development within the City of Highland shall be calculated at the time building permit applications are submitted to allow development projects to lock in the rate.

(c) The City Council finds that the fees imposed by this Ordinance and specified in the Fee Resolution to be adopted in connection with this Ordinance and development impact fee update, do not exceed the estimated cost of providing the public facilities.

Section 4. The City Council hereby adds a new Chapter 3.36 "Development Impact Fees" to Title 3 (Revenue and Finance) of the Highland Municipal Code to read as follows:

"Chapter 3.36 Development Impact Fees

Section 3.36.010 Purpose.
Section 3.36.020 Definitions.
Section 3.36.030 Establishment of Development Impact Fees.
Section 3.36.040 Fee Adjustments.
Section 3.36.050 Creation of Special Accounts.
Section 3.36.060 Land Use to Compute the Fee.
Section 3.36.070 Payment of the fee.

Section 3.36.080 Development Impact Fee Exemptions and Exceptions.
Section 3.36.090 Developer Construction of Facilities.
Section 3.36.100 Calculation of Development Impact Fee Based Upon Special Circumstances Related to Intensity of Use.
Section 3.36.110 Application to Waive, Adjust, or Reduce Fees.

Section 3.36.010 Purpose.

A. The intent of the city is to require every person who develops land to mitigate the impacts of that development on the city's public facilities. The city will therefore require developers to pay a development impact fee that will assist in meeting the demand for public facilities caused by development. The public facilities will be constructed in accordance with a Master Facilities Plan adopted by resolution of the city council.

B. A Development Impact Fee Calculation and Nexus Report for the City of Highland, California dated August 28, 2023, ("2023 DIF Report") was prepared to identify the purpose of each existing and proposed fee, the use to which the fee is to be put, establish and explain how there is a reasonable relationship between the fee's use and the type of development project on which the fee is to be imposed, and how there is a reasonable relationship between the amount of the fee and the cost of the public facility or portion of the public facility attributable to the development on which the fee is imposed.

C. The amount of the development impact fees collected pursuant to this chapter shall be limited to the cost of public facilities attributable to new development. The amount of the public facilities development impact fees collected shall not include the cost of public facilities that serve existing development.

Section 3.36.020 Definitions.

For purposes of this Ordinance, the following terms, phrases, words, and their derivation shall have the meanings respectively ascribed to them by this section.

A. "Development Project" means any project undertaken for the purpose of development. "Development Project" shall include a project involving the issuance of a permit for construction or reconstruction, remodeling, or any work requiring any permit under the ordinances of the City, including the provisions of Title 16 "Land Use and Development" of the Highland Municipal Code. The term "Development Project" shall also include permits for erection of manufactured housing or structures, and structures moved into the City.

B. "Fee" means a monetary exaction, other than a tax or special assessment, which is charged by the City to an applicant in connection with the approval of a development project for the purpose of defraying all or a portion of the cost of public facilities related to the development project, but does not include fees specified in Section 66477 of the Government Code, nor fees for processing applications for regulatory actions or approvals, nor fees collected under development agreements.

C. "Public Facilities" includes public improvements, public services and community amenities.

Section 3.36.030 Establishment of Development Impact Fees.

A. Development impact fees are hereby established in the following categories:

(1) Law Enforcement Facilities;

(2) Fire Suppression Facilities, Vehicles and Equipment;

(3) Local Circulation Systems (Streets, Signals, Drainage and Bridges);

(4) Regional Circulation Systems

(5) Local and Regional Flood Control Facilities;

(6) General Facilities, Vehicles and Equipment;

(7) Library Facility and Collection;

(8) Public Use (Community Center) Facilities; and

(9) Park Facilities Development.

B. The fees shall be collected as a condition of issuance of building occupancy for development within the City to finance the cost of certain identified public facilities and improvements required by new development as identified in the 2023 DIF Report.

C. The City Council shall, by a City Council Fee Resolution, set forth the specific amount of the fees, describe the benefit and impact area on which the development impact fees are imposed, list the specific public improvements to be financed, describe the estimated cost of these facilities, describe the reasonable relationship between these fees and the various types of new developments and set forth the time for payment.

D. The City Council shall periodically review these fees to determine whether the fee amounts are reasonably related to the impacts of development and whether the described public facilities are still needed. The City Council shall make findings with respect to any portion of the fee remaining unexpended or uncommitted in its account five (5) or more years after deposit of the fees to identify the purpose to which the fees are to be put and to demonstrate a reasonable relationship between the fee and the purpose for which they were charged, consistent with the requirements of Government Code Section 66001(d), (e) and (f).

Section 3.36.040 Fee Adjustments.

A. The fees imposed by this Chapter shall be adjusted annually in November of each year, beginning November 2024 using the California Construction Cost Index. This adjustment shall not apply to fees which are based on variable factors which result in automatic adjustments or those which specifically indicate otherwise, and shall be subject to the requirements of Government Code Section 66018 or otherwise as required by law.

B. The amount of each category of fee established pursuant to this Ordinance may be more specifically set and adjusted periodically by resolution of the City Council, with this Ordinance being considered as enabling and directive.

Section 3.36.050 Creation of Special Accounts.

Each fee collected pursuant to this Ordinance shall be deposited in a special account created to hold the revenue generated by each such fee, consistent with the requirements of Government Code Section 66006. Monies within each such account may be expended only by appropriation by the City Council for specific projects which are of the same category as that for which the money was collected.

Section 3.36.060 Land Use to Compute Fee. All development impact fees identified in Section 3.36.030 and the amounts specified in the Fee Resolution are to be imposed on new development based on land use (not zoning) of the proposed development. For purposes of this Ordinance, the following land use designations shall apply:

A. Detached Dwelling: Projects consisting of detached residential buildings as allowed within the City's land use designations of Agricultural Equestrian, Low Density, and some Medium Density Residential.

B. Attached Dwelling: Projects consisting of attached residential units within a lot as allowed within the City's land use designation of High Density Residential and some Medium Density Residential.

C. Mobile Home: Mobile home/trailer parks, and manufactured homes in land-leased communities, etc. This category does not include a manufactured home subdivision.

D. Commercial Lodging: Hotels and motels.

E. Commercial/Office: Uses generally considered commercial.

F. Industrial: Uses generally considered industrial. This category also includes educational and religious establishments.

The land uses set forth in this section shall be used in the computation of the fees required to be paid in connection with new development and in the amounts specified in the Fee Resolution. Public properties shall be classified into the category of use as between residential, commercial, or industrial, and shall pay the fee pursuant to that classification, as determined by the Community Development Director.

Section 3.36.070 Payment of the Fee.

A. Except as required by Government Code Section 66007, development impact fees for all development projects shall be paid prior to issuance of certificate of building occupancy.

B. The fees imposed pursuant to this Ordinance shall be calculated on the basis

of land use, evaluated on the basis of acreage, by dwelling unit, or by square footage of construction, as indicated in the 2023 DIF Report, or otherwise as that may be revised and amended under the authority of the City Council.

Section 3.36.080 Development Impact Fee Exemptions and Exceptions.

A. Residential Building Expansion. No development impact fee for residential building expansion shall be required on any new addition, expansion or incidental construction to an existing residential building when the new construction consists of a total of less than five hundred (500) square feet of an enclosed structure which requires a building permit to construct, and the Community Development Director finds that the expansion will not result in an increase of the number of dwelling units originally permitted for the residential building. When the new residential construction consists of a total of five hundred (500) square feet or more of an enclosed structure which requires a building permit to construct, and the Community Development Director finds that the expansion will not result in an increase of the number of dwelling units originally permitted for the residential building, the development impact fee for the square footage of residential expansion above four hundred ninety-nine (499) square feet shall be required in accordance with this Ordinance and the Fee Resolution.

B. Building Remodeling. Where a building permit is issued to remodel an existing structure for the same occupancy type, development impact fees shall not be required. Where the remodeling work will alter the occupancy type of the building, resulting in a higher intensity of use as determined by the Community Development Director, development impact fees shall be required as specified in this Ordinance and the Fee Resolution. This section does not include projects which constitute an expansion of the previous use.

C. Building Reconstruction. Where a building permit is issued to reconstruct or replace an existing structure and the new structure does not increase the square footage of the existing structure, development impact fees shall not be required. If the size of the new structure is larger than that of the existing structures, development impact fees shall be required in accordance with this Ordinance and the Fee Resolution.

D. Building Relocation. Where a permit is issued to relocate a structure from one location in the City to a new location within the City, and the Community Development Director finds that no new impacts are created, development impact fees shall not be required.

E. Accessory dwelling units. Accessory dwelling units ("ADUs") that are less than 750 square feet shall not be charged development impact fees. For an ADU that is 750 square feet or larger, the ADU will be charged fees proportionately in relation to the square footage of the primary dwelling unit. Notwithstanding the foregoing, ADUs shall be subject to impact fees as allowed by Government Code Section 65852.2, as it may be amended from time to time.

F. Timing Of Permit Application. Development impact fees in effect at the time of building permit application shall continue to apply on any development project where the Building Official finds and determines that a complete building permit application has been submitted and accepted by the City of Highland, and that through no fault of the developer, the permit was not issued prior to the effective date of the development impact fees as specified in this Ordinance and the Fee Resolution.

Section 3.36.090 Developer Construction of Facilities.

Whenever a developer is or has been required, as a condition of approval of a development permit, to construct a public facility which is the subject of this Ordinance, and which facility is determined by the City to have supplemental size, length or capacity over that needed for the impacts of that development, and when such construction is necessary to ensure efficient and timely construction of the facilities network, a reimbursement agreement with the developer and a credit against the fee, which would otherwise be charged pursuant to this Ordinance on the development project, shall be offered. The reimbursement and credit amount shall not include the portion of the improvement needed to provide services or mitigate the need for the public facility or the burdens created by the development project. The specific procedures for reimbursements and credits may be adopted by Resolution of the City Council, with this Ordinance being considered as enabling and directive.

Section 3.36.100 Calculation of Development Impact Fees Based Upon Special Circumstances Related to Intensity of Use.

A. Where in the opinion of the City Manager, or his designee, a development project is certain to have impacts on those facilities and improvements identified in the 2023 DIF Report and Master Facilities Plan that is disproportionate to the square footage of the building to be constructed by virtue of the proposed development project, development impact fees may be calculated based upon the City Manager's determination of actual impacts in each of the categories in which development impact fees are collected. The City Manager's determination must be based upon objective criteria, such as trip generation rates specific to the type of development proposed.

B. In each instance where the City Manager, or his designee, makes a calculation based upon his authority herein granted, the criteria upon which that calculation is based shall become the criteria used for all similarly situated development projects thereafter. In implementing this provision, the City Manager is directed to maintain a record of all decisions made under his authority, and to use that record as a guideline for future decisions. The City Manager shall make a recommendation to the Public Works Subcommittee of the City Council which brings its recommendation to the City Council for final approval determination of the development impact fees.

C. In all instances where the City Council determines and imposes development impact fees according to its authority granted herein, that calculation and determination shall be subject to legal challenge as provided by State law, as set forth in Government Code Sections 66020 et seq.

Section 3.36.110 Applications to Waive, Adjust or Reduce Fees.

A. A developer of any development project subject to the fees described herein may apply to the City Council for a reduction or adjustment to the fees, or a waiver of the fees, based upon the absence of any reasonable relationship or nexus between the impacts of that development and either the amount of the fees charged or the type of facilities to be financed The application shall be made in writing and filed with the City Clerk not later than: (i) ten (10) days prior to the public hearing on the development permit application for the project, or (ii) if no development permit is required or no public hearing is required to be held, at the time of the filing of the request for a building permit. The application shall state in detail the factual basis for the claim of waiver, reduction, or adjustment. The City Council shall consider the application at the public hearing on the permit application or at a separate hearing held within sixty (60) days after the filing of the fee adjustment application, whichever is later. The decision of the City Council shall be final. If a reduction, adjustment, or waiver is granted, any change in use within the project shall invalidate the waiver, adjustment or reduction of the fees.

B. The City Council may, from time to time and as the need may arise, set forth, by Council Resolution, specific limitations which will apply to reductions, adjustments, waivers or deferrals of development impact fees which may be made pursuant to this Section.

C. If a fee exemption is granted pursuant to Section 3.36.070, or a fee reduction, adjustment or waiver is granted pursuant to this Section, any subsequent change or intensification of the use or uses of the property or any expansion of the structures on the property, shall invalidate the fee exemption, fee reduction, adjustment or waiver, and the applicant shall be subject to the development impact fee requirement applicable to the entire development based on the fee in effect at the time of the change or expansion, less any amount previously paid.

D. If a fee exemption, fee reduction, adjustment or waiver is not granted, then upon the payment of the required fees, the city shall, pursuant to Government Code Section 66020, provide the applicant a written notice of the amount of the fees or a description of the dedications, reservations, or other exactions, and shall also provide notification that the ninety-day protest period has begun."

Section 5. Relationship to Existing Fees. The fees established by this Ordinance shall supersede all previously established fees for the same development impact fee categories.

Section 6. Superseding Ordinance Nos. 309 and No. 422. The provisions of this Ordinance shall supersede and control over the provisions of Ordinance Nos. 309 and 422 upon the effective date of this Ordinance.

Section 7. Severability. Should any section, subsection, paragraph, sentence, clause, or phrase of this ordinance be declared unconstitutional or invalid for any reason, such declaration shall not affect the validity of the remaining portions of this ordinance. The City Council hereby declares that it would have passed this and each section, subsection,

phrase or clause thereof irrespective of the fact that any one or more sections, subsections, phrase or clauses be declared unconstitutional on their face or as applied.

Section 8. Adoption and Effective Date. This Ordinance and Development Impact Fees shall apply to the issuance of any building permit for a development project issued sixty (60) days following the passage of this Ordinance, except as provided in the Fee Resolution.

Section 9. Publication. The City Clerk is hereby ordered and directed to certify the passage of this Ordinance by the City Council of the City of Highland, California and cause the same to be published in accordance with State law.

Section 10. Actions to effectuate. The City Manager is hereby authorized and directed to take other actions on behalf of City, which are not expressly and specifically reserved for the City Council, to implement and effectuate this ordinance.

The Ordinance was introduced at a regular meeting of the City Council on the _____ day of _____, 2023, and adopted at a regular meeting of the Council held on the _____ day of _____, 2023, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

APPROVED AND ADOPTED this _____ day of _____, 2023.

_____
Larry McCallon
Mayor

ATTEST:

_____
Betty Hughes, MMC
City Clerk

ATTACHMENT 4

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First Bank
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PMA Advertising
Bruce Maize
Orr Builders
Russ Martin
Mission Springs Water District
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Nethery Mueller Olivier
Alan Pace
Petra GeoSciences
Kevin Pillow
AC Houston Lumber
John Powell, Jr.
Coachella Valley Water District
Mike Rowe
MSA Consulting
Phil Smith
Sunrise Company
Alissa Vatter
Fidelity National Title
Jeff Wattenbarger
Wattenbarger Construction

July 21, 2023

City of Highland
Joseph A. Hughes, City Manager
27215 Base Line
Highland, CA

Dear Mr. Hughes,

Thank you for providing the Desert Valleys Builders Association with the opportunity to review and comment on the City of Highland's Development Impact Fee Calculation and Nexus Report, dated July 6, 2023. Upon completion of our review, we have several items of concern we wish to share with you.

Page 15, Table 2-1, Detailed Land Use Inventory

- Why is there a difference between Detached Dwelling Units 12,866 in this table, while Table 2-3 uses 10,862 detached dwelling units?

Page 34, paragraph 4, The Purpose of the Fee

- The city plans on relocating an existing fire station. What becomes of that location? Will there be opportunities for the city to recoup some of the transitional costs? If so, how much?

Page 43, first paragraph, Local and Regional Circulation Systems

- There are two different current daily trip-miles. Which is it? 534,703 or 524,703?

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Bruce Maize
Orr Builders
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Mission Springs Water District
Dan Olivier
Nethery Mueller Olivier
Alan Pace
Petra GeoSciences
Kevin Pillow
AC Houston Lumber
John Powell, Jr.
Coachella Valley Water District
Mike Rowe
MSA Consulting
Phil Smith
Sunrise Company
Alissa Vatter
Fidelity National Title
Jeff Wattenbarger
Wattenbarger Construction

Page 47, Table 5-3, Detail of Circulation System Local Marginal Need-based impact Fees for Specific Commercial Uses

- Minor error Mobile Home Dwelling Unit Cost per Dwelling Unit shows $1,494; however, our math shows $1,473.

Page 50, Table 5-5, Measure I-assisted Regional Circulation System Need-based Impact Fees for Specific Commercial Uses

- Minor error Mobile Home Dwelling Unit Cost per Dwelling Unit shows $8,608 however our math shows $8,587.
- How were "Additional Trip-miles" determined?
- Why was "Additional Trip-miles" used and not "Average Distance" or "Adjusted Trip-ends"?

Page 71, Table 8-3, Establishment of the Library facilities Standard and Cost per Person to Maintain the Standard

- There appears to be a mistake in the math in this paragraph.
  - 125,000/56,546 = 2.21 not 2.40
  - $88.42 per person for books, not $96.13.

Table 8-4

- "Square Feet per Resident" should be "Volumes per Resident"
- On the same line it should be 2.21 volumes, not 2.4.
- Cost per Additional Resident should be changed to $88.42.

Page 72, Schedule 8.1

- Corrections consistent with the issues above need to be made.

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Page 76, Last Paragraph

- Where does the 1.85-acre number come from?
  - Please explain its "nexus"
- What is the source of the 62% fee adjustment?
  - What does it represent?
  - How does it relate to a park "nexus".

Page 77, Top Paragraphs

- How was the 1.85 acres per 1,000 determined?
- How was the .5 acres per 1,000 determined?
- Is it true that the city has a funding source to improve the Parks and Recreation level of service?

Page 79, Table 10-6, Page 82, 83 Schedules 10.1, 10.2

- Only detached single family dwellings are eligible for a 3.00 acre per 1,000 residents designation (Quimby Act, land only).
  - Park improvements will be limited to 0.956 acres per 1,000.
- We believe this fee will be lower than the 62% Impact Fee Adjustment @ $3,790 per single family detached residential construction.
- Both Single Family attached, and Mobile Homes will be required to use 0.956 acres per 1,000 residents mechanism for both land and park improvements.

Again, thank you for providing the Desert Valleys Builders Association this opportunity to review and comment on the City's Development Impact Fee Study. We look forward to receiving the City's responses and changes.

Sincerely,

Gretchen Gutierrez
Chief Executive Officer

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ATTACHMENT 5

TREH PARTNERS XV, LLC
4 Corporate Plaza Drive, Suite 210 Newport Beach, CA 92660
Telephone 949.631.6620 Facsimile 949.706.9013

July 17, 2023

Lawrence A. Mainez
City of Highland
27215 Base Line
Highland, CA 92346

Re: Highland DIF 2023-2024 Increase

Larry:

Per our conversation I am writing to you on behalf of TREH Partners to request the balance of our development be locked in at the **2022-2023** fee schedule. TREH Partners has a long track record of providing high-quality well-built developments in the city of Highland.

We negotiated and agreed to an exclusive development agreement with Highland for the 21 acres in the "Golden Triangle." Recall this was after the original developer could not get a deal done. TREH Partners spent significant resources on getting to an approved purchase and sale agreement with the county flood control district. In addition, we were able to get a plan approved through FEMA for all 21 acres to remove the property from a critical flood plain designation. We also have come to an agreement with the Federal Fish and Wildlife endangered species division to mitigate for the SBKR. During this processing period, California added the SBKR to its list of endangered species.

As you know we had plans submitted, reviewed, and approved for permit on the 11-acre Retail phase. We processed site plans, elevations, finish schedules, and building layouts for Phase 1 and Phase 2 together. All of the plans for both phases went to the planning commission and city council with a number of city-requested changes and modifications. Both phases were approved simultaneously and we started on construction documents. We have approved construction drawings for both phases 1 & 2 for all of the on and off site utilities. We also have approved construction plans for the retail buildings in Phase 1 and plan to start construction next month. TREH would have had construction plans by now for Phase 2, but for the State's long arduous, and difficult process to mitigate for the SBKR.

Given the amount of time, capital, and commitment we have put into this project, we are asking to have our DIF fees locked in for our residential 2nd phase of the project at the **2022-2023** rates.

Please call me with any questions, thank you.

Thank you,

TREH Partners XV, LLC

Edward D. Horovitz
Managing Member

ATTACHMENT 6

Findings in Support of Continuing the City of Highland's Policy to Impose Residential Development Impact Fees on a per Unit Basis

AB-602 (Gov't C. sections 66016.5(a)(5)(A) and (B)) states that if the City adopts a calculation and nexus study after July 1, 2022, it must *either* "calculate a fee imposed on a housing development project proportionately to the square footage of proposed units of the development" *or* make the following findings:

> (i) An explanation as to why square footage is not an appropriate metric to calculate fees imposed on housing development projects.
>
> (ii) An explanation that an alternative basis of calculating the fee bears a reasonable relationship between the fee charged and the burden posed by the development.
>
> (iii) That other policies in the fee structure support smaller developments, or otherwise ensure that smaller developments are not charged disproportionate fees.

There is no requirement for the City to have a financial element in the City's General Plan document. Thus, a properly calculated *Development Impact Fee Calculation and Nexus Report* functions as the de-facto financial plan in support of the City's General Zoning Plan. It identifies the anticipated service demands by infrastructure based upon averages and lays out a fair and reasonable method with which to finance the required capital projects and acquisitions necessary to accommodate those anticipated new service demands.

The City of Highland has expressed that it will continue to impose residential development impact fees based upon the same manner that additional development service demands are calculated – that is, by type of average unit. The City will not impose development impact fees based on residential development projects proportionate to the square footage of proposed units for completing the City's General Plan. The current set of fees fosters greater accuracy in planning and provides the City with the required level of certainty in impact fee collection.

The California Mitigation Fee Act (Government Code §66000, et.seq.), which was first established in 1987, specifies that every public agency that adopts development impact fees must provide the essential calculation and nexus report with fees calculated upon data that is as empirical as possible. AB-602's *Proportionate to Square Footage,* is based upon a *presumption*[1] that a smaller detached dwelling creates less local government service demands than a larger detached dwelling. AB-602 does not offer any peer reviewed, third-party empirical data that substantiates that a small square footage detached dwelling unit creates less municipal service impacts than a larger square foot detached dwelling. As such, the City has determined that the best practices for both managing development and obtaining the adequate impact fee financing for the development-generated infrastructure is as identified in this Report.

This Report indicates that the City of Highland has 311 acres zoned for future detached dwellings. At approximately 5.03 detached dwelling units per acre, this equates to an additional 1,563 detached dwellings to be constructed by General Plan build-out of the City. The City does not, however, have any information as to how many square feet any of these 1,563 detached dwelling units will be because that is, within applicable zoning, determined by the developers of the various parcels.

---

[1] (noun: **presumption**; plural noun: **presumptions** – an idea that is taken to be true, and often used as the basis for other ideas, although it is not known for certain.

This Report employs the most defensible empirical sources, appropriate to the demands of that particular infrastructure to determine the *average* demands of an *average* detached dwelling. These sources determine demand by an average detached dwelling but do not produce this demand data for various sized detached dwellings. Such data is simply not available.

The amount and complexity of any city's infrastructure defines (in all or part) the Level of Service (LOS) of that infrastructure, not just currently but in perpetuity. This makes the one-time DIF financing of any city infrastructure that much more important. It must balance new development with the additional police responses given the desired police staffing standard. It will take a combination of additional law enforcement station space, response and support vehicles and specialty equipment to support the officers required by new development. The importance of having a properly calculated and documented DIF schedule in order to accommodate development-related demands cannot be over-stated. The same concept holds true for the two labor-intensive public safety services and the infrastructure intensive services such as the street circulation system and the storm drainage system.

The collection of an impact fee to raise monies for development-based demands is one-time but represents the municipal service needs of that dwelling unit as long as that structure exists. Thus, the argument that any new detached dwelling will generate less municipal service demand based on its smaller square footage is divorced from the reality that any particular residential dwelling may have different occupants over 50 years, from a family of four or more to a single resident.

Police and Fire Calls-for-Service (CFS) - For the calculation of Police and Fire demand data, RCS used Highland calls-for-service matched up with the City's Land-Use GIS database. Again, the City does not know what size these detached dwellings are so could not possibly determine the total square feet of 1,563 detached dwellings or the individual square footage of each of those 1,563 dwellings. GIS data does not include the size of each residential dwelling in the City.

Circulation Needs - According to the volume of empirical data collected by the highly respected *Institute of Traffic Engineering* (ITE), an average detached dwelling generates approximately 9.5 trip-ends per day, but the ITE does not offer any distinction between small and large homes, because such data does not exist in their database.

Storm Drainage - The storm runoff from a 1,800 square foot single-floor residence is the same as the storm runoff from a 3,600 square foot two-story building. Both have a 1,800 square foot pad, so a 50% fee for the 1,800 square foot home compared to the 3,600 square foot home would be inequitable and unsupported by data.

Quality of Life Infrastructure (parks, aquatic facilities, libraries and community centers) - Quality of Life standards are based upon current population numbers. These impact fees are generally based upon census data that identifies average number of persons per type of dwelling unit. In Highland, those future figures are 3.232 persons per detached dwelling, 3.55 per attached dwelling unit and 2.315 per mobile home. General Plan data does not determine these figures by size of dwelling unit and thus they represent the most empirically driven data. Anecdotally there are likely 1,300 square foot dwellings with anywhere from one, two or six residents just as there can be in a 2,600 square foot home. Therefore, an average based on type of dwelling is far more empirical than dividing the average cost by some unsubstantiated average dwelling size. By doing so, larger residential dwellings could be treated unfairly if they end up being assessed a greater amount in order to balance or subsidize the smaller detached dwelling units based upon the presumption (non-empirical data) that these smaller detached dwelling units somehow create lesser dwelling densities than would a larger unit. Such a subsidy flies in the face of The Mitigation Fee Act.

Importance of a Static or Average Development Impact Fee Schedule. The City must be able to depend on the collection of sufficient impact fee revenues with which to finance development-generated projects necessary to provide new development with adequate and sufficient service levels without decreasing the existing levels of service for the rest of the community. This assurance will be diminished should the City choose a per residential square foot impact fee schedule. With a flat fee representing an average demand per unit, the City can have greater confidence in receiving the DIF revenue necessary to respond to those 311 acres zoned for future detached dwellings, regardless of their size.

The City's development practices neither favor nor penalize any one land-use over another. Nor are the City's policies unfair within any one land-use. For residential units based upon empirically-based averages, all are assessed the same fee; no developer is charged disproportionately. The type of dwelling unit drives the fee, not the square footage. For residential units, all are assessed the same fee; none are charged disproportionately.

Since the City does not impose per square foot-based impact fees, it also does not apply such fees on any room addition to a residential dwelling.

DIFs for non-residential uses (i.e. the variety of businesses) have always been calculated and imposed on a per square foot basis as empirical data is available for those uses. Additionally, each of those business uses (see Table 2-1) has differing maximum allowable floor area ratio (FAR).

Highland is mindful that the state is encouraging construction of smaller detached dwellings and is assuming that these types of residential dwellings create lesser demand merely because they are smaller. However, given the lack of any empirical data supporting such an assumption, the City feels obligated to adopt residential impact fees that are fair to all developers of residential dwellings, regardless of size. In the end, the City has determined to err on the side of fair treatment of all residential development.

In conclusion, given the empirically-based and significant effort spent on identifying the number and capacity of increasing infrastructure projects needed to accommodate the planned-for and anticipated new development and the fair means demonstrated in the calculation and Report, the City has determined that the empirically-driven per Unit residential fee is the most appropriate metric with which to calculate and fairly impose the City's schedule of impact fees.

ATTACHMENT 7

From: Ray Dorame <rdorame@mastercraftresidential.com>
Sent: Monday, July 17, 2023 11:50 AM
Subject: RE: [External] Notice of Public Hearing - Development Impact Fee Adjustment

EXTERNAL EMAIL: Do not click on links or open attachments unless you know the content is safe.
Alondra,

Is the new Diff amount $32,658 or $35,804?

***Raymond Dorame,** Executive Vice President*

MASTERCRAFT RESIDENTIAL

3165 Red Hill Avenue, Costa Mesa, CA 92626
Phone (949) 252-1122 Ext. 132 • Fax (949) 252-1188
rdorame@mastercraftresidential.com
www.mastercraftresidential.com

Sent: Monday, July 17, 2023 10:36 AM
Subject: [External] Notice of Public Hearing - Development Impact Fee Adjustment
Importance: High

To Whom it May Concern,

Please be informed that the following meeting has been scheduled for discussion and possible action concerning the City's development impact fees adjustment for 2023:

City Council Meeting
Time: Tuesday, August 8, 2023 at 6:00PM
Location: Highland City Hall, Council Chambers

A copy of the nexus study can be found on the City's website at
https://www.cityofhighland.org/209/Public-Notices

If you are interested in receiving a copy of the staff report for the August 8, 2023 City Council meeting, please contact me and I will email you a copy of the staff report when it is available on Thursday, August 3, 2023.

ATTACHMENT 8

(http://www.ca.gov)

(mailto:?subject=DGS%20California%20Construction%20Cost%20Index%20CCCI&body=%0ahttps%3A%2F%2Fwww.dgs.ca.gov%2FRESD%2FResources%2FPage-Content%2FReal-Estate-Services-Division-Resources-List-Folder%2FDGS-California-Construction-Cost-Index-CCCI%0a%0a)

Careers (/OHR/Careers) Translate

(https://www.dgs.ca.gov/RESD)

HOME (/) » REAL ESTATE SERVICES DIVISION (HTTPS://WWW.DGS.CA.GOV/RESD) » RESOURCES (HTTPS://WWW.DGS.CA.GOV/RESD/RESOURCES) » DGS CALIFORNIA CONSTRUCTION COST INDEX CCCI (HTTPS://WWW.DGS.CA.GOV/RESD/RESOURCES/PAGE-CONTENT/REAL-ESTATE-SERVICES-DIVISION-RESOURCES-LIST-FOLDER/DGS-CALIFORNIA-CONSTRUCTION-COST-INDEX-CCCI)

DGS California Construction Cost Index CCCI

Client agencies can find current construction cost index for California by the Real Estate Services Division.

The California Construction Cost Index (CCCI) is developed based upon Building Cost Index (BCI) cost indices average for San Francisco and Los Angeles ONLY as produced by Engineering News Record (ENR) and reported in the second issue each month.

The current five year CCCI table is updated the 2nd half of the month for the current month. The ENR BCI reports cost trends for specific construction trade labor and materials in the California market and does not reflect current market bidding environment. Prior to July 1991, CCCI was recorded quarterly, all months post July 1991 are calculated based on the ENR BCI reports and recorded for each month.

14.67% from July 2021 to June 2022

4.91% from July 2022 to June 2023

California Construction Cost Index 2021-2025

Month	2025	2024	2023	2022	2021
January			9246	8151	7090
February			9166	8293	7102
March			9118	8736	7130
April			9026	8903	7150
May			9621	9001	7712
June			9508	8925	7746
July				9110	7892
August				8729	8122
September				8604	7900
October				8712	8080
November				8765	8141
December				8823	8072

Month	2025	2024	2023	2022	2021
Annual % *				9.3%	13.4%

Annual Percentage is calculated from December to December.

HISTORIC CALIFORNIA CONSTRUCTION COST INDEX

Expand All

CALIFORNIA CONSTRUCTION COST INDEX 2016-2020

Month	2020	2019	2018	2017	2016
January	6995	6684	6596	6373	6106
February	6945	6700	6596	6373	6132
March	6947	6616	6596	6373	6248
April	6955	6841	6596	6461	6249
May	6958	6852	6596	6455	6240
June	7041	6854	6598	6470	6238
July	6984	6854	6643	6474	6245
August	6988	6823	6613	6620	6244
September	7036	6814	6674	6620	6267
October	7120	6851	6679	6596	6343
November	7123	6895	6679	6596	6344
December	7120	6924	6684	6596	6373
Annual % *	2.8%	3.6%	1.3%	3.5%	4.4%

Annual Percentage is calculated from December to December.

CALIFORNIA CONSTRUCTION COST INDEX 2011-2015

CALIFORNIA CONSTRUCTION COST INDEX 2006-2010

CALIFORNIA CONSTRUCTION COST INDEX 2001-2005

CALIFORNIA CONSTRUCTION COST INDEX 1996-2000

QUESTIONS AND RESOURCES

Have questions about the CCCI, please contact us.

STAFF REPORT

TO THE CITY COUNCIL

DATE: September 12, 2023

FROM: Joseph Hughes, City Manager

REVIEWED BY: Carlos Zamano, Public Works Director/City Engineer CZ

PREPARED BY: Sonja Flynn, Engineering Technician II sf

SUBJECT: Measure I Capital Project Needs Analysis (2024/25 - 2028/29)

RECOMMENDATION: Approve the Five-Year Capital Project Needs Analysis (2024/25- 2028/29) for the Measure I Major Street and Freeway Interchange Programs

FISCAL IMPACT: The Capital Project Needs Analysis is a planning guide for the City's projected use of Measure I funds in the Major Street and Freeway Interchange Programs. Since Measure I Funds are restricted to roadway/traffic/transit type improvements, approval of the Analysis will not affect other City services.

PUBLIC NOTICE: The agenda for this item was posted at the three locations per Resolution No. 2011-047 and on the City's website.

BACKGROUND: The Measure I Strategy Plan requires each local jurisdiction to annually adopt a five-year Capital Project Needs Analysis (CPNA) to include arterial street projects and interchange projects that can be realistically funded with Measure I Arterial Sub-Program Funds or Valley Freeway Interchange Program Funds.

Each year, SBCTA allocates 6.777% of Measure I Arterial revenues to the City of Highland. SBCTA keeps the City's allocated Arterial funds until claimed by the City to pay for SBCTA's share of an arterial project that is listed in the SBCTA Nexus Study.

The City's allocated Arterial funds can also be used on a temporary basis as an internal loan to pay for the City's share of an interchange project. Under this arrangement, the City needs to eventually pay back the loan with Development Impact Fees so as to free up the allocated Arterial funds to pay for SBCTA's share of future City arterial projects.

Approved _____	Motion _____	Second _____	Agenda Item No. 11
Denied _____	Ayes _____		
Continued _____	Noes _____		File No. _____
Tabled _____	Abstain _____		
	Absent _____		

D Hughes
City Clerk

City Manager

In the past 11 years (FY2010/11 thru FY2023/24), SBCTA allocated $17,641,193 Measure I Arterial funds to the City of Highland. Based on SBCTA estimates, an additional $11,601,068 will be allocated to the City in the next 5 years (FY2024/25 thru FY2028/29). Therefore, the total amount of Measure I Arterial funds that are available for programing in the City's CPNA is anticipated to be $24,059,199.

The proposed CPNA for FY 2023/24 - 2027/28 includes one freeway interchange project, SR-210/5th Street Interchange Project and one arterial project, the Victoria Avenue Improvements Project.

The 5th Street Interchange Project is in the preliminary planning stage. It consists of widening of 5th Street/Greenspot Road between the City Creek Bridge and the westbound ramps and widening of all on and off-ramps. This project is not fully funded. The total estimated project cost is $15,827,000 with a funding breakdown as follows:

SBCTA	$5,590,000	(Valley Freeway Interchange Program)
IVDA Agreement	2,649,000	
2007 RDA Bond Proceeds	376,000	
Caltrans	1,250,000	(Cooperative Agreement)
DIF Loan	4,070,000	(Future allocations of Measure I Arterial Program funds)
DIF	697,000	
ARPA	624,000	
Other	571,000	(Cities of San Bernardino and Redlands)
	$15,827,000	(Fund balance)

The estimated fair share costs from the cities of San Bernardino and Redlands are $450,000 and $121,000, respectively. City staff will seek separate cooperative agreements with these funding agency partners to help reduce the project shortfall. City staff will continue to go after future grant opportunities to reduce/eliminate need for another DIF Loan from SBCTA.

The Victoria Avenue Improvements Project between 3rd Street and 9th Street includes drainage, pavement reconstruction, traffic signal modifications, curbs, gutters, driveways, sidewalk, raised median, undergrounding of existing overhead utility lines, and striping. Design of the project is 85% complete. The current project cost estimate is approximately $10 million. The City was awarded $2 million of federal funds under the 2022 Appropriations Act which will be used in the construction phase. The total estimated project cost breakdown is as follows:

Community Credit Fund	$7,318,000	
2022 Appropriations Earmarks	2,000,000	
SBCTA	536,000	(Valley Arterial Sub-Program)
Indian Gaming Special District Fund	132,000	
	$9,986,000	

Attachments: 2025-2029 CPNA Resolution
2025-2029 Capital Project Needs Analysis SR-210 & 5th Street
2025-2029 Capital Project Needs Analysis Victoria Avenue Improvements Project
2025-2029 CPNA Allocations
2025-2029 CPNA Arterial Revenue Estimate

RESOLUTION NO. 2023-

RESOLUTION OF THE COUNCIL OF THE CITY OF HIGHLAND, CALIFORNIA, ADOPTING THE MEASURE I FIVE-YEAR CAPITAL PROJECT NEEDS ANALYSIS FOR FISCAL YEARS 2024/2025 THROUGH 2028/2029.

WHEREAS, San Bernardino County voters approved passage of Measure I in November 2004, authorizing the San Bernardino County Transportation Authority to impose a one-half of one percent retail transactions and use tax applicable in the incorporated and unincorporated territory of the County of San Bernardino; and

WHEREAS, revenue from the tax can only be used for transportation improvement and traffic management programs authorized in the Expenditure Plan set forth in Ordinance No. 04-01 of the Authority; and

WHEREAS, the Strategic Plan requires each local jurisdiction applying for revenue from certain Measure I Programs to annually adopt and update a Five-Year Capital Project Needs Analysis; and

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Highland, California, that the Measure I Five-Year Capital Project Needs Analysis for Fiscal Years 2024/2025 through 2028/2029, attached to this resolution as Exhibit A, is hereby adopted.

PASSED AND ADOPTED at a meeting of the Council of the City Highland held on this 12th day of September, 2023.

_____

Larry McCallon
Mayor

ATTEST:

_____

Betty Hughes, MMC
City Clerk

Capital Project Needs Analysis
City of Highland
Valley Freeway Interchange Program

Nexus Project Cost	$ 3,300,000
Dev. Loan?	Yes
5-Year Advance?	No
Public Share:	Per Coop
Dev. Share:	Agreement

Project Information	Phase	Funding	PRIOR*	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	FUTURE
SR-210/5th Street Interchange	**PA&ED**								
	Total Cost:	**$519,000.00**							
	Fund Type:	MSI Interchange	$ -	$ 258,817.00	$ -	$ -	$ -	$ -	$ -
		DEV FEE	$ 90,031.00	$ 34,030.00	$ -	$ -	$ -	$ -	$ -
		DEV LOAN	$ 68,061.00	$ 68,061.00	$ -	$ -	$ -	$ -	$ -
		- Select Fund -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		Other:	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Current Total Project Cost Estimate:	**PS&E**								
$15,827,000.00	**Total Cost:**	**$1,593,000.00**							
	Fund Type:	MSI Interchange	$ -	$ 143,633.00	$ 746,824.00	$ -	$ -	$ -	$ -
		DEV FEE	$ -	$ 37,809.00	$ 196,392.00	$ -	$ -	$ -	$ -
Total Measure I Request:		DEV LOAN	$ -	$ 75,558.00	$ 392,784.00	$ -	$ -	$ -	$ -
		- Select Fund -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
$5,590,000.00		Other:	$ -	$ -	$ -	$ -	$ -	$ -	$ -
(Summation of Measure I)	**ROW**								
	Total Cost:	**$100,000.00**							
	Fund Type:	MSI Interchange	$ -	$ -	$ -	$ 55,900.00	$ -	$ -	$ -
Comments:		DEV FEE	$ -	$ -	$ -	$ 14,700.00	$ -	$ -	$ -
		DEV LOAN	$ -	$ -	$ -	$ 29,400.00	$ -	$ -	$ -
		- Select Fund -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		Other:	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	CONST								
	Total Cost:	**$13,615,000.00**							
	Fund Type:	MSI Interchange	$ -	$ -	$ -	$ -	$ 2,192,413.00	$ 2,192,413.00	$ -
		DEV FEE	$ -	$ -	$ -	$ -	$ 1,078,019.00	$ 1,078,019.00	$ -
		OTHER	$ -	$ -	$ -	$ -	$ -	$ 1,250,000.00	$ -
		DEV LOAN	$ -	$ -	$ -	$ -	$ 2,912,068.00	$ 2,912,068.00	$ -
		- Select Fund -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		- Select Fund -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		Other:	$ -	$ -	$ -	$ -	$ -	$ -	$ -

*Prior should identify any expenses incurred in prior years that have not yet been reimbursed by SBCTA including anticipated FY 2023/2024 expenses.

Capital Project Needs Analysis
City of Highland
Valley Arterial Sub-Program

Nexus Project Cost	$ 4,975,000
Dev. Loan?	Yes
5-Year Advance?	No
Public Share:	53.6%
Dev. Share:	46.40%

Project Information	Phase	Funding	PRIOR*	FY 24/25	FY 25/26	FY 26/27	FY 27/28	FY 28/29	FUTURE
Victoria Avenue Improvements Project	**PA&ED**								
	Total Cost:	**$78,000.00**							
	Fund Type:	MSI Arterial	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		DEV FEE	$ 78,000.00	$ -	$ -	$ -	$ -	$ -	$ -
		- Select Fund -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		- Select Fund -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		Other:	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Current Total Project Cost Estimate:	**PS&E**								
$9,986,000.00	**Total Cost:**	**$258,000.00**							
	Fund Type:	MSI Arterial	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		DEV FEE	$ 258,000.00	$ -	$ -	$ -	$ -	$ -	$ -
Total Measure I Request:		- Select Fund -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		- Select Fund -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
$536,000.00		Other:	$ -	$ -	$ -	$ -	$ -	$ -	$ -
(Summation of Measure I)	**ROW**								
	Total Cost:	**$300,000.00**							
	Fund Type:	MSI Arterial	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Comments:		DEV FEE	$ 150,000.00	$ 150,000.00	$ -	$ -	$ -	$ -	$ -
		- Select Fund -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		- Select Fund -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		Other:	$ -	$ -	$ -	$ -	$ -	$ -	$ -
	CONST								
	Total Cost:	**$9,350,000.00**							
	Fund Type:	MSI Arterial	$ -	$ 268,000.00	$ 268,000.00	$ -	$ -	$ -	$ -
		DEV FEE	$ -	$ 3,407,000.00	$ 3,407,000.00	$ -	$ -	$ -	$ -
		OTHER	$ -	$ 1,000,000.00	$ 1,000,000.00	$ -	$ -	$ -	$ -
		DEV LOAN	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		- Select Fund -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		- Select Fund -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
		Other:	$ -	$ -	$ -	$ -	$ -	$ -	$ -

*Prior should identify any expenses incurred in prior years that have not yet been reimbursed by SBCTA including anticipated FY 2023/2024 expenses.

ATTACHMENT C

Measure I Valley Major Street/Arterial Sub-Program
Summary of Allocations, Balances & Special Arrangements

	SHARES	ALLOCATIONS	BALANCES		SPECIAL ARRANGEMENTS	
Jurisdiction	Current Equitable Share*	FY10/11 thru FY23/24	Reimbursements FY10/11 thru 4/24/23	Allocation Balance	Approved Advances @ 4/24/23	Term Loan Collateral @ 4/24/23
Chino	7.591%	$18,613,913	$298,946	$18,314,967	$10,500,000	
Chino Hills	2.194%	$3,043,718	$0	$3,043,718		
Colton	2.534%	$6,618,994	$393,612	$6,225,382		
Fontana	19.400%	$39,301,658	$7,634,761	$31,666,897		
Grand Terrace	1.389%	$3,628,170	$151,462	$3,476,708		
* Highland	6.777%	$17,641,193	$5,183,062	$12,458,131		$3,499,301
Loma Linda	4.074%	$10,641,587	$5,019,909	$5,621,677		
Montclair	0.597%	$1,559,407	$1,913,734	-$354,327	$1,033,100	$1,990,241
Ontario	12.272%	$32,055,364	$16,605,339	$15,450,026	$6,383,764	
Rancho Cucamonga	5.044%	$10,704,395	$5,429,607	$5,274,788		
Redlands	4.854%	$12,679,004	$2,112,512	$10,566,492		
Rialto	3.831%	$9,553,460	$8,146,197	$1,407,263		
San Bernardino	7.857%	$20,523,060	$8,934,020	$11,589,040	$12,000,000	
Upland	2.743%	$7,164,917	$3,158,457	$4,006,460	$2,029,872	
Yucaipa	5.965%	$14,207,908	$13,401,043	$806,865	$6,000,000	
County	12.878%	$33,638,281	$6,039,970	$27,598,311		
Arterial Allocation	100.000%	$241,575,030	$84,422,630	$157,152,400	$37,946,736	$5,489,542

ATTACHMENT E

Measure I Valley Major Street/Arterial Sub-Program Revenue Projections Fiscal Years 2024/2025 through 2028/2029

Jurisdiction	SHARES	CPNA REVENUE PROJECTIONS*					TOTALS		
	Current Equitable Share	FY24/25	FY25/26	FY26/27	FY27/28	FY28/29	Total Projected Revenue	Current Allocation Balance	Total Available through FY28/29
Chino	7.591%	$2,357,929	$2,423,714	$2,491,410	$2,561,071	$2,632,755	$12,466,879	$18,314,967	$30,781,846
Chino Hills	2.194%	$0	$0	$0	$0	$0	$0	$3,043,718	$3,043,718
Colton	2.534%	$823,797	$846,067	$868,983	$892,566	$916,833	$4,348,245	$6,225,382	$10,573,628
Fontana	19.400%	$4,282,412	$4,447,348	$4,617,075	$4,791,730	$4,971,457	$23,110,022	$31,666,897	$54,776,920
Grand Terrace	1.389%	$451,560	$463,767	$476,329	$489,256	$502,557	$2,383,470	$3,476,708	$5,860,178
* Highland	6.777%	$2,197,681	$2,257,194	$2,318,435	$2,381,455	$2,446,304	$11,601,068	$12,458,131	$24,059,199
Loma Linda	4.074%	$1,324,447	$1,360,251	$1,397,095	$1,435,009	$1,474,024	$6,990,825	$5,621,677	$12,612,503
Montclair	0.597%	$194,083	$199,330	$204,729	$210,285	$216,002	$1,024,429	($354,327)	$670,102
Ontario	12.272%	$3,989,595	$4,097,447	$4,208,431	$4,322,639	$4,440,162	$21,058,274	$15,450,026	$36,508,300
Rancho Cucamonga	5.044%	$1,265,415	$1,308,298	$1,352,427	$1,397,838	$1,444,567	$6,768,545	$5,274,788	$12,043,333
Redlands	4.854%	$1,578,023	$1,620,682	$1,664,580	$1,709,753	$1,756,237	$8,329,275	$10,566,492	$18,895,767
Rialto	3.831%	$1,204,421	$1,237,743	$1,272,032	$1,307,318	$1,343,628	$6,365,142	$1,407,263	$7,772,405
San Bernardino	7.857%	$2,554,290	$2,623,341	$2,694,397	$2,767,517	$2,842,760	$13,482,306	$11,589,040	$25,071,347
Upland	2.743%	$891,742	$915,849	$940,656	$966,183	$992,451	$4,706,881	$4,006,460	$8,713,341
Yucaipa	5.965%	$1,814,953	$1,866,327	$1,919,192	$1,973,593	$2,029,574	$9,603,639	$806,865	$10,410,504
County	12.878%	$4,186,604	$4,299,782	$4,416,247	$4,536,094	$4,659,420	$22,098,147	$27,598,311	$49,696,458
Totals	**100.000%**	**$29,116,952**	**$29,967,139**	**$30,842,019**	**$31,742,305**	**$32,668,731**	**$154,337,147**	**$157,152,400**	**$311,489,548**

* 15-year reconciliation of shares in effect until FY35/36, which reduces allocations to Chino Hills, Fontana, and Rancho Cucamonga to account for allocations to projects through the Project Advancement Agreement process.

STAFF REPORT

TO THE CITY COUNCIL

DATE: September 12, 2023

FROM: Joseph A. Hughes, City Manager

PREPARED BY: Chuck Dantuono, Director of Administrative Services/City Treasurer

SUBJECT: Recruitment for a new City Manager.

RECOMMENDATION: Staff recommends the City Council refer this item to the Finance/Personnel Subcommittee to engage the services of a professional recruiting firm.

FISCAL IMPACT: None.

PUBLIC NOTICE: The agenda for this item was posted at the three required locations.

BACKGROUND: On August 31, 2023, the City Manager submitted his Notice of Retirement, to be effective December 29, 2023. Staff will need direction on how to proceed with the recruitment of a new City Manager. Staff is recommending that the City Council refer this item to the Finance/Personnel Subcommittee. Staff will work with the Subcommittee to engage the services of a professional recruiting firm.

Approved _____ Motion _____ Second _____ Agenda Item No. 12

Denied _____ Ayes _____

Continued _____ Noes _____ File No. _____

Tabled _____ Abstain _____

Absent _____

City Clerk

City Manager

STAFF REPORT

TO THE CITY COUNCIL

DATE: September 12, 2023

FROM: Joseph A. Hughes, City Manager

REVIEWED BY: Betty Hughes, MMC, City Clerk

PREPARED BY: Alondra Muñoz, Deputy City Clerk

SUBJECT: City Manager Report and Comments
(Work Program, Regional/Legislative/Development Issues, Subcommittees, etc.)

RECOMMENDATION: Discussion and possible action.

Approved _____ Motion _____ Second _____ Agenda Item No. 13

Denied _____ Ayes _____

Continued _____ Noes _____ File No. _____

Tabled _____ Abstain _____

Absent _____

City Clerk

City Manager

STAFF REPORT

TO THE CITY COUNCIL

DATE: September 12, 2023

FROM: Joseph A. Hughes, City Manager

REVIEWED BY: Betty Hughes, MMC, City Clerk

PREPARED BY: Alondra Muñoz, Deputy City Clerk

SUBJECT: Council Member Comments
(Agency/Committee/AB1234 Reports, District Updates, etc.)

RECOMMENDATION: Discussion and possible action.

Approved _____ Motion _____ Second _____ Agenda Item No. 14

Denied _____ Ayes _____

Continued _____ Noes _____ File No. _____

Tabled _____ Abstain _____

Absent _____

City Clerk

City Manager