ANALYSIS REPORT

NORTH PERRIS ROAD AND BRIDGE BENEFIT DISTRICT

Prepared for

CITY OF PERRIS

June 2008

ALBERT A. WEBB ASSOCIATES

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W.O. 07-0268

Richard Belmudez
Community Development Department
City of Perris
135 N. D Street
Perris, CA 92570

RE: North Perris Road and Bridge Benefit District Analysis Report

Dear Mr. Belmudez:

We are pleased to submit herewith our Analysis Report for the North Perris Road and Bridge Benefit District which we have prepared at your request.

If you have any questions regarding this report, please call the undersigned for clarification.

Sincerely,
ALBERT A. WEBB ASSOCIATES

Shane Spicer
Senior Financial Analyst,
Special Assessment and Tax Consulting

Dilesh Sheth, P.E.
Director,
Traffic and Transportation

cc: Habib Motlagh, City of Perris, City Engineer
Brad Eckhardt, City of Perris, Planning Manager
Scott Hildebrandt, Albert A. Webb Associates, Vice President

Encl.

SS/mb

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I. EXECUTIVE SUMMARY

The North Perris Road and Bridge Benefit District is being established pursuant to Section 66484 of the California Government Code.

The North Perris Road and Bridge Benefit District (the NPRBBD or District) is located in the northern portion of the City of Perris within Riverside County. The ultimate development of this area will significantly increase traffic volumes and have a substantial impact on area circulation. Additional thoroughfares and bridges are necessary to meet the projected transportation and traffic needs resulting from the anticipated development.

The purpose of the District is to streamline the financing of specific regional road and bridge improvements determined to provide benefit to the developing properties within the boundaries of the District. The road and bridge improvement fee for the District is a one time fee paid to the City prior to recordation of a final tract or parcel map, or prior to the issuance of a building permit. The payment of the NPRBBD fee is not intended to relieve the subdivider, developer or an applicant for a building permit from the requirements imposed under other provisions or Ordinances of the City of Perris to dedicate and improve roads as a condition of approval of a tentative map or building permit.

The selected facilities are needed to provide acceptable levels of service in conjunction with the planned development of the area. Eligible facilities are those which will provide a regional benefit and are shown on the Circulation Element of the Comprehensive General Plan of the City of Perris.

The City of Perris has retained Albert A. Webb Associates, a consultant, to prepare the Analysis Report to identify the boundaries of the District, set forth the major thoroughfares and bridges to be funded by the District, determine the cost estimates for the construction of each facility, establish the fees, provide a mechanism to capture related Transportation Uniform Mitigation Fees and Developer Impact Fees and allocate the fees on an equitable basis.

II. BACKGROUND

On June 14, 2005 the City Council of the City of Perris (the "City") adopted the General Plan Circulation Element designed to accommodate the anticipated transportation needs based on the estimated intensities of various land uses within the region. This Element described the extent of physical improvements needed to accommodate anticipated population growth and introduces other techniques (e.g., restricted street parking, transportation systems management plans and congestion management plans), which can be used to improve and maintain an acceptable level of service for the City's circulation system. During the years 2005 and 2006 the City also updated five of the remaining six mandatory General Plan Elements.

As a result of these updates it was determined that the ultimate development of this area will significantly increase traffic volumes and have a substantial impact on area circulation. The District has been designed in a manner to distribute the cost of the construction of the improvements on an equitable basis among benefiting properties. The fee levels for this District are determined based on the estimated improvement costs and projected future development potential of the District. The fees are a one-time charge paid to the City of Perris prior to recordation of a final tract or parcel map or prior to the issuance of building permit. The District Fees are comprised of both Transportation Uniform Mitigation Fees and Developer Impact Fees. Properties that have already been developed are not subject to District fees.

The City is currently updating the General Plan Circulation Element for the properties within the boundaries of the North Perris Road and Bridge Benefit District. The proposed land use changes being considered include: a reduction of residential and commercial properties and an increase of industrial properties. The proposed changes have been incorporated to better project future development within the District, see Exhibit J for details.

A. TUMF Program

On February 10, 2003, the Transportation Uniform Mitigation Fee (the "TUMF") program became effective. General TUMF Program parameters, definitions and procedures are described in the TUMF Program Ordinance adopted by participating Western Riverside County jurisdictions. The Western Riverside Council of Governments (WRCOG) is designated as the TUMF Program Administrator, and as such will work closely with member jurisdictions, the Riverside County Transportation Commission, and the Riverside Transit Agency to coordinate transportation expenditure programs to maximize the effectiveness of future transportation investments. The transportation facilities listed under the TUMF program partially overlap with facilities contained within the District. While the TUMF cannot fund all necessary transportation system improvements, it is intended to address a current transportation funding shortfall, as determined by the Nexus Study 2005 Update, by establishing a new revenue source that ensures future development will contribute toward addressing the impacts of new growth on regional transportation infrastructure. By levying a fee on new developments in the region, local agencies will be establishing a mechanism by which developers, and in turn new county residents and employees, will effectively contribute their "fair share" toward sustaining the regional transportation system.

According to the TUMF Nexus Study 2005 Update the TUMF Network is the system of roadways that serve inter-community trips within Western Riverside County (the Regional System of Highways and Arterial) and are eligible for improvement funding from the TUMF Program. This Study identified transportation facilities in Western Riverside County and distinguished whether the facilities were of "Regional Significance" or of "Zonal Significance". The Facilities identified as providing Regional Significance were labeled "backbone" facilities for the highway network for Western Riverside County. The Facilities of Zonal Significance (the "secondary" network) represent the balance of the Regional System of Highways and Arterials for Western Riverside County. The TUMF facilities identified and included in the District provide the regional benefits to Western Riverside County as identified in the Nexus Study. Exhibit C shows the TUMF Network in Riverside County.

To estimate the cost of improving the regional transportation system to provide for future traffic growth from new development, the transportation network characteristics and performance guidelines were initially used as a basis for determining the needed network improvements. The TUMF include Administrative Costs for the TUMF Program adopted in May 2005. The Executive Committee adopted the following policy regarding the expenditure of Program funds for the Administration of the Program:

1. WRCOG will budget no more than one percent (1%) of the TUMF Program revenue for administration salaries and benefits;

2. Administration costs will be budgeted at whatever is reasonable and necessary, but not to exceed four percent (4%) of the TUMF revenues (inclusive of the one percent administrative salaries and benefit cap).

Annually, WRCOG staff meets with the Zone Technical Advisory Committees to review the status of all programmed projects on the 5-Year Transportation Improvement Programs (TIPs) and bring the subsequent project adjustment requests to the Zone Committees for approval. The goals of the annual review process are as follows: (i) to update project cost estimates; (ii) to review project status; (iii) to determine the continued viability of projects; (iv) review the backlog of reimbursement projects;(v) to address local jurisdiction issues; and (vi) address compliance with AB 1600.

The TUMF Administrative Plan states that "The local jurisdiction shall compare facilities in local fee programs against the Regional System of Highways and Arterials (RSHA) and eliminate any overlap in its local fee program". Additionally, funding districts are not allowed to retain TUMF dollars for administration, therefore the 2% Administration cost estimates for the NPRBBD will be paid from the DIF portion of the NPRBBD fee.

For the purpose of the Analysis Report for the NPRBBD certain unit cost estimate assumptions were used to develop the TUMF network cost estimate, including a comparison of the original TUMF unit cost assumptions and the current revised unit cost assumptions developed as part of this review of the TUMF Nexus. Table 1 below illustrates the cost estimates and is provided in current year values as indicated. To estimate the cost of improving the regional transportation system to provide for future traffic growth from new development, the transportation network characteristics and performance guidelines were initially used as a basis for determining the needed network improvements. The initial list of improvements needed to provide for the traffic generated by new development was then compared with the City General Plan Circulation Element to ensure that the TUMF network included planned arterial roadways of regional significance. A consolidated list of proposed improvements and the unit cost assumptions were then used to establish an initial estimate of the cost to improve the network to provide for future traffic growth associated with new development.

Table 1
TUMF Unit Cost for Highway and Street Construction

Improvement Component Type (Code)	Original Estimated Unit Cost as published October 18, 2002	Current Estimated Unit Cost per 2005 Nexus Update with 2007 CCI Adjustment	Description
Construction Terrain 1 Level	$550,000	$658,000	Construction cost per lane mile – level terrain
Construction Terrain 2 Rolling	$850,000	$1,020,000	Construction cost per lane mile - rolling terrain
Construction Terrain 3 Mountainous	$1,150,000	$1,380,000	Construction cost per lane mile - mountainous terrain
ROW Land Use 1 Urban	$900,000	$1,930,000	ROW cost factor per lane mile - urban areas
ROW Land Use 2 Suburban	$420,000	$900,000	ROW cost factor per lane mile - suburban areas
ROW Land Use 3 Undeveloped	$240,000	$514,000	ROW cost factor per lane mile - undeveloped areas
Interchange 1 Complex New/Full Reconstruction	n/a	$47,840,000	Complex new interchange/interchange reconstruction total cost
Interchange 2 New/Full Reconstruction	$20,000,000	$23,970,000	New Interchange/Interchange reconstruction total cost
Interchange 3 Major Modification	$10,000,000	$11,980,000	Major interchange modification total cost
Interchange 4 Minor Modification	$2,000,000	$2,400,000	Minor interchange modification cost
Interchange 5 TUMF Arterial to TUMF Arterial New	n/a	$2,570,000	TUMF arterial to TUMF arterial new interchange cost (50% of $5,000,000 total cost assigned to each arterial)
Bridge 1	$2,000	$2,420	Bridge total cost per lane per linear foot
Railroad Grade Separation 1 New	$4,500,000	$5,390,000	New Rail Grade Separation per lane
Railroad Grade Separation 2 Existing Widening	$2,250,000	$2,700,000	Existing Rail Grade Separation per lane
Intersection	$300,000	$360,000	Upgrade existing network-to-network intersection
Planning	10%	10%	Planning, preliminary engineering and environmental assessment costs
Engineering	25%	25%	Project study report, design, permitting and construction oversight costs
Contingency	10%	10%	Contingency costs, including TUMF program administration
MSHCP Environmental Mitigation	n/a	5%	TUMF Regional Arterial Highway contribution to cumulative environmental mitigation

The Nexus Study also provided a Fair-Share Fee Calculation to address the approximately $5.06 billion of the future improvements that would be unfunded. Approximately 67.6% was assigned to new residential development and 32.4% was assigned to future new non-residential development. A portion of

the TUMF fee is specifically designated for improvement projects on the backbone system and on the secondary network within the zone in which it is collected. The TUMF Fee from the Nexus Study for the allocable share to new residential and non-residential development within Western Riverside County as adopted by WRCOG Executive Committee, February 9, 2006, with 2007 CCI Adjustment is shown in Table 2 below. For the purposes of calculating the NPRBBD fee it was assumed TUMF fees will remain constant after June 30, 2009 for the Land Use Categories listed below.

Table 2
TUMF Nexus Study 2005 Update Fee Schedule

Land Use	Thru June '08 Per DU or SF	Thru June '09 Per DU or SF	After June '09 Per DU or SF(1)
Single Family Residential*	$10,046	$10,046	$10,046
Multi Family Residential*	7,054	7,054	7,054
Industrial**	1.84	1.84	2.35
Retail**	9.99	9.99	12.94
Service**	5.71	5.71	6.56
Class 'A' Office**	2.19	2.19	2.19
Class 'B' Office**	2.19	2.19	2.19

* Per Dwelling Unit (DU)
** Per Square Feet (SF)
(1) For analysis purposes projected fee estimates maintained constant

TUMF funds shall be distributed in accordance with Executive Committee actions, the Nexus Study, the Administrative Plan and any future amendments thereto:

a. Allocation to Regional Transit Improvements - Of the TUMF funds received by WRCOG, 2.6% shall be allocated to the Riverside Transit Agency for making regional transit improvements.

b. Allocation to Regionally Significant Transportation Improvements - Of the TUMF funds received by WRCOG, 48.7% shall be allocated for making improvements to the arterials of regional significance on the Regional System of Highways and Arterials.

c. Allocation to Zones - Of the TUMF funds received by WRCOG, 48.7% shall be allocated to the five Zones for making improvements to the Regional System of Highways and Arterials as determined by the respective Zone Committees. The amount of TUMF funds allocated to each Zone shall be proportionate to the amount of TUMF revenue generated from the zone.

Exhibit D shows the roadway network for the Central Area Planning District.

High-Cube Warehouses and Distribution Centers

According to Section 5.8 of the TUMF Fee Calculation Handbook all types of high-cube warehouses and distribution centers are considered industrial use types. As such, a separate methodology is used in calculating the TUMF obligation for these projects. It was determined that the vehicle trips generated to and from the project site is typically lower than the typical industrial use property. The calculation of the TUMF obligation for non-residential industrial use properties is based on the gross floor area of buildings associated with the specific land-use.

A high-cube warehouse and distribution center property is a property that has "very large shell buildings commonly constructed using steel framed and/or concrete tilt-up techniques with a minimum gross floor area of 200,000 square feet, a minimum ceiling height of 24 feet and a minimum dock-high door loading

ratio of 1 door per 10,0000 square feet." All of the currently Approve Projects are high-cube warehouses or distribution centers and qualify for the revised calculation of their TUMF obligation. For the approximately 900 acres of Light-Industrial properties within the NPRBBD sixty percent (60%) has been projected as high-cube warehouses and distribution centers. The remaining forty percent (40%) has been assumed as regular warehousing properties. It was assumed that the average size for a high-cube warehousing property is 1,000,000 square feet and as development occurs within the District fewer large lots would be available to develop these types of warehouses.

For the high-cube warehouses and distribution centers the calculation of the TUMF obligation, as of the latest up-date to the TUMF Fee Calculation Handbook is as follows:

1. Subtract 200,000 square feet from the total gross floor area
   (i.e. for the example facility, it is 450,000 – 200,000 = 250,000 square feet)

2. Multiply the resultant value from step 1 which is the total gross floor area in excess of 200,000 square feet by 0.24 (i.e. for the example facility, it is 250,000 x 0.24 = 60,000 square feet)

3. Add 200,000 square feet to the resultant value of step 2
   (i.e. for the example facility, it is 200,000 + 60,000 = 260,000 square feet)

4. Use the resultant value of step 3 as the gross floor area to calculate the TUMF obligation using "Worksheet A.2.1 from the TUMF Fee Calculation Handbook" for standard non-residential fee calculations.

Each project will be reviewed independently by the City to determine whether the TUMF portion of the NPRBBD would be eligible for the TUMF obligation discount. For more details regarding the high-cube warehouse and distribution centers TUMF fee obligation please refer to the TUMF Fee Calculation Handbook.

B. DIF Program

Many of the regional facilities included in the TUMF program are related to the City's Developer Impact Fee (the "DIF") program. The DIF program, recently updated by the "Developer Impact Fee Justification Study" (the "Fee Study") on February 25, 2006 by David Taussig & Associates, Inc., provides a funding source to construct the police, fire, community amenities, government facilities and roadway infrastructure necessary to mitigate the impacts of the growth expected in the City of Perris over the next twenty-five years.

The Fee Study provided an apportionment of transportation facilities costs from a Transportation Needs List, as shown in Exhibit F. Road, flood control, and signalization facilities benefit future residents and employees in providing safe and efficient vehicular access to properties. It has been well documented by transportation engineers that different land uses generate trips at different rates.

The Transportation Facilities included in the DIF Program are identified as either "Secondary Arterial", "Arterial" or "Expressway" facilities. Each facility identified also illustrates the existing number of lanes, the number of lanes required by the General Plan, the number of lanes already included in TUMF and net number of lanes for completion. According to the Fee Study the "Roadway Cost" was calculated by multiplying the "Segment Size" in lane-miles by a constant factor of $625,000 per lane mile. This unit cost assumption is consistent with unit costs used in the TUMF program for roadways on flat terrain. These facilities will also require median landscaping in accordance to the Circulation Element of the General Plan for the City of Perris. The "Landscaped Median" column was calculated by multiplying the measured distance for each appropriate arterial and expressway segment by 14' (the width of a standard

median) and by a constant unit cost of $15.00 per square foot. It is assumed that any allowance for left turn lanes at intersections would be offset by additional paving and labor costs.

VPRA Technologies, Inc prepared a traffic modeling study supporting the need for expanding the roadway segments and verifies that if no new development occurred within the City, the existing road system would maintain a level of service C or better. The Level of Service (LOS) Schedule from the City General Plan Circulation Element and used in the DIF Fee Study can be found in Exhibit G. A summary of the City of Perris' Transportation portion of the DIF fees are shown in Table 3 below.

Table 3
City of Perris DIF Summary - Transportation Portion

Land Use	May 1, 2006 Per DU or SF	May 1, 2008 Per DU or SF	May 1, 2010 Per DU or SF
Single Family Residential*	$4,025	$4,025	$4,025
Multi Family Residential*	2,817	2,817	2,817
Commercial**	1.744	3.488	5.232
Industrial**	1.744	3.488	5.232

* Per Dwelling Unit (DU)
** Per Square Feet (SF)

The traffic study prepared by VRPA Technologies confirms that there are no existing deficiencies; as a result new development will finance all of the proposed transportation facilities. The road, flood control crossings, bridges, and signalization facilities costs have been apportioned on the basis of average daily trip ("ADT") generation factors. All of the transportation facilities were sized to meet the needs of future residents and employees. Average daily trip factors were multiplied by the various dwelling units and building square footages to calculate the total ADT's generated by new development. The total facility cost was then divided by the total ADT's to determine the cost per ADT. The Transportation fees for the various land uses were then calculated by multiplying the cost per ADT by the trip generation rate for each land use category. The DIF transportation facilities amounted to $172,493,703 and would be covered by impact fees on new development ($4,025 per single-family dwelling unit).

III. JUSTIFICATION

The District boundaries include property within the General Plan Circulation Element with land use classifications designated as primarily Light Industrial with a mixture of Commercial and Residential properties. According to the Circulation Element it is vital to the City and Inland Empire's economy that the there be an efficient movement of goods in and through the City of Perris. An efficient and cost-effective method for distributing and receiving products is required for the ability of the County to compete domestically and internationally on an economic basis. The City of Perris provides a key link in this system within its proximity to I-215, the rail line and March Air Reserve Base.

It is expected there will be significant industrial growth within the City supported by the relocation and replacement of individual agricultural processing plants and other new industries. This will significantly alter both regional and localized traffic patterns and increase the concentration of truck traffic within the City. This imminent growth for both the City of Perris and Moreno Valley, to the north, will exacerbate traffic conditions and require improvements to the identified facilities needed to accommodate the development.

The General Plan has also been used to identify the street facilities to be financed by the District. Many of the General Plan roadway designations should be upgraded to accommodate the future traffic volumes

to be generated by the build out of this area. All of the facilities proposed to be contained in the NPRBBD have been previously analyzed for environmental impacts under City of Perris Comprehensive General Plan Update EIR. The typical street improvement sections, Exhibit K, are based on the current Riverside County Transportation Department Improvement Standards for Urban Arterial and Arterial Highways. The District will fund improvements to roadways based on the County and City standard curb to curb only unless otherwise specifically stated herein. Unless otherwise specified herein, the District will not fund activities that do not result in ultimate improvements such as throw away tapers or interim projects.

A. BENEFIT

All facilities proposed to be included in the NPRBBD are facilities that provide a regional benefit to the developing properties within the boundaries of the district. According to the TUMF Nexus Study 2005 Update a facility providing "Regional Significance" was a facility proposed to have a minimum of six lanes at general plan build-out, extend across and/or between multiple Area Planning Districts or zones, and is forecast to carry at least 25,000 vehicles per day in 2025. The facilities that are typically within one zone and carry comparatively lesser traffic volumes than the backbone highway network, although they are considered significant for circulation within the respective zone have been identified as providing a "Zonal Significance".

A portion of the facilities included in the NPRBBD are TUMF facilities and have been identified as regionally significant facilities by the TUMF Nexus Study 2005. The remaining facilities included in the NPRBBD are regionally significant as they are necessary to provide acceptable levels of service (LOS) for the projected development for the area and are included in both the City of Perris' DIF Program and General Plan Circulation Element. As stated in the City of Perris' Circulation Element the LOS standards are used to assess the performance of a street or highway system and the capacity of a roadway. An important goal when planning the transportation system is to maintain acceptable levels of service along the federal and state highways and the local roadway network. To accomplish this, the California Department of Transportation (Caltrans), City of Perris, the County of Riverside, and other local agencies adopt minimum levels of service to determine future infrastructure needs.

The City's General Plan Circulation had identified the facilities included in the NPRBBD as Expressway, Arterial or Secondary Arterial. A Southern California Association of Governments (SCAG) traffic model was used to estimate average daily travel demand for the City of Perris Backbone network. SCAG's travel forecast model includes land use and socio economic data applied to traffic analysis zones (TAZ) within each planning area. The results of the traffic modeling provided Year 2030 projected average daily traffic (ADT) volumes for the backbone roadway network of the City of Perris. The projected ADT's for the proposed facilities range from 21,540 for a LOS A for a Secondary Arterial facility to 81,700 for a LOS E on an Expressway facility. A detailed description of the LOS requirements per facility can be found in Exhibit G.

The list of facilities identified within the NPRBBD provides additional benefit by providing adequate alternate truck routes within the City of Perris. As stated in the Circulation Element at least 15 percent of the daily traffic volume along the primary goods movement corridors in Riverside County is comprised of truck traffic. Approximately 7,500 trucks travel along I-215 and the City of Perris roadways daily. Due to the operational characteristics of trucks, the net effect on traffic flow is two to three times that of an equal number of passenger cars on level terrain, and could increase considerably on long upgrades.

The passenger car equivalents or PCEs for a roadway with 15 percent truck traffic consumes 30 to 40 percent of the roadways capacity. In most cases, the truck percentage in the peak commuting periods is

lower (usually no more than 4 to 6 percent), as the passenger car volume is higher and some trucks tend to avoid those hours because of the slow speeds.

According to the California Trucking Association (CTA) approximately 76 percent of all in and outbound freight is shipped by truck for the State of California. Additionally, approximately 98 percent of all the finished goods transported to the final retail and wholesale destinations were by trucks. It is anticipated that the region's truck volumes will increase by 40 percent through Year 2020.

In accordance with both local and State law, truck movements for the purpose of making deliveries within a city can use the most direct route to the particular delivery location. The designated truck routes within the Circulation Element study area are intended to indicate arterial streets, which may be used for truck movement in excess of the weight designated in the City Ordinance for movement through the City. The City's Truck Route Enabling Ordinance is the specific legal vehicle by which truck routes, shown in the General Plan as a policy issue, are translated into specific legal routes when adopted by the City Council and the routes have been posted.

The facilities within the NPRBBD provide a regional benefit to the developing properties within the boundaries of the district by diverting a significant portion of the truck traffic away from some of the major thoroughfares within the City of Perris and accommodate an acceptable level of service to support new development. Exhibit H illustrates the Existing Peak Hour Truck Intersection Counts and Segment ADT from the Circulation Element.

B. LAND USE ASSUMPTIONS

The General Plan Land Use Element was approved in April 2005 and the Circulation Element was approved in June 2005. Currently, the proposed land uses are being revised and the proposed changes have been incorporated to better project future development within the District, see Exhibit J for details. The Land Use Plan broadly describes the types of land uses and intensity of physical development that will be accommodated in the City of Perris through the year 2030. Land uses are organized and defined in the Land Use Element of the City of Perris General Plan according to the permitted intensity of physical development and types of uses appropriate on a given property. The Land Use Map assigns a land use classification to each property in the City of Perris. Together, the Land Use Plan and Land Use Map establish the desired pattern of development for the City of Perris.

The City of Perris is divided into ten (10) planning areas. The North Perris Road and Bridge Benefit District is located within Planning Areas 1, 3, and 4. Each planning area has distinct characteristics in terms of their designated land uses. Please refer to Exhibit I for the original layout of Planning Areas in the City of Perris.

Physical development in the City of Perris is classified according to land use type such as residential, commercial, or industrial. Each land use classification, or designation, is defined below in terms of permissible uses and intensity of physical development. The use and intensity classifications are the basis for permitted uses. Minimum and maximum development standards are described in greater detail and implemented through the Zoning Ordinance. Intensity and density standards are also the basis for minimum lot size and lot street frontage requirements of the Subdivision Ordinance. A brief description of the applicable classifications found within the District is as follows:

a. "*Residential*" land use designations include as principal uses all dwelling units equipped for independent living i.e. kitchen, bathroom, and sleeping quarters.

b. *"Commercial"* land use categories cover a broad range of non-residential, non-industrial uses. These categories include: Neighborhood Commercial/Urban Residential, Neighborhood Commercial, Community Commercial and Professional Office.

c. The "*Industrial*" category includes small business uses including businesses that require small warehouses or equipment yards (such as General Contractors, carpet and flooring installers, or other construction related trades), light manufacturing uses, materials processing and assembly, distribution centers, and large-scale warehousing.

d. The "*Specific Plan*" land use designation allows for a variety of uses, densities and building intensities on parcels of seventy-five or more acres subject to a master site plan and comprehensive development standards that provide for flexibility in design, creation of unique neighborhoods, amenities including parks and inclusion of appropriate infrastructure.

e. "*Open Space*" designates land used for active or passive parkland. In addition, Open Space may apply to undeveloped, natural areas such as the San Jacinto River. Open Space may be either publicly or privately owned, developed or undeveloped, and includes land retained in its undisturbed, natural state or developed areas that include play equipment, ball fields, or other, recreational equipment or facilities.

f. "*Public Semi-Public*" land use categories are locations for government facilities, public schools, and public services and utilities such as water and sewer district operations.

g. The "*Special Study Area Overlay*" designation is juxtaposed on the land use designation of parcels where flexibility in use and development standards may be needed to adapt to infrastructure, including roadways and storm drain facilities.

In determining the likely residential, commercial and industrial build-out within the General Plan, a factor of 85% of the vacant land was assumed to be developable for analysis purposes. At present the available ("developable") acreage within the district is 1, 633 acres. Additionally, a factor for the Floor Area Ratio (FAR) of 25% was assumed for Commercial land uses, 35% for Office land uses and 45% for Industrial land uses within the vacant area. The existing developments within the District were identified using the most recent aerial photographs and field visits. Information about approved projects and projects under review within the District was also collected. The area of the existing developments, approved projects and projects under review was deducted from the total area of the District in order to establish the vacant area within the District.

The City is currently updating the General Plan Circulation Element for the properties within the boundaries of the North Perris Road and Bridge Benefit District. The proposed land use changes being considered include a reduction of the total ("developable") acreage from 1,713 to 1,633 acres. The following changes for land use categories include: a reduction of 151 residential acres, a reduction of 96 and commercial properties acres and an increase of 167 industrial/business park properties. The proposed changes have been incorporated to better project future development within the District. For an illustration of the proposed land uses see Exhibit J.

IV. FACILITIES IDENTIFIED FOR FUNDING

All of the facilities proposed to be contained in the NPRBBD have been previously analyzed for environmental impacts under City of Perris Comprehensive General Plan Update EIR. The typical street improvement sections, Exhibit K, are based on the current Riverside County Transportation Department Improvement Standards for Urban Arterial and Arterial Highways. The District will fund improvements to roadways based on the County standard curb to curb only unless otherwise specifically stated herein.

Unless otherwise specified herein, the District will not fund activities that do not result in ultimate improvements such as throw away tapers or interim projects.

The facility improvements costs are estimated costs and actual costs of facilities may be higher or lower than indicated. The estimated costs for the District include travel lanes compatible with the adopted City General Plan road standards for ultimate width construction; mobilization; roadway excavation; aggregate base; asphalt concrete; asphalt concrete dike if full width improvements are not constructed; grading shoulders; grading 2:1 slopes to the limit of right of way; landscaped median; roadway frontage improvements (landscaping, curb and gutter, and sidewalk); and the cost of right of way acquisition. Facilities' budgets include a factor of 25% that is intended to cover: construction cost contingency; design engineering; contributions to the Multi-Species Habitat Conservation Plan (MSHCP) for coverage of facilities under that plan; preliminary survey; construction inspections and management; and District Administration costs. A 2% administration cost will be maintained in the District Fund for the management and administration of the District paid by the DIF portion of the NPRBBD fee.

The following is a brief description of the existing roadway network, including major roadways, interchanges, and bridges:

Harley Knox Boulevard (formerly Oleander Avenue) is an east-west roadway classified as an Arterial in the City of Perris General Plan with 128' Right-of-Way (ROW) between the I-215 interchange and Evans Road. It currently consists of 4 lanes between the I-215 interchange and Patterson Avenue, 2 lanes between Patterson Avenue and Perris Boulevard, and does not exist east of Perris Boulevard. However, it will be extended east to Evans Road per the General Plan with 3 lanes in each direction along its entire length. According to the General Plan, Oleander Avenue currently carries about 17,000 vehicles per day and is operating at a Level of Service (LOS) A. The existing interchange with I-215 is currently underutilized. If properly utilized, it has the potential to relieve congestion at the I-215 interchange at Ramona Expressway.

Harley Knox Boulevard is a gateway to the NPRBBD and provides a regional benefit to the developing properties within the boundaries of the district. It is expected that Harley Knox Boulevard will carry a considerable amount of truck and car traffic as a result of the Interstate 215 upgrade to 8 lanes funded with Measure A. The roadway will be diverting a significant portion of the truck traffic away from some of the major thoroughfares within the City of Perris and accommodate an acceptable level of service to support new development.

Placentia Avenue is an east-west roadway classified as an Arterial in the City of Perris General Plan with 128' Right-of-Way (ROW) between the I-215 interchange and Evans Road. It currently consists of 4 lanes between the I-215 over crossing and E. Frontage Road, does not exist between E. Frontage Road and Indian Avenue, and 2 lanes between Indian Avenue and Perris Boulevard. According to the general plan, an interchange will be constructed with I-215 and the entire length of the roadway will be improved to 3 lanes in each direction.

Ramona Expressway is a major east-west corridor running through the entire District Area. It is classified as an Expressway (184' – 220' ROW) in both the City of Perris General Plan and the County of Riverside General Plan. It currently consists of 4 lanes along the entire length within the District, except for the section between Brennan Avenue and Indian Avenue. The existing Average Daily Traffic (ADT) along Ramona within the District ranges from 19,000 to 23,000 east of Webster Avenue and about 29,000 west of Webster Avenue near the I-215 interchange. The I-215 Interchange at Ramona Expressway is currently operating at LOS E and immediate improvements are needed in order to relieve congestion. The southbound traffic exiting the freeway regularly forms a queue which spills over to the freeway mainline causing a major bottleneck for the southbound freeway traffic. Ramona Expressway crosses over the Perris

Valley channel between Redlands Avenue and Evans Road. The bridge currently has 4 lanes and needs to be widened ultimately to accommodate 8-lane traffic (4 lanes each direction).

Perris Boulevard is a major north-south roadway classified as an Arterial (128' ROW) roadway within the City of Perris. It starts from 11th Street in the City of Perris and terminates in the northern portion of the City of Moreno Valley. It currently consists of 4 lanes from Placentia Avenue to 300' north of Ramona Expressway and 2 lanes from 300' north of Ramona Expressway to the City Limits. It will be improved to 3 lanes in each direction per the General Plan. Under existing conditions, Perris Boulevard carries approximately 18,000 vehicles per day thru the District and operates at LOS A. Currently, the bridge crossing over the channel (lateral storm drain) just north of Oleander Avenue is wide enough to accommodate 6 lanes (3 lanes in each direction).

A. NPRBBD Facilities

The following table illustrates a listing of each facility identified under the North Perris Road and Bridge Benefit District including the Facility Name, General Plan Classification and the current estimated construction cost for each facility is prepared in Table 4 below. Exhibit F is a map illustrating the selected facility improvements within the District. Selected facilities which involve state highway improvements, such as an Interchange, Ramp Improvements, or Bridge Crossing were retained in the list of selected projects as offering a higher level of benefit to the regional transportation needs. It should be noted that the mainline improvements to the interstate system will be the responsibility of Caltrans. Highway over crossings will be constructed to the ultimate roadway section, per the City of Perris General Plan Circulation Element.

Roadway frontage improvements (landscaping, curb and gutter, and sidewalk) are not included in the TUMF unit cost for construction (Table 1) and have not been included in the TUMF portion of the NPRBBD Facilities.

Table 4
NPRBBD Facilities Estimated Cost

Facility Name	General Plan Classification	Estimated Cost
a. Indian Avenue	Secondary Arterial	$11,343,500
b. Perris Boulevard	Arterial	17,350,800
c. Redlands Avenue	Secondary Arterial	14,845,000
d. Harley Knox Boulevard	Arterial	31,813,700
e. Markham Street	Secondary Arterial	2,132,000
f. Ramona Expressway	Expressway	10,865,000
g. Morgan Street	Secondary Arterial	2,899,500
h. Rider Street	Secondary Arterial	3,803,000
i. Placentia Avenue	Arterial	18,705,900
j. Indian Avenue Bridge	Secondary Arterial	701,800
k. Harley Knox Boulevard Bridge	Arterial	4,210,800
l. Ramona Expressway Bridge	Expressway	2,105,800
m. Placentia Avenue Bridge	Arterial	6,316,200
n. Harley Knox Boulevard Interchange @ I-215	Arterial	17,371,000
o. Placentia Avenue Interchange @ I-215	Arterial	8,389,000
p. 4-Lane Intersections – Traffic Signals	4 – Signals	870,000
q. 6-Lane Intersections – Traffic Signals	11 – Signals	3,190,000
District Totals		**$156,913,000**

For a detailed list of the estimated cost of facilities please see Exhibit M – Facilities Cost Detail.

1. North-South Roadway Segments:

a) Indian Avenue –Indian Avenue from the northern Boundary of the District to Placentia Avenue will be a four (4) lane Secondary Arterial. The District will fund two (2) new lanes from the northern Boundary of the District to Harley Knox Blvd. The District will also fund four (4) new lanes from Harley Knox Blvd. to 100' north of the Ramona Expressway intersection. Additionally, the District will fund two (2) new lanes from 1,300' south of Morgan Street to Placentia Avenue. The estimated total cost for the entire segment of Indian Avenue, is $11,343,500 and includes Parkway Landscaping and Right-of-Way costs.

b) Perris Boulevard – The Perris Boulevard Arterial will be expanded by two (2) to four (4) lanes making Perris Boulevard a six (6) lane Arterial from the northern boundary of the District to Placentia Avenue, the southern boundary of the District,. The District will fund four (4) new lanes from the northern Boundary of the North Perris Road & Bridge Benefit District to 300' north of the Ramona Expressway intersection. The District will also fund two (2) new lanes from 300' north of the Ramona Expressway intersection to Placentia Avenue. The estimated total cost for the entire segment of Perris Boulevard, is $17,350,800 and includes Landscape Median, Parkway Landscaping and Right-of-Way costs.

c) Redlands Avenue – The District will fund four (4) new lanes from Harley Knox Boulevard to Placentia Avenue as a Secondary Arterial. This facility will include all four (4) new lane segments from Harley Knox to Placentia Avenue. The estimated total cost for the entire segment of Redlands Avenue, to ultimate standards, is estimated to be $14,845,000 and includes Parkway Landscaping and Right-of-Way costs.

2. East-West Roadway Segments:

d) Harley Knox Boulevard – The Arterial, as classified by the General Plan, will become six (6) lanes from the I-215 Interchange to the Perris Valley Channel located on the eastern boundary of the District. The District will fund two (2) new lanes from the I-215 Interchange to Patterson Avenue. The District will also fund four (4) new lanes from Patterson Avenue to Perris Boulevard. Additionally, the District will fund six (6) new lanes from Perris Boulevard to Redlands Avenue and a segment from Redlands Avenue to the Perris Valley Channel located on the eastern boundary of the District. The estimated total cost for the entire segment of Harley Knox Boulevard, to ultimate standards, is estimated to be $31,813,700 and includes Landscape Median, Parkway Landscaping and Right-of-Way costs.

e) Markham Street – The Secondary Arterial will become four (4) lanes extending from Indian Avenue to Perris Boulevard. The District will fund two (2) new lanes from Indian Avenue to Perris Boulevard. The estimated total cost for the Secondary Arterial is $2,132,000 and includes Landscaped Parkways and Right-of-Way costs.

f) Ramona Expressway – The listed facilities for the District include expanding the Ramona Expressway to six (6) lanes from the I-215 Interchange to the Perris Valley Channel located on the eastern boundary of the District. The District will fund a portion of the Expressway including two main segments of roadway, from the I-215 Interchange to Webster Avenue and from Perris Boulevard to the Perris Valley Channel. The District will fund the expansion of two (2) new lanes from the I-215 Interchange to Webster Avenue. Additionally, the District will fund two (2) new lanes from Perris Boulevard to the Perris Valley Channel. The estimated total cost for the entire segment of the Ramona Expressway, to ultimate standards,

is $10,865,000 and includes Shoulder Costs, Landscaped Median and Parkway, and Right-of-Way costs.

g) Morgan Street - The Secondary Arterial will become four (4) lanes extending from Indian Avenue to Perris Boulevard. The District will fund two (2) lanes for the segment of Indian Avenue to 600' east of Indian Avenue. The District will also fund four (4) new lanes from 600' east of Indian Avenue to Perris Boulevard. The estimated total cost for these two segments of Morgan Street is $2,899,500 and includes Parkway Landscape and Right-of-Way costs.

h) Rider Street – The facilities planned for the Secondary Arterial, Rider Street, within the District is for the expansion of the number of lanes to four (4) lanes. The District will fund two (2) lanes of Rider Street from Indian Avenue to Perris Boulevard. The District will also fund the addition of one (1) new land from Perris Boulevard to Redlands Avenue. The estimated total cost for Rider Street is $3,803,000 and includes Parkway Landscaping and Right-of-Way costs.

i) Placentia Avenue – The Arterial, as classified by the General Plan, will become six (6) lanes from the I-215 Interchange to the Perris Valley Channel located at the eastern boundary of the District. The District will fund the addition of two (2) lanes from the I-215 Interchange to E. Frontage Road, the addition of six (6) new lanes from E. Frontage Road to Indian Avenue, the addition of four (4) lanes from Indian Avenue to Perris Boulevard, the addition of two (2) lanes from Perris Boulevard to Redlands Avenue and the addition of six (6) new lanes from Redlands Avenue to the Perris Valley Channel located at the eastern boundary of the District. The estimated total cost for the entire segment of Placentia Avenue, to ultimate standards, is estimated to be $18,705,900 and includes Landscape Median, Landscape Parkway and Right-of-Way costs.

3. Bridge Improvements:

j) Indian Avenue Bridge – The District will fund the expansion of two (2) lanes for the Indian Avenue Bridge over Perris Valley Storm Drain Line B from the existing two (2) lane bridge to the ultimate four (4) lane bridge. The Secondary Arterial expansion between Oleander Avenue and the northern boundary of the District will be 100' long and the estimated total cost for the improvement is $701,800.

k) Harley Knox Boulevard Bridge –The District will fund the Harley Knox Boulevard Bridge over the Perris Valley Channel which will be constructed as a six (6) lane bridge. The six (6) lane Arterial Bridge will be 200' long and the estimated total cost for the improvement is $4,210,000.

l) Ramona Expressway Bridge – The District will fund the expansion of two (2) lanes for the Expressway Bridge over the Perris Valley Channel from the existing four (4) lane bridge to an interim six (6) lane bridge. The Ramona Expressway Bridge expansion will be 300' long and the estimated total costs for six (6) lanes is $2,105,400.

m) Placentia Avenue Bridge – The District will fund the Placentia Avenue Bridge over the Perris Valley Channel which will be constructed as a six (6) lane bridge. The six (6) lane Arterial Bridge will be 300' long and the estimated total cost for the improvement is $6,316,200.

4. State Highway Interstate Improvements:

n) Harley Knox Boulevard Interchange @ I-215 – The District will fund the major interchange modification of the Oleander Avenue Interchange including interim interchange improvements. The District will fund the estimated $17,371,000.

o) Placentia Avenue Interchange @ I-215 – The planning and engineering costs of the new I-215 interchange at Placentia Avenue will be funded by the District. The estimated cost for the planning and engineering of the Interchange Type 2 facility is $8,389,500.

5. Traffic Signal Improvements:

p) 4 – Lane Traffic Signals – The District will fund four (4) 4 – Lane Traffic Signals within the boundaries of the District. The Traffic Signals will be located at each intersection of a 4-lane roadway with another 4-lane roadway. The estimated cost for each Traffic Signal is $150,000. The total estimated cost for these facilities is $870,000.

q) 6 – Lane Traffic Signals – The District will fund eleven (11) 6 – Lane Traffic Signals within the boundaries of the District. The Traffic Signals will be located at each intersection of a 6-lane roadway with another 6-lane roadway. The estimated cost for each Traffic Signal is $200,000. The total estimated cost for these facilities is $3,190,000.

B. TUMF Facilities

The total facilities identified for the NPRBBD consist of both TUMF and DIF facilities. The estimated costs for these facilities exceed the maximum TUMF contribution established by the TUMF Nexus Study 2005 Update. The estimated cost for facilities included within the NPRBBD are for full improvement as determined by the Circulation Element. The total estimated cost for the TUMF Facilities that benefit the area and are within the boundaries of the NPRBBD is approximately $56.36 million. Not all facilities in the TUMF program and within the boundaries of the NPRBBD are included in the list of facilities for the NPRBBD. The facilities included in the NPRBBD list of facilities to be funded by the District is $38,227,000. The estimated costs of these facilities were based on the process detailed in Section II A. TUMF Program. These estimated costs include the segment length in miles of the facility, the length of the bridge (if necessary), the cost of the new lane, Right-of-way costs, interchange cost (if necessary), bridge cost (if necessary), MSHCP, and planning, engineering, and contingencies.

A detailed list of TUMF, DIF and Other Facilities and the total estimated NPRBBD costs for the District is shown in Table 5.

Table 5
TUMF Facilities Included in NPRBBD

Street Name	Segment	Gen. Plan Lanes	Current Lanes	TUMF Lanes	DIF Lanes	Inter-change	Total Bridge	TUMF Bridge	NPRBBD Bridge	Maximum TUMF	DIF and Other in NPRBBD	Total NPRBBD Est. Cost
Perris	N. Boundary to 300' N Ramona	6	2	2	2					$1,943,000	$6,434,300	$8,377,300
Ramona	I-215 to Webster	6	4	2	0					1,827,000	2,015,200	3,842,200
Ramona	Perris to E. Boundary	6	4	2	0		300'	300'		5,197,000	3,930,800	9,127,800
Indian	San Michelle to Harley Knox	4	2	2	0		100 '	50 '	50 '	351,000	904,300	1,255,300
Harley Knox	I-215 to Patterson	6	4	0	2	3				17,371,000	3,767,000	21,138,000
Harley Knox	Patterson to Indian	6	2	2	2					3,491,000	7,606,900	11,097,900
Harley Knox	Indian to Perris	6	2	2	2					1,981,000	3,509,200	5,490,200
Harley Knox	Perris to E. Boundary	6	0	4	2					6,066,000	9,602,600	15,668,600
Total Improvements										**$38,227,000**	**$37,770,300**	**$75,997,300**

C. DIF Facilities

The DIF Facilities included in the NPRBBD list of facilities are those that have been determined by the City of Perris to provide a Regional Benefit. The District will fund improvements to these roadways based on the County and City standard curb to curb only unless otherwise specifically stated herein. Unless otherwise specified herein, the District will not fund activities that do not result in ultimate improvements such as throw away tapers or interim projects. The estimated DIF portion of the NPRBBD fee collected for the DIF facilities is $30.5 million. The calculation of the estimated costs for the DIF facilities within the NPRBBD includes; segment length of the facility, roadway costs (which is comprised of engineering and ROW costs), and landscaped median costs. A detailed breakdown of the DIF facility cost estimates can be found in Exhibit H.

D. Other Facilities

The City of Perris' General Plan Circulation Element analyzed the future conditions of the transportation system within the City and its Sphere of Influence. This analysis included:

- Street and Highway System
- Public/Mass Transportation System
- Non-Motorized Transportation
- Aviation
- Goods Movement
- Transportation Systems Management and
- Intelligent Transportation System

The City considered designations and cross-sections as identified in the County General Plan and determined that as an urbanized area the City needed to adopt standards that reflect right-of-way constraints, safety measures, lane widths and raised curbs. The City determined that the number of lanes for future street classifications be a minimum of four lanes for Secondary Arterial, six lanes for Arterial and six to eight lanes for Expressway streets. In addition to the future street classification the City identified several safety measures to be incorporated in cross-section configurations including providing landscaped medians and parkways wherever possible. The other facilities also include street signals at both 4-lane and 6-lane intersections for the proposed improvements.

The estimated costs of the other facilities included in the NPRBBD list of facilities total approximately $70 million. These facilities include any additional lane increases, the segment length, bridge length (if necessary), new lane costs, curb and gutter cost, shoulder cost, sidewalk cost, landscaped parkway cost, landscaped median cost, ROW costs for both lanes and parkways, MSHCP costs, and planning, engineering and contingencies. A detailed list of these facilities can be found in Exhibit P.

V. DISTRICT BOUNDARY

The District encompasses property roughly bounded by the I-215 to the west (Placentia Avenue north to City of Perris limits), the City of Perris limits to the north (I-215 east to the Perris Valley Channel), the Perris Valley Channel (north of Oleander to Placentia Avenue) to the east, and Placentia Avenue (the Perris Valley Drain west to the I-215). The total area encompassed by the District is approximately 3,725 acres as shown in Exhibit A.

The City of Perris has determined the area within the boundaries of the District to be the extent of the developing area and that the planned facilities will primarily benefit the properties within the District. Exhibit A shows the proposed roadway, bridge, and freeway interchange improvement projects within the District. The City of Perris has determined the boundaries of the District to be the extent for the developing area and that the planned facilities will primarily benefit the properties within the District. The estimated cost of the eligible improvements is $156,913,200.

VI. FEE SCHEDULE

The City of Perris has set forth the major thoroughfares and bridges to be funded by the District, determined the cost estimates for the construction of each facility, as illustrated in Exhibit B, established the fees, provided a mechanism to capture related TUMF and DIF Improvement costs and allocated the fees on an equitable basis. The NPRBBD Fees will be comprised of both TUMF and DIF and be collected proportionately to the already established fee schedules within the appropriate program. The Fee Schedule has been established to collect the entire TUMF and DIF that would be due and payable and will be collected as the NPRBBD fee. The District will only retain the portion of TUMF and DIF that relates to the list of facilities and will forward all additional monies to the appropriate entity administering those programs.

The NPRBBD is located in the Central Area Planning District of the TUMF program. The Transportation Uniform Mitigation Fee (TUMF) program is intended to be implemented through the auspices of Western Riverside Council of Governments (WRCOG). According to the TUMF Administrative Plan, revised September 11, 2006, while the TUMF cannot fund all necessary transportation system improvements, it is intended to address a current transportation funding shortfall by establishing a new revenue source that ensures future development will contribute toward addressing the impacts of new growth on regional transportation infrastructure. By levying a fee on new developments in the region, local agencies will be establishing a mechanism by which developers, and in turn new county residents and employees, will effectively contribute their "fair share" toward sustaining the regional transportation system.

The remaining portion of the NPRBBD Fee is comprised of the Development Impact Fee (DIF). The DIF program established by the City of Perris provides a funding source to construct the police, fire, community amenities, government facilities and roadway infrastructure necessary to mitigate the impacts of the growth expected in the City of Perris over the next twenty-five years. Exhibit F shows the City of Perris Future Transportation Facility Needs with Sources of Revenue.

Cost estimates are provided in current year values are shown in detail in Exhibit M. The roadway cost is calculated by multiplying the segment size in lane-miles by a constant factor of $625,000 per lane mile. The landscaped median column is calculated by multiplying the measured distance for each appropriate arterial and expressway segment by 14' (the width of a standard median) and by a constant unit cost of $15.00 per square foot. It is assumed that any allowance for left turn lanes at intersections would be offset by additional paving and labor costs. The landscaping column is calculated by multiplying the measured distance for each arterial segment by the appropriate width per the City of Perris' General Plan and by a constant unit cost of $15.00 per square foot.

At the discretion of the City of Perris a Fee Credit can be applied to a developer for considerations such as dedication of rights-of-way, actual construction, or design work by a civil engineer and may be accepted in lieu of the payment of fees upon a determination that the alternative is acceptable and is equal to or greater in value than the required fee.

Subject to a project agreement between the City of Perris and the developer a Reimbursement of a fee credit balance may be obtained, with a preparation of a Resolution, if there are sufficient uncommitted funds for the area of benefit to accommodate the reimbursement. The reimbursements will be prioritized chronologically by the date on which actual costs were incurred for construction with the first completed being given the highest priority.

A. Proposed NPRBBD Fee Schedule

The NPRBBD proposed fee schedule is calculated by determining the estimated TUMF and DIF due and applying the appropriate rate per land use classification for all land designations within the District. The NPRBBD fee is a one time fee paid to the City prior to recordation of a final tract or parcel map, or prior to the issuance of a building permit. Table 6 below shows a summary of the NPRBBD fee schedule for the next five (5) years. The fee schedule was developed to provide a mechanism to capture related TUMF and DIF due from developers as development occurs and allocate the fees on an equitable basis. Since the NPRBBD fee is comprised of TUMF and DIF the rates have been adjusted to meet the individual rate increases per program. There has been no rate increases proposed in the NPRBBD schedule after July 1, 2010. The below listed fees are effective as of July 1 of the year stated.

Table 6
NPRBBD Fee Schedule

Land Use Classification	July 1, 2008 Per DU or SF	July 1, 2009 Per DU or SF	July 1, 2010 Per DU or SF	July 1, 2011 Per DU or SF	July 1, 2012 Per DU or SF
Single Family Residential	$14,071	$14,071	$14,071	$14,071	$14,071
Multi Family Residential	9,871	9,871	9,871	9,871	9,871
Industrial	5.33	5.84	7.58	7.58	7.58
Retail	13.48	16.43	18.17	18.17	18.17
Service	9.20	10.05	11.79	11.79	11.79
Class 'A' Office	5.68	5.68	7.42	7.42	7.42
Class 'B' Office	5.68	5.68	7.42	7.42	7.42

Annually, City staff and/or District Administrator will review the NPRBBD fee schedule to evaluate the status of all programmed projects; any updates to TUMF and DIF and adjust the NPRBBD Fee Schedule accordingly. The goals of the annual review process are as follows: (i) to update project cost estimates; (ii) to review project status; and (iii) to determine the continued viability of projects.

The Classification of Land Use for the District is as follows:

1. "Single Family Residential Unit" means each residential dwelling unit in a development that has a density of 8 units to the gross acre or less.
2. "Multi Family Residential Unit" means a development project that has a density of greater than eight (8) residential dwelling units per gross acre.
3. "Industrial Project" means any development project that proposes any industrial or manufacturing use allowed in the following zoning classifications: I-P, M-S-C, M-M, M-H, M-R, M-R-A, A-1, A-P, A-2, A-D, W-E, or SP with one of the aforementioned zones used as the base zone.
4. "Retail Commercial Project" means any development project that proposes any commercial use not defined as a service commercial project allowed in the following classifications: R-1, R-R, R-R-O, R-1-A, R-A, R-2, R-2-A, R-3, R-3-A, R-T, R-T-R, R-4, R-5, R-6, C-1/C-P, C-T, C-P-S, C-R, C-O, R-V-C, C-V, W-2, R-D, N-A, W-2-M, W-1, or SP with one of the aforementioned zones used as the base zone.

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

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

7. "Class 'B' Office" means an office building that is typically characterized by high quality design, use of high end building materials, state of the art technology for voice and data, on site support services/maintenance, and often includes full service ancillary uses such as, but not limited to a bank, restaurant/office coffee shop, health club, printing shop, and reserved parking. The minimum requirements of an office building classified as Class 'B" Office shall be as follows: (i) minimum of two stories; (ii) minimum of 20,000 square feet per floor; (iii) steel frame, concrete or masonry shell construction; (iv) central, interior lobby; and (v) access to suites shall be from inside the building unless the building is located in a central business district with major foot traffic, in which case the first floor may be accessed from the street to provide entrances/exits for commercial uses within the building.

B. Projected Revenue

The revenues for both approved projects and future development projects based on potential land use development are calculated through June 30, 2010. The following two tables illustrate, also as shown in Exhibit Q, the revenues generated by both currently approved projects and future development by each land use designation within the NPRBBD. In determining the ultimate phased development of the facilities within the District and completion of the Approved Projects anticipated completion was assumed to be by June 30, 2011. In calculating the projected revenue a phased development schedule was used for the Approved Development within the District, including, a factor of 20% development completed by June 30, 2009, 40% completed by June 30, 2010 and the remaining 40% completed by June 30, 2011.

Table 7
Projected Revenue for Approved Development
(3-Year Schedule)

Project Name/ Approved Land Use	Land Use Classification	July 1, 2008 Per DU or SF	July 1, 2009 Per DU or SF	July 1, 2010 Per DU or SF	Totals
OMP Distribution Center	Industrial	$420,465	$894,646	$1,218,210	**$2,533,321**
Perris Ridge Commerce Center	Industrial	1,573,673	3,272,904	4,620,081	**9,466,658**
Perris Logistics Center	Industrial	604,177	1,273,514	1,760,145	**3,637,836**
Intex	Industrial	1,426,318	2,969,014	4,185,395	**8,580,727**
Perris Distribution Center-SOW	Industrial	1,381,594	2,876,781	4,053,464	**8,311,839**
Rados Distribution Center	Industrial	1,031,632	2,155,055	3,021,104	**6,207,791**
Totals		**$6,437,859**	**$13,441,914**	**$18,858,399**	**$38,738,172**

For all remaining future projects within the District it was assumed the ultimate completion of development would occur over a five year schedule. Due to a slow down in the development industry a proposed project completion date of June 30, 2013 was used for revenue projections. It is anticipated that 100% of the residential projects will be completed by June 30, 2009. For the industrial and commercial developments 10% of the proposed development is anticipated to be completed by June 30, 2009, 10% completed by June 30, 2010, 20% completed by June 30, 2011, 25% completed by June 30, 2021 and the remaining 35% completed by June 30, 2013.

Table 8
Projected Revenue for Future Development
(5-Year Schedule)

Project Name/ Approved Land Use	Land Use Classification	July 1, 2008 Per DU or SF	July 1, 2009 Per DU or SF	July 1, 2010 Per DU or SF	July 1, 2011 Per DU or SF	July 1, 2012 Per DU or SF	Totals
Residential – R-20,000	Single Family Residential	$0	$0	$0	$0	$0	**$0**
Residential – R-6,000	Single Family Residential	28,142	0	0	0	0	**28,142**
Community Com. – Com.	Retail	1,332,974	1,624,729	3,594,422	4,493,027	6,290,238	**17,335,390**
Community Com. – Service	Service	392,918	392,918	1,027,205	1,284,006	1,797,608	**4,894,655**
Community Com. – Office	Class 'A' Office	636,502	695,322	1,632,013	2,040,016	2,856,022	**7,859,875**
Business Park – Office	Class 'A' Office	1,150,363	1,150,363	3,007,394	3,759,243	5,262,940	**14,330,303**
Business Park – Service	Service	931,757	1,017,862	2,389,059	2,986,324	4,180,854	**11,505,856**
Business Park – Industrial	Industrial	1,387,411	1,520,215	3,948,706	4,935,882	6,910,235	**18,702,449**
Light Industrial – High Cube (60%)	Industrial	3,756,361	3,934,770	10,982,231	13,727,789	19,218,905	**51,620,056**
Light Industrial – Other (40%)	Industrial	3,170,160	3,473,610	9,022,580	11,278,225	15,789,515	**42,734,090**
General Industrial	Industrial	2,738,592	3,000,732	7,794,296	9,742,870	13,640,018	**36,916,508**
Community Com. – Prof. Office	Class 'A' Office	844,886	844,886	2,208,787	2,760,984	3,865,378	**10,524,921**
Totals		**$16,370,066**	**$17,655,407**	**$45,606,693**	**$57,008,366**	**$79,811,713**	**$216,452,245**

The estimated revenues calculated have been summarized by the proposed General Land Use Plan in the Project Area in Table 9 below. All revenues received by the District will be applied against the revenues needed to cover the 2% administration cost and estimated improvement costs. The projected revenues will be sufficient to cover 100% of the anticipated improvements.

Table 9
Revenue Summary by Land Use Classification

Land Use Classification	June 30, 2009 Per DU or SF	June 30, 2010 Per DU or SF	June 30, 2011 Per DU or SF	June 30, 2012 Per DU or SF	June 30, 2013 Per DU or SF	Class Total
Single Family Residential	$28,142	$0	$0	$0	$0	**$28,142**
Industrial	17,490,384	25,371,241	50,606,212	39,684,766	55,558,673	**188,711,276**
Retail	1,332,974	1,624,729	3,594,422	4,493,027	6,290,238	**17,335,390**
Service	1,568,259	1,713,184	4,021,072	5,026,340	7,036,876	**19,365,731**
Class 'A' Office	2,388,167	2,388,167	6,243,386	7,804,233	10,925,926	**29,749,879**
Totals	**$22,807,926**	**$31,097,321**	**$64,465,092**	**$57,008,366**	**$79,811,713**	**$255,190,418**

From the revenue summary listed above it is determined the projected revenues are sufficient for the list of improvements for the NPRBBD. Any additional monies received beyond the costs of improvements and administration will be transferred to both WRCOG for the additional TUMF revenues received and to the City of Perris for the additional DIF revenues received as a part of the NPRBBD fee.

1. TUMF Portion

The estimated revenues calculated for the TUMF portion of the NPRBBD fee has been summarized by the General Land Use Plan in the Project Area in Table 10 below. The total TUMF portion of the NPRBBD to be collected is approximately $78.5 million. The District will retain 48.67% based on projected development, $38,227,000, of the total TUMF portion to be applied towards the District's Improvement costs. The District will forward the remaining TUMF share of the NPRBBD fee to WRCOG, approximately 51.33%, $40,314,155 for the TUMF facilities not included in the District's list of facilities. Below is a table showing a breakdown of the total TUMF fees to be collected as a portion of the NPRBBD fee per land use category.

Table 10
TUMF Portion of NPRBBD Fee by Land Use Classification

Land Use Classification	June 30, 2009 Per DU or SF	June 30, 2010 Per DU or SF	June 30, 2011 Per DU or SF	June 30, 2012 Per DU or SF	June 30, 2013 Per DU or SF	Class Total
Single Family Residential	$20,092	$0	$0	$0	$0	**$20,092**
Industrial	4,184,739	6,649,111	10,689,279	10,100,422	14,140,591	**45,764,142**
Retail	988,011	1,279,766	2,559,532	3,199,415	4,479,181	**12,505,905**
Service	973,555	1,118,480	2,236,960	2,796,200	3,914,680	**11,039,875**
Class 'A' Office	921,114	921,114	1,842,228	2,302,785	3,223,899	**9,211,140**
Totals	**$7,087,511**	**$9,968,471**	**$17,327,999**	**$18,398,822**	**$25,758,351**	**$78,541,154**

2. DIF Portion

The remaining portion of the NPRBBD revenues has been summarized in Table 11 below. The DIF share by the General Land Use Plan in the Project Area has been projected to total approximately $176.6 million. The District will apply approximately 68.96%, or $121,824,465, towards the Improvement and Administration costs. The remaining 31.04%, or approximately $54.8 million, will be collected by the City, to be used for the DIF facilities not included in the District's list of facilities. A summary of the total DIF fees collected by the NPRBBD per land use category is illustrated below.

Table 11
DIF Portion of NPRBBD Fee by Land Use Classification

Land Use Classification	June 30, 2009 Per DU or SF	June 30, 2010 Per DU or SF	June 30, 2011 Per DU or SF	June 30, 2012 Per DU or SF	June 30, 2013 Per DU or SF	Class Total
Single Family Residential	$8,050	$0	$0	$0	$0	**$8,050**
Industrial	13,305,644	18,722,130	39,916,933	29,584,344	41,418,082	**142,947,133**
Retail	344,963	344,963	1,034,890	1,293,612	1,811,057	**4,829,485**
Service	594,704	594,704	1,784,112	2,230,140	3,122,196	**8,325,856**
Class 'A' Office	1,467,053	1,467,053	4,401,158	5,501,448	7,702,027	**20,538,739**
Totals	**$15,720,414**	**$21,128,850**	**$47,137,093**	**$38,609,544**	**$54,053,362**	**$176,649,263**

C. Development Assumptions

The District is completely within the boundaries of the General Plan Circulation for the City of Perris. In determining the likely residential, commercial and industrial build-out within the District the existing development, approved projects and projects under review were included in the proposed revenues table and classified as Industrial properties. The existing development, approved projects and projects under review within the District were identified using aerial photographs and field visits. For the remaining vacant parcels within the District, a factor of 85% was assumed to be developable. Furthermore, a factor for the Floor Area Ratio (FAR) of 25% was assumed for Commercial land uses, 35% for Office land uses and 45% for Industrial land uses within the vacant area.

In determining the ultimate phased development of the facilities within the District the Approved Projects have been projected for completion within three years and the projected projects based on land use have a five year anticipated completion. There are currently six Approved Projects with an assumed completion date of June 30, 2011. An assignment of a 20-40-40 factor for the three years was assumed. The development schedule factor of 20% for development completed by June 30, 2009, 40% completion by June 30, 2010 and the remaining 40% completed by June 30, 2011 were used.

For all remaining proposed projects within the District the ultimate completion of development assumed a 10-10-20-25-35 factor. Due to current market conditions in the development industry a proposed project completion date of June 30, 2013 was used for revenue projections. It is anticipated that 100% of the residential projects will be completed by June 30, 2009. For the industrial and commercial developments 10% of the proposed development is anticipated to be completed by June 30, 2009, 10% completed by June 30, 2010, 20% completed by June 30, 2011, 25% completed by June 30, 2021 and the remaining 35% completed by June 30, 2013. The assumed development schedule for the District is sufficient to fund the anticipated improvement costs.

VII. FINDINGS

The City of Perris has incorporated the recommendations of the Feasibility Study, as prepared by Albert A. Webb Associates, to determine the precise boundaries of the North Perris Road and Bridge Benefit District that the planned facilities will primarily benefit the properties within the District. Exhibit A shows the proposed roadway, bridge, and freeway interchange improvement projects within the District.

The Feasibility Study has also been used to identify the street facilities to be financed by the District. The Feasibility Study recommends that many of the General Plan roadway designations be upgraded to accommodate the future traffic volumes to be generated by the build-out of this area.

Section No. 66484 of the California Government Code states that the formation of a Road and Bridge Benefit District must be based on an adopted Circulation Element of the General Plan. The interim roadway improvements recommended in the report do reflect the existing Circulation Element of the General Plan, along with the recommendation of the Feasibility Study.

The recommended fee schedule for this District would provide financing for 100% of the total funds necessary to construct the proposed regional and local transportation improvement projects. This is after the disbursements of the proportionate share of fees collected to both WRCOG and the City's DIF Program for facilities not included in the NPRBBD list of facilities. The fee schedule is established by the Transportation Uniform Mitigation Fee Schedule approved February 6, 2006, with the 2007 CCI Adjustment, and the City of Perris' Development Impact Fee obligations and allocates the fees on an equitable basis. Below is the total proposed budget summary for the District.

Table 12
District Total Proposed Budget Summary

Category	Estimate	Total
Estimated Costs		
Improvement Costs	$156,913,200	
Administration Costs	3,138,264	
Total Estimated Costs		**$160,051,464**
Estimated Revenue		
District Revenue	$255,190,418	
Less: WRCOG Allocation	(40,314,155)	
Less: Perris DIF Allocation	(54,824,798)	
Net Revenue		**$160,051,465**
Balance		**$1**

It has been established the fee schedule for the District be examined annually to determine whether adjustments are needed to reflect possible amendments to the Circulation element of the Comprehensive General Plan, and/or whether the fee schedule needs adjustment to reflect changes in the TUMF Fee Levels, changes in the City's DIF Schedule, inflationary and other cost increases when compared to estimated construction costs.

VIII. RECOMMENDATIONS

Albert A. Webb Associates recommends the City of Perris approve the formation of the North Perris Road and Bridge Benefit District and that City staff conduct an annual review of the NPRBBD fee schedule to evaluate the status of all programmed projects; any updates to TUMF and DIF and adjust the NPRBBD Fee Schedule accordingly. The goals of the annual review process are as follows: (i) to update project cost estimates; (ii) to review project status; and (iii) to determine the continued viability of projects.

EXHIBITS

EXHIBIT A – BOUNDARY MAP

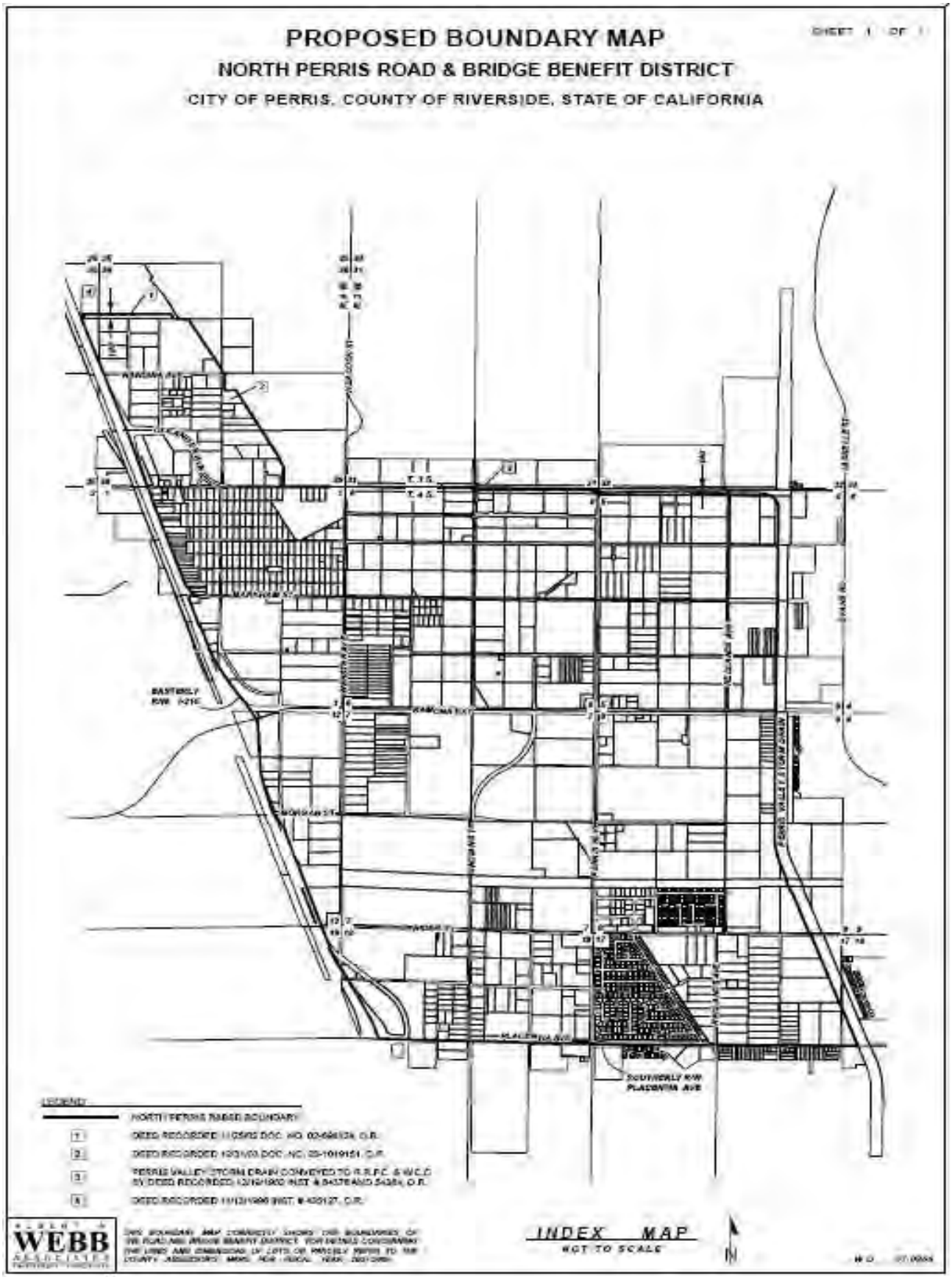


EXHIBIT B - TUMF FACILITIES WITHIN NPRBBD

EXHIBIT C – TUMF NETWORK IMPROVEMENTS IN RIVERSIDE COUNTY

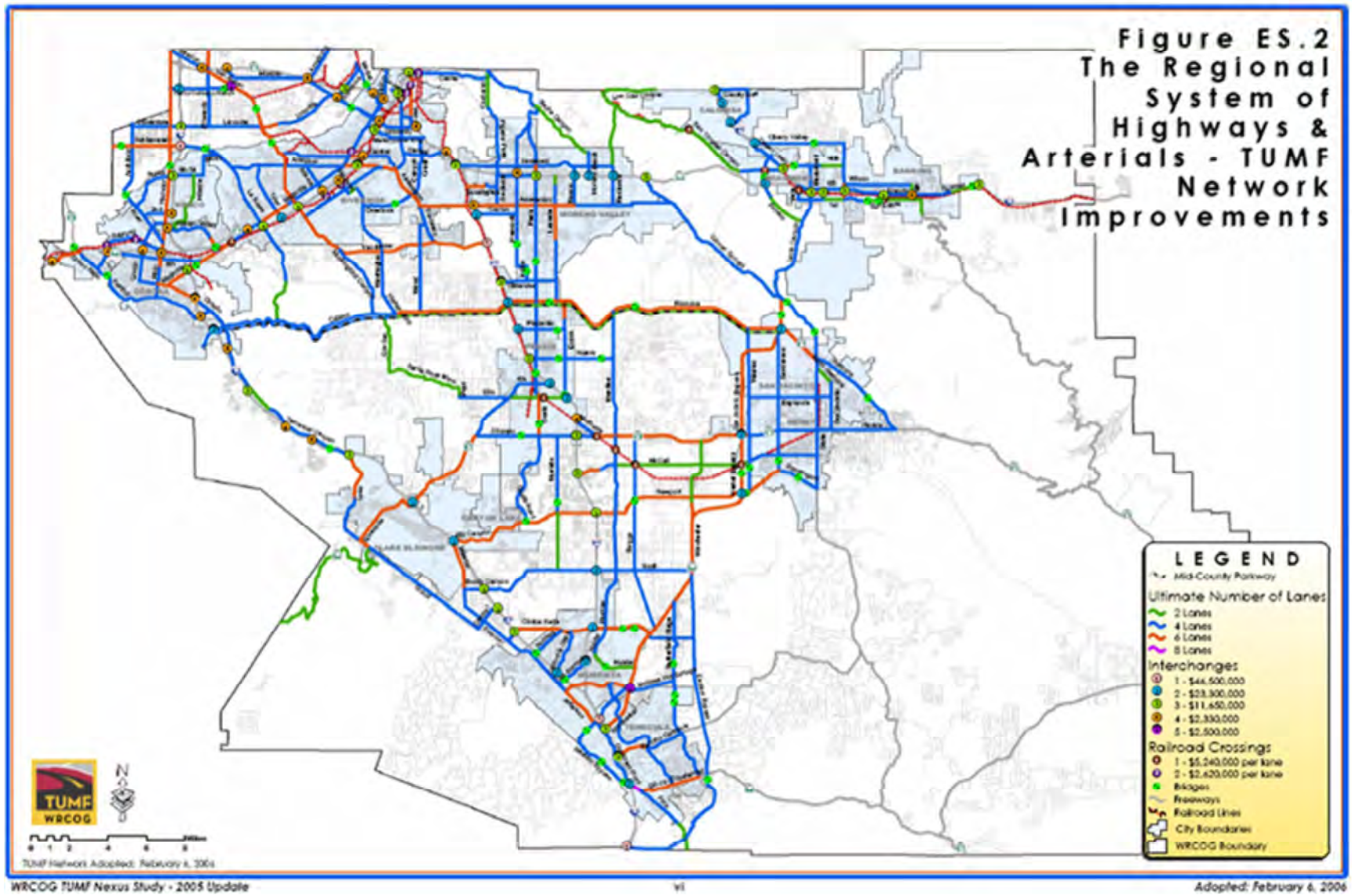


EXHIBIT D – TUMF CENTRAL ZONE

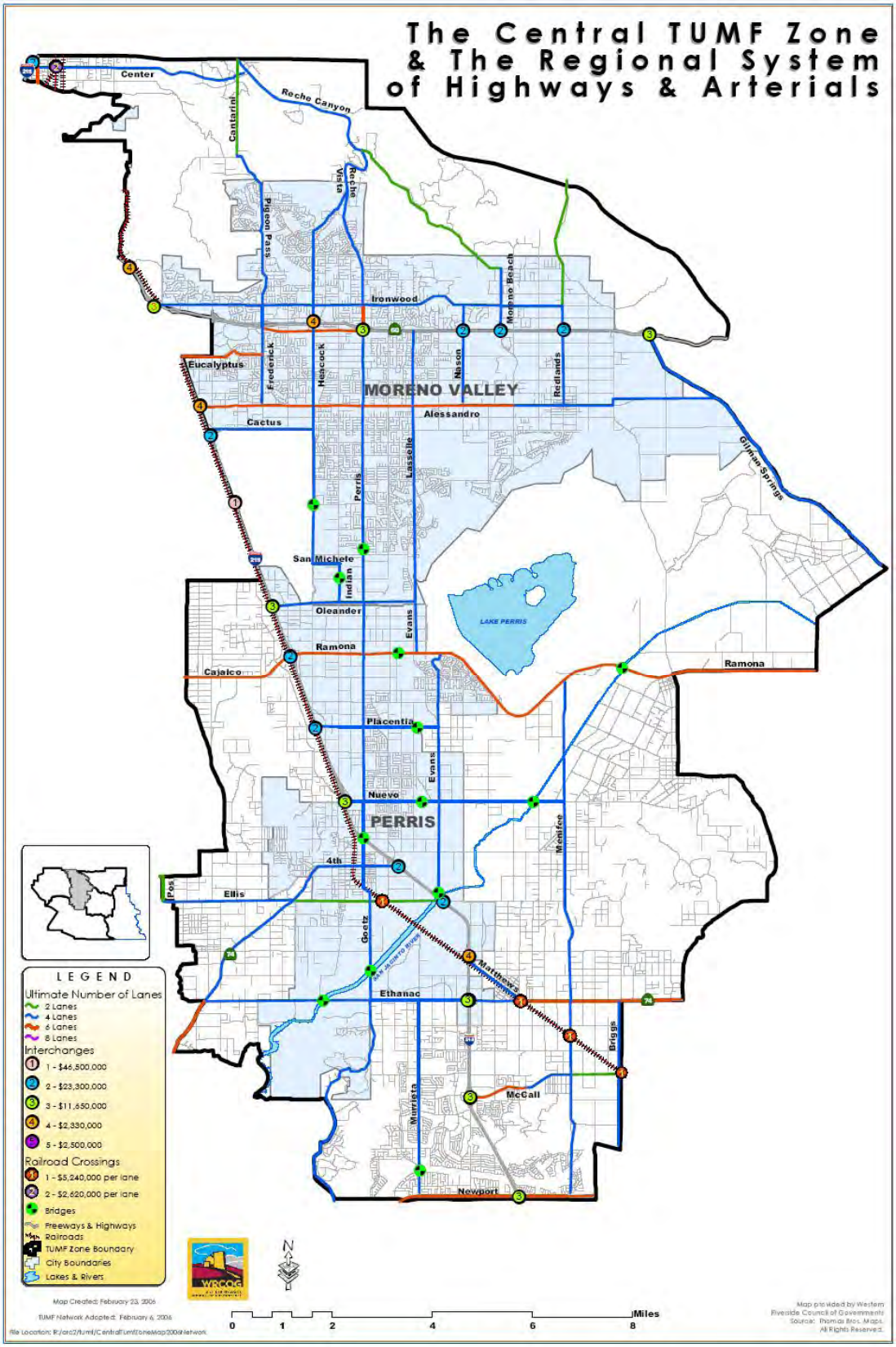


EXHIBIT E - CITY OF PERRIS DIF FUTURE FACILITY NEEDS

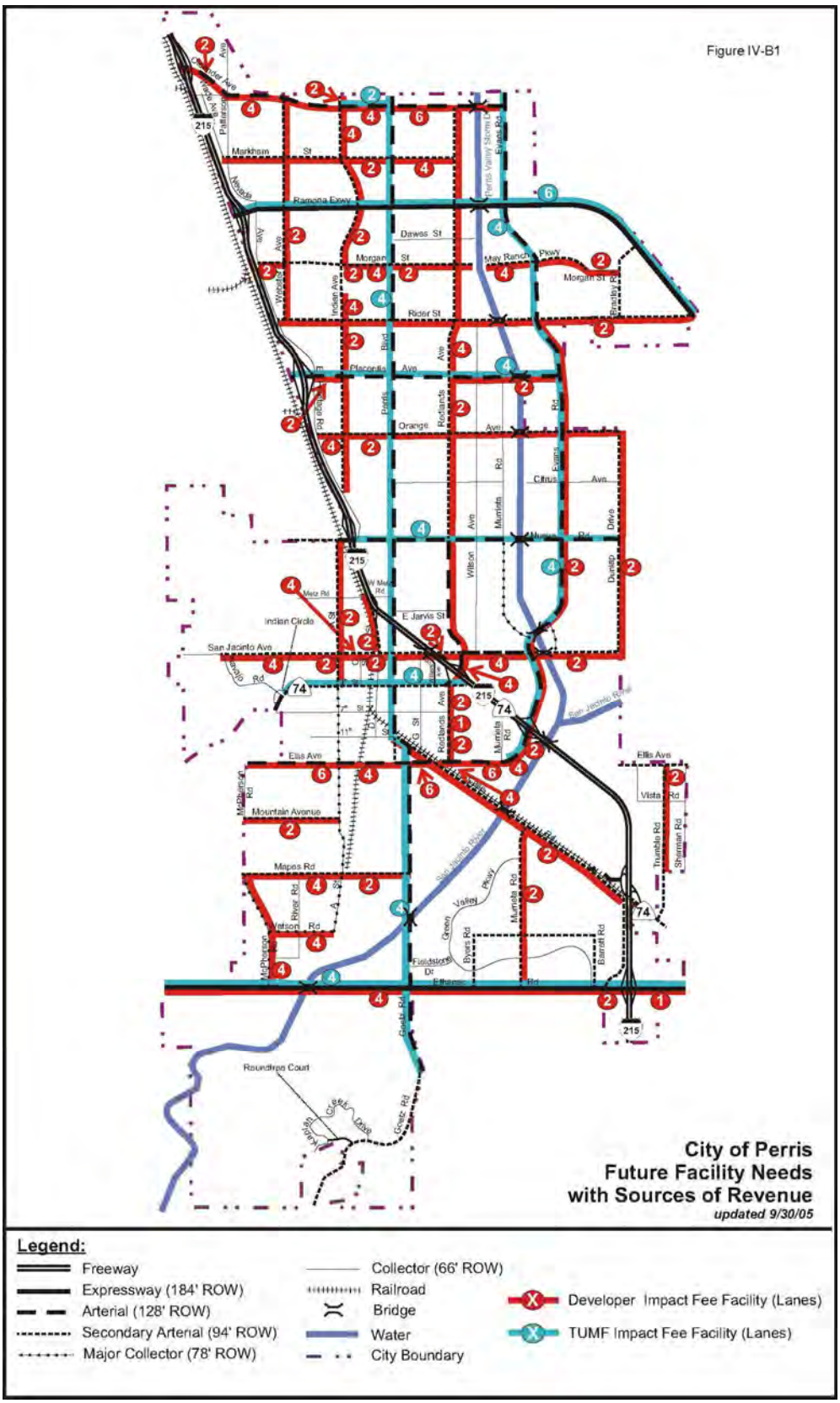


EXHIBIT F – DIF TRANSPORTATION NEEDS LIST

E. TRANSPORTATION FACILITIES FACILITY NAME	From:	To:	Classification	Existing No. of Lanes	No. of Lanes in the General Plan	Lanes included in TUMF	Net No. of lanes required by City	Segment Length (miles)	Segment Size (lane-miles)	ROADWAY COST [1,2]	LANDSCAPED MEDIAN COST	OFF- SETTING REVENUE	NET COST TO CITY	COST ALLOCATED TO NEW DEVELOP-MENT
1. Roadways														
A Street	Nuevo	San Jacinto	Secondary Arterial	2	4		2	1.02	2.04	$1,273,125	$0	$0	$1,273,125	$1,273,125
A Street	San Jacinto	4th (SR 74)	Secondary Arterial	2	4		2	0.28	0.57	$354,375	$0	$0	$354,375	$354,375
Case Road	Goetz	Ellis	Secondary Arterial	2	4		2	0.23	0.46	$288,750	$0	$0	$288,750	$288,750
Case Road	Ellis	Murrieta	Secondary Arterial	2	4		2	1.01	2.02	$1,260,000	$0	$0	$1,260,000	$1,260,000
Case Road	Murrieta	I-215	Secondary Arterial	2	4		2	1.39	2.77	$1,732,500	$0	$0	$1,732,500	$1,732,500
Case Road	Watson	Ethanac	Secondary Arterial	2	4		2	0.76	1.51	$945,000	$0	$0	$945,000	$945,000
Dunlap	Orange	Citrus	Secondary Arterial	2	4		2	0.45	0.90	$564,375	$0	$0	$564,375	$564,375
Dunlap	Citrus	Nuevo	Secondary Arterial	2	4		2	0.50	1.01	$630,000	$0	$0	$630,000	$630,000
Dunlap	Nuevo	San Jacinto Road	Secondary Arterial	2	4		2	1.01	2.02	$1,260,000	$0	$0	$1,260,000	$1,260,000
Ellis Avenue	SR 74	A Street	Arterial	0	6	2	4	1.00	3.99	$2,493,750	$737,352	$0	$3,231,102	$3,231,102
Ellis Avenue	A Street	B Street	Arterial	2	6	2	4	0.11	0.42	$262,500	$77,616	$0	$340,116	$340,116
Ellis Avenue	B Street	500' w/o Goetz	Arterial	2	6	2	4	0.47	1.89	$1,181,250	$349,272	$0	$1,530,522	$1,530,522
Ellis Avenue	500' w/o Goetz	Goetz Rd.	Arterial	2	6	2	4	0.09	0.38	$236,250	$69,854	$0	$306,104	$306,104
Ellis Avenue	Goetz Rd.	Case Rd	Arterial	0	6	2	4	0.26	1.05	$656,250	$194,040	$0	$850,290	$850,290
Ellis Avenue	Case Rd	Redlands	Arterial	2	6	2	4	0.16	0.63	$393,750	$116,424	$0	$510,174	$510,174
Ellis Avenue	Redlands	500' east of Redlands	Arterial	0	6	2	4	0.09	0.38	$236,250	$69,854	$0	$306,104	$306,104
Ellis Avenue	500' east of Redlands	1/4 mile east of Iesta	Arterial	0	6	2	4	0.14	0.55	$341,250	$100,901	$0	$442,151	$442,151
Ellis Avenue	1/4 mile east of Murriet	Evans	Arterial	0	6	2	4	0.26	1.05	$656,250	$194,040	$0	$850,290	$850,290
Ethanac Road [3]	City Limits at 2660' w/o Phillips	City limits at 980' e/o Phillips	Expressway	0	6	4	4	0.69	1.38	$861,742	$254,800	$0	$1,116,542	$1,116,542
Ethanac Road	City limits at 980' e/o Phillips	River Rd.	Expressway	0	6	4	4	0.65	2.60	$1,627,500	$481,219	$0	$2,108,719	$2,108,719
Ethanac Road	River Road	800' West of Goetz	Expressway	6	6	4	4	0.89	3.57	$2,231,250	$0	$0	$2,231,250	$2,231,250
Ethanac Road	800' West of Goetz	Goetz	Expressway	4	6	4	0	0.16	0.00	$0	$0	$0	$0	$0
Ethanac Road	Goetz	Murrieta	Expressway	2	6	4	4	1.00	4.00	$2,500,000	$739,200	$0	$3,239,200	$3,239,200
Ethanac Road	Murrieta Road	Green Valley Pkwy	Expressway	2	6	4	4	0.64	2.56	$1,600,000	$473,088	$0	$2,073,088	$2,073,088
Ethanac Road	Green Valley Pkwy	I-215	Expressway	2	6	4	4	0.34	1.36	$850,000	$251,328	$0	$1,101,328	$1,101,328
Ethanac Road	I-215	City Limits	Expressway	2	6	4	4	0.50	2.00	$1,250,000	$369,600	$0	$1,619,600	$1,619,600
Evans Road	Oleander	Ramona Expressway	Arterial	2	6	4	2	0.90	1.81	$1,125,750	$667,498	$0	$1,796,248	$1,796,248
Evans Road	Ramona Expressway	Morgan	Arterial	4	6	4	2	0.57	1.13	$708,750	$0	$0	$708,750	$708,750
Evans Road	Morgan	Rider	Arterial	4	6	4	2	0.51	1.03	$643,125	$0	$0	$643,125	$643,125
Evans Road	Rider Street	Placentia	Arterial	0	6	4	2	0.54	1.07	$669,375	$395,842	$0	$1,065,217	$1,065,217
Evans Road	Placentia	Orange	Arterial	0	6	4	2	0.53	1.05	$656,250	$388,080	$0	$1,044,330	$1,044,330
Evans Road	Orange	Citrus	Arterial	0	6	4	2	0.45	0.90	$564,375	$333,749	$0	$898,124	$898,124
Evans Road	Citrus	Nuevo	Arterial	0	6	4	2	0.49	0.99	$616,875	$364,795	$0	$981,670	$981,670
Evans Road	Nuevo Rd	Murrieta	Arterial	0	6	4	2	1.00	2.00	$1,246,875	$737,352	$0	$1,984,227	$1,984,227
Evans Road	Murrieta	San Jacinto	Arterial	0	6	4	2	0.14	0.27	$170,625	$100,901	$0	$271,526	$271,526
Evans Road	San Jacinto	I-215	Arterial	0	6	4	2	0.74	1.47	$918,750	$543,312	$0	$1,462,062	$1,462,062
Evans Road	I-215	Ellis Avenue	Arterial	0	6	0	6	0.37	2.21	$1,378,125	$271,656	$0	$1,649,781	$1,649,781
Goetz Road	Case	Ellis	Arterial	2	6	4	2	0.15	0.29	$183,750	$108,662	$0	$292,412	$292,412
Goetz Road	Ellis	Mountain	Arterial	2	6	4	2	0.50	1.01	$630,000	$372,557	$0	$1,002,557	$1,002,557
Goetz Road	Mountain	Maps	Arterial	2	6	4	2	0.53	1.05	$656,250	$388,080	$0	$1,044,330	$1,044,330
Goetz Road	Maps	Fieldstone Dr.	Arterial	2	6	4	2	0.88	1.76	$1,102,500	$651,974	$0	$1,754,474	$1,754,474
Goetz Road	Fieldstone Dr.	Ethanac	Arterial	2	6	4	2	0.21	0.42	$262,500	$155,232	$0	$417,732	$417,732
Goetz Road	Ethanac	Valley Road	Arterial	3	6	4	2	0.75	1.49	$931,875	$551,074	$0	$1,482,949	$1,482,949
Indian Avenue	Oleander	100' N/o Ramona	Secondary Arterial	0	4		4	1.01	4.03	$2,520,000	$0	$0	$2,520,000	$2,520,000
Indian Avenue	100' N/o Ramona	Ramona Expressway	Secondary Arterial	2	4		2	0.02	0.04	$26,250	$0	$0	$26,250	$26,250
Indian Avenue	Ramona Expressway	Morgan Street	Secondary Arterial	2	4		2	0.56	1.11	$695,625	$0	$0	$695,625	$695,625
Indian Avenue	2000' N/o Rider	Rider St.	Secondary Arterial	0	4		4	0.40	1.60	$997,500	$0	$0	$997,500	$997,500
Indian Avenue	Rider St.	Placentia Ave.	Secondary Arterial	2	4		2	0.55	1.09	$682,500	$0	$0	$682,500	$682,500
Indian Avenue	Placentia Ave.	Orange Ave.	Secondary Arterial	2	4		2	0.55	1.09	$682,500	$0	$0	$682,500	$682,500

EXHIBIT F – DIF TRANSPORTATION NEEDS LIST (Continued)

E. TRANSPORTATION FACILITIES														
FACILITY NAME	From:	To:	Classification	Existing No. of Lanes	No. of Lanes in the General Plan	Lanes included in TUMF	Net No. of lanes required by City	Segment Length (miles)	Segment Size (lane-miles)	ROADWAY COST [1,2]	LANDSCAPED MEDIAN COST	OFF- SETTING REVENUE	NET COST TO CITY	COST ALLOCATED TO NEW DEVELOP-MENT
Indian Avenue	Orange Ave	E. Frontage Rd	Secondary Arterial	2	4		2	0.56	1.09	$682,500	$0	$0	$682,500	$682,500
Mapes Avenue	Goetz Rd.	A St.	Secondary Arterial	2	4		2	0.63	1.26	$787,500	$0	$0	$787,500	$787,500
Mapes Avenue	A St.	100' w/o A Street	Secondary Arterial	2	4		2	0.02	0.04	$23,674	$0	$0	$23,674	$23,674
Mapes Avenue	100' w/o A Street	West City Boundary	Secondary Arterial	0	4		4	0.86	3.44	$2,152,500	$0	$0	$2,152,500	$2,152,500
McPherson Rd.	Ethanac Rd.	Mapes Avenue	Secondary Arterial	0	4		4	1.42	5.67	$3,543,750	$0	$0	$3,543,750	$3,543,750
Markham Street	Wade Aver	Patterson Ave.	Secondary Arterial	2	4		2	0.01	0.02	$13,125	$0	$0	$13,125	$13,125
Markham Street	Patterson Ave.	Webster	Secondary Arterial	2	4		2	0.53	1.05	$656,250	$0	$0	$656,250	$656,250
Markham Street	Webster	Indian	Secondary Arterial	2	4		2	0.54	1.07	$669,375	$0	$0	$669,375	$669,375
Markham Street	Indian	Perris Blvd.	Secondary Arterial	2	4		2	0.49	0.99	$616,875	$0	$0	$616,875	$616,875
Markham Street	Perris Blvd.	Redlands Ave.	Secondary Arterial	0	4		4	0.59	2.35	$1,470,000	$0	$0	$1,470,000	$1,470,000
Morgan Street	Nevada Ave.	Webster Ave.	Secondary Arterial	2	4		2	0.24	0.48	$301,875	$0	$0	$301,875	$301,875
Morgan Street	Webster Ave	Indian Ave.	Secondary Arterial	4	4		0	0.55	0.00	$0	$0	$0	$0	$0
Morgan Street	Indian Ave.	500' E/o Indian Ave.	Secondary Arterial	0	4		4	0.09	0.36	$225,000	$0	$0	$225,000	$225,000
Morgan Street	500' E/o Indian Ave.	Perris Blvd.	Secondary Arterial	0	4		4	0.40	1.60	$997,500	$0	$0	$997,500	$997,500
Morgan Street	Perris Blvd.	Perris Valley Storm Drain	Secondary Arterial	2	4		2	0.83	1.66	$1,036,875	$0	$0	$1,036,875	$1,036,875
Morgan Street	Perris Valley Storm Dra	Evans	Secondary Arterial	0	4		4	0.55	2.18	$1,365,000	$0	$0	$1,365,000	$1,365,000
Mountain Avenue	McPherson	A St.	Secondary Arterial	2	4		2	0.91	1.83	$1,141,875	$0	$0	$1,141,875	$1,141,875
Murrieta Road	Case Rd	Green Valley Parkway	Secondary Arterial	2	4		2	0.34	0.67	$420,000	$0	$0	$420,000	$420,000
Murrieta Road	Green Valley Parkway	Green Valley Parkway So	Secondary Arterial	2	4		2	0.95	1.89	$1,181,250	$0	$0	$1,181,250	$1,181,250
Murrieta Road	Green Valley Parkway	Ethanac	Secondary Arterial	2	4		2	0.28	0.57	$354,375	$0	$0	$354,375	$354,375
Nuevo Road	I-215	E. Frontage Rd	Arterial	6	6	D	0	0.07	0.00	$0	$0	$0	$0	$0
Nuevo Road	E. Frontage Rd	Perris Blvd.	Arterial	6	6	D	0	0.33	0.00	$0	$0	$0	$0	$0
Nuevo Road	Perris Blvd.	Redlands Ave.	Arterial	4	6	4	2	0.51	1.03	$643,125	$380,318	$0	$1,023,443	$1,023,443
Nuevo Road	Redlands Ave.	Wilson	Arterial	4	6	4	2	0.26	0.53	$328,125	$194,040	$0	$522,165	$522,165
Nuevo Road	Evans	El Nido	Arterial	2	6	4	2	0.26	0.53	$328,125	$194,040	$0	$522,165	$522,165
Nuevo Road	El Nido	Dunlap	Arterial	6	6	D	0	0.00	0.00	$0	$0	$0	$0	$0
Nuevo Road	Wilson	Evans	Arterial	2	6	4	2	0.55	1.09	$682,500	$403,603	$0	$1,086,103	$1,086,103
Oleander Avenue	I-215	Patterson Ave.	Arterial	4	6	4	2	0.46	0.92	$577,500	$341,510	$0	$919,010	$919,010
Oleander Avenue	Patterson Ave.	Heacock	Arterial	2	6	4	2	0.53	1.05	$656,250	$388,080	$0	$1,044,330	$1,044,330
Oleander Avenue	Heacock	Indian Ave.	Arterial	2	6	4	2	0.53	1.05	$656,250	$388,080	$0	$1,044,330	$1,044,330
Oleander Avenue	Indian Ave.	Perris Blvd.	Arterial	0	6	4	2	0.49	0.99	$616,875	$364,795	$0	$981,670	$981,670
Oleander Avenue	Perris Blvd.	Evans	Arterial	0	6	4	2	1.07	2.14	$1,338,750	$791,683	$0	$2,130,433	$2,130,433
Orange Avenue	E. Frontage Road	Indian Ave.	Secondary Arterial	2	4		2	0.26	0.50	$315,000	$0	$0	$315,000	$315,000
Orange Avenue	Indian Ave.	Barrett	Secondary Arterial	2	4		2	0.24	0.48	$301,875	$0	$0	$301,875	$301,875
Orange Avenue	Barrett	Perris Blvd.	Secondary Arterial	4	4			0.24	0.00	$0	$0	$0	$0	$0
Orange Avenue	Perris Blvd.	Redlands Ave.	Secondary Arterial	4	4			0.53	0.00	$0	$0	$0	$0	$0
Orange Avenue	Redlands Ave.	Wilson Ave.	Secondary Arterial	2	4		2	0.26	0.53	$328,125	$0	$0	$328,125	$328,125
Orange Avenue	Wilson Ave.	Evans Rd.	Secondary Arterial	2	4		2	0.81	1.62	$1,010,625	$0	$0	$1,010,625	$1,010,625
Orange Avenue	Evans Rd.	Dunlap Dr.	Secondary Arterial	2	4		2	0.53	1.05	$656,250	$0	$0	$656,250	$656,250
Perris Boulevard	City Limits	Oleander	Arterial	4	6	4	2	0.07	0.15	$91,875	$54,331	$0	$146,206	$146,206
Perris Boulevard	Oleander	Markham St.	Arterial	2	6	4	2	0.49	0.99	$616,875	$364,795	$0	$981,670	$981,670
Perris Boulevard	Markham St.	Ramona Expressway	Arterial	2	6	4	2	0.47	0.95	$590,625	$349,272	$0	$939,897	$939,897
Perris Boulevard	Ramona Expressway	Morgan	Arterial	4	6	4	2	0.55	1.09	$682,500	$403,603	$0	$1,086,103	$1,086,103
Perris Boulevard	Morgan	Rider St.	Arterial	4	6	4	2	0.53	1.05	$656,250	$388,080	$0	$1,044,330	$1,044,330
Perris Boulevard	Rider St.	Placentia Avenue	Arterial	4	6	4	2	0.55	1.09	$682,500	$403,603	$0	$1,086,103	$1,086,103
Perris Boulevard	Placentia Avenue	Orange Ave	Arterial	4	6	4	2	0.55	1.09	$682,500	$403,603	$0	$1,086,103	$1,086,103
Perris Boulevard	Orange Ave	Citrus Ave.	Arterial	4	6	4	2	0.47	0.95	$590,625	$349,272	$0	$939,897	$939,897
Perris Boulevard	Citrus Ave.	Nuevo Rd	Arterial	6	6	D	0	0.55	0.00	$0	$0	$0	$0	$0
Perris Boulevard	Nuevo Rd	E. Jarvis Ave.	Arterial	4	6	4	2	0.68	1.37	$853,125	$504,504	$0	$1,357,629	$1,357,629
Perris Boulevard	E. Jarvis Ave.	San Jacinto Ave	Arterial	2	6	4	2	0.40	0.80	$498,750	$294,941	$0	$793,691	$793,691
Perris Boulevard	San Jacinto Ave.	4th St.	Arterial	4	6	4	2	0.32	0.63	$393,750	$232,848	$0	$626,598	$626,598
Perris Boulevard	4th St.	11th St.	Arterial	4	6	4	2	0.49	0.99	$616,875	$364,795	$0	$981,670	$981,670
Placentia Avenue	I-215	E. Frontage Rd	Arterial	6	6	D	0	0.11	0.00	$0	$0	$0	$0	$0

EXHIBIT F – DIF TRANSPORTATION NEEDS LIST (Continued)

E. TRANSPORTATION FACILITIES FACILITY NAME	From:	To:	Classification	Existing No. of Lanes	No. of Lanes in the General Plan	Lanes included in TUMF	Net No. of lanes required by City	Segment Length (miles)	Segment Size (lane-miles)	ROADWAY COST [1,2]	LANDSCAPED MEDIAN COST	OFF-SETTING REVENUE	NET COST TO CITY	COST ALLOCATED TO NEW DEVELOP-MENT
Placentia Avenue	E. Frontage Rd	Indian Ave.	Arterial	0	6	4	2	0.26	0.53	$328,125	$194,040	$0	$522,165	$522,165
Placentia Avenue	Indian Ave.	Perris Blvd.	Arterial	2	6	4	2	0.49	0.99	$616,875	$364,795	$0	$981,670	$981,670
Placentia Avenue	Perris Blvd.	Redlands Ave.	Arterial	4	6	4	2	0.53	1.05	$656,250	$388,080	$0	$1,044,330	$1,044,330
Placentia Avenue	Redlands Ave.	Wilson Ave.	Arterial	0	6	4	2	0.26	0.53	$328,125	$194,040	$0	$522,165	$522,165
Placentia Avenue	Wilson Ave.	Murrieta	Arterial	0	6	4	2	0.26	0.53	$328,125	$194,040	$0	$522,165	$522,165
Placentia Avenue	Murrieta	Evans	Arterial	0	6	4	2	0.55	1.09	$682,500	$403,603	$0	$1,086,103	$1,086,103
Ramona Expressway	I-215	Nevada Ave.	Expressway	4	8	6	2	0.15	0.29	$183,750	$108,662	$0	$292,412	$292,412
Ramona Expressway	Nevada Ave.	Webster Ave.	Expressway	4	8	6	2	0.26	0.53	$328,125	$194,040	$0	$522,165	$522,165
Ramona Expressway	Webster Ave.	Indian Ave.	Expressway	4	8	6	2	0.69	1.39	$866,250	$0	$0	$866,250	$866,250
Ramona Expressway	Indian Ave.	Perris Blvd.	Expressway	4	8	6	2	0.32	0.63	$393,750	$0	$0	$393,750	$393,750
Ramona Expressway	Perris Blvd.	Redlands Ave.	Expressway	4	8	6	2	0.59	1.18	$735,000	$434,650	$0	$1,169,650	$1,169,650
Ramona Expressway	Redlands Ave.	Evans Rd	Expressway	4	8	6	2	0.47	0.95	$590,625	$349,272	$0	$939,897	$939,897
Ramona Expressway	Evans Rd	Bradley Rd	Expressway	4	8	6	2	1.38	2.75	$1,719,375	$1,016,770	$0	$2,736,145	$2,736,145
Ramona Expressway	Bradley Rd	Rider St.	Expressway	4	8	6	2	0.84	1.68	$1,050,000	$620,928	$0	$1,670,928	$1,670,928
Ramona Expressway	Rider St.	City Limits	Expressway	4	8	6	2	0.02	0.04	$26,250	$15,523	$0	$41,773	$41,773
Redlands Avenue	Oleander Ave.	Markham St.	Secondary Arterial	0	4		4	0.49	1.97	$1,233,750	$0	$0	$1,233,750	$1,233,750
Redlands Avenue	Markham St.	Ramona Expressway	Secondary Arterial	0	4		4	0.47	1.89	$1,181,250	$0	$0	$1,181,250	$1,181,250
Redlands Avenue	Ramona Expressway	Morgan St.	Secondary Arterial	0	4		4	0.54	2.14	$1,338,750	$0	$0	$1,338,750	$1,338,750
Redlands Avenue	Morgan St.	Rider St.	Secondary Arterial	0	4		4	0.54	2.14	$1,338,750	$0	$0	$1,338,750	$1,338,750
Redlands Avenue	Rider St.	Placentia Avenue	Secondary Arterial	0	4		4	0.55	2.18	$1,365,000	$0	$0	$1,365,000	$1,365,000
Redlands Avenue	Placentia Avenue	Orange Ave.	Secondary Arterial	4	4		0	0.54	0.00	$0	$0	$0	$0	$0
Redlands Avenue	Orange Ave.	Citrus Ave.	Secondary Arterial	2	4		2	0.47	0.95	$590,625	$0	$0	$590,625	$590,625
Redlands Avenue	Citrus Ave.	Tahoe St.	Secondary Arterial	4	4		0	0.27	0.00	$0	$0	$0	$0	$0
Redlands Avenue	Mapes	Cactus	Secondary Arterial	4	4		0	0.00	0.00	$0	$0	$0	$0	$0
Redlands Avenue	Tahoe St.	Nuevo Rd.	Secondary	2	4		2	0.27	0.55	$341,250	$0	$0	$341,250	$341,250
Redlands Avenue	Nuevo Rd.	San Jacinto Avenue	Arterial	4	6		2	1.10	2.21	$1,378,125	$0	$0	$1,378,125	$1,378,125
Redlands Avenue	San Jacinto Avenue	I-215	Arterial	2	6		4	0.21	0.84	$525,000	$0	$0	$525,000	$525,000
Redlands Avenue	I-215	4th St. (SR 74)	Arterial	2	6		4	0.16	0.63	$393,750	$0	$0	$393,750	$393,750
Redlands Avenue (w.	4th St. (SR 74)	7th plus 1000'	Secondary Arterial	0	4		4	0.44	1.76	$551,250	$0	$0	$551,250	$551,250
Redlands Avenue	7th plus 1000'	Ellis	Secondary Arterial	0	4		4	0.28	1.13	$708,750	$0	$0	$708,750	$708,750
Rider Street	Nevada Ave.	Webster Ave.	Secondary Arterial	2	4		2	0.08	0.17	$105,000	$0	$0	$105,000	$105,000
Rider Street	Webster Ave.	Indian Ave.	Secondary Arterial	2	4		2	0.55	1.09	$682,500	$0	$0	$682,500	$682,500
Rider Street	Indian Ave.	Perris Blvd.	Secondary Arterial	2	4		2	0.49	0.99	$616,875	$0	$0	$616,875	$616,875
Rider Street	Perris Blvd.	Wilson Ave.	Secondary Arterial	3	4		1	0.81	0.81	$126,328	$0	$0	$126,328	$126,328
Rider Street	Wilson Ave.	Evans Rd	Secondary Arterial	3	4		1	0.57	0.57	$35,438	$0	$0	$35,438	$35,438
Rider Street	Evans Rd	Bradley Rd	Secondary Arterial	4	4		0	0.79	0.00	$0	$0	$0	$0	$0
Rider Street	Bradley Rd	Ramona Expressway	Secondary Arterial	4	4		0	0.67	0.00	$0	$0	$0	$0	$0
San Jacinto Road	West of City Limit	Navajo Road	Collector	2	2		0	0.32	0.00	$0	$0	$0	$0	$0
San Jacinto Road	Navajo Rd.	400' w/o "A" St.	Secondary Arterial	0	4		4	0.96	3.86	$2,409,356	$0	$0	$2,409,356	$2,409,356
San Jacinto Road	400' w/o "A" St.	"A" St.	Secondary Arterial	2	4		2	0.08	0.15	$94,697	$0	$0	$94,697	$94,697
San Jacinto Road	"A" St.	"B" St.	Secondary Arterial	2	4		2	0.13	0.26	$164,063	$0	$0	$164,063	$164,063
San Jacinto Road	"B" St.	"C" St.	Secondary Arterial	0	4		4	0.13	0.53	$328,125	$0	$0	$328,125	$328,125
San Jacinto Road	"C" St.	"D" St.	Secondary Arterial	2	4		2	0.22	0.44	$275,625	$0	$0	$275,625	$275,625
San Jacinto Road	"D" St.	Perris Blvd.	Secondary Arterial	2	4		2	0.15	0.29	$183,750	$0	$0	$183,750	$183,750
San Jacinto Road	Perris Blvd.	G St.	Secondary Arterial	2	4		2	0.24	0.48	$301,875	$0	$0	$301,875	$301,875
San Jacinto Road	G St.	Redlands Ave.	Secondary Arterial	2	4		2	0.40	0.80	$498,750	$0	$0	$498,750	$498,750
San Jacinto Road	Redlands Ave.	Wilson Ave.	Arterial	2	6		4	0.15	0.59	$367,500	$108,662	$0	$476,162	$476,162
San Jacinto Road	Wilson Ave.	Evans Rd.	Arterial	2	6		4	0.50	2.02	$1,260,000	$372,557	$0	$1,632,557	$1,632,557
San Jacinto Road	Evans Rd.	Dunlap Dr.	Secondary Arterial	2	4		2	0.85	1.70	$1,063,125	$0	$0	$1,063,125	$1,063,125
Trumble Road	Mapes Rd.	Ellis Ave.	Secondary Arterial	2	4		2	1.07	2.14	$1,338,750	$0	$0	$1,338,750	$1,338,750
Watson Road	"A" St.	McPherson Rd.	Major Collector	0	2		2	0.63	1.26	$787,500	$0	$0	$787,500	$787,500
Webster Avenue	Oleander Ave.	Markham St.	Arterial	0	6		6	0.67	3.40	$2,126,250	$0	$0	$2,126,250	$2,126,250
Webster Avenue	Markham St.	Ramona Expressway	Arterial	2	6		4	0.49	1.97	$1,233,750	$0	$0	$1,233,750	$1,233,750

EXHIBIT F – DIF TRANSPORTATION NEEDS LIST (Continued)

E. TRANSPORTATION FACILITIES FACILITY NAME	From:	To:	Classification	Existing No. of Lanes	No. of Lanes in the General Plan	Lanes Included in TUMF	Net No. of lanes required by City	Segment Length (miles)	Segment Size (lane-miles)	ROADWAY COST [1,2]	LANDSCAPED MEDIAN COST	OFF- SETTING REVENUE	NET COST TO CITY	COST ALLOCATED TO NEW DEVELOP-MENT
Webster Avenue	Ramona Expressway	Morgan St.	Secondary Arterial	2	4		2	0.53	1.06	$656,250	$0	$0	$656,250	$656,250
Webster Avenue	Morgan St.	Rider St.	Secondary Arterial	2	4		2	0.55	1.09	$682,500	$0	$0	$682,500	$682,500
Subtotal Roadway Construction:								77.75	182.16	$112,594,048	$23,028,813	$0	$135,622,861	$135,622,861
2. Flood Control [4]														
Rider Street Crossing									1	$2,800,000	$0	$2,085,690	$714,310	$714,310
Nuevo Road Crossing									1	$2,800,000	$0	$2,210,640	$589,360	$589,360
Orange Ave Crossing									1	$2,800,000	$0	$1,982,530	$817,470	$817,470
Case Road Crossing									1	$2,800,000	$0	$0	$2,800,000	$2,800,000
Placentia Ave Crossing									1	$2,800,000	$0	$1,731,680	$1,068,320	$1,068,320
Ethanac Rd Crossing									1	$2,800,000	$0	$0	$2,800,000	$2,800,000
Goetz Road Crossing									1	$4,200,000	$0	$0	$4,200,000	$4,200,000
San Jacinto Ave Crossing									1	$4,200,000	$0	$0	$4,200,000	$4,200,000
Subtotal Flood Control:										**$25,200,000**	**$0**	**$8,010,540**	**$17,189,460**	**$17,189,460**
3. Signals														
4- Lane Intersections									20	$3,000,000	$0	$0	$3,000,000	$3,000,000
6- Lane Intersections									30	$6,000,000	$0	$0	$6,000,000	$6,000,000
8- Lane Intersections									20	$5,000,000	$0	$0	$5,000,000	$5,000,000
Subtotal Signals:										**$14,000,000**	**$0**	**$0**	**$14,000,000**	**$14,000,000**
4. Bridge Crossings [5]														
Perris Blvd. Bridge At I-215				0	6	4	2			$1,500,000	$0	$0	$1,500,000	$1,500,000
San Jacinto Road At I-215				0	6	0	6			$4,500,000	$0	$0	$4,500,000	$4,500,000
Bridge Crossings:										**$6,000,000**	**$0**	**$0**	**$6,000,000**	**$6,000,000**
5. Carry Over Existing Development Impact Fee Program Funding Credit:												**$318,618**	**$318,618**	**$318,618**
Total Transportation Cost										**$157,794,048**	**$23,028,813**	**$8,329,158**	**$172,493,703**	**$172,493,703**
Total All Facilities											**$304,524,896**	**$10,112,158**	**$294,412,739**	**$284,360,761**

Notes: [1] Segments of a street with a $0 roadway cost show that these are Developer conditioned Projects already constructed or committed to construct.

[2] The improvements to SR-74 are not shown on this Needs List because TUMF will fund the entire additional lanes required.

[3] In this segment the City limit line is coincident with the street centerline. Therefore only a 1/2 street width is counted, or two of the four lanes needed.

[4] At the City's direction, these costs are based on the Master Drainage Plan for the Perris Valley Channel, Riverside County Flood Control District, adjusted for inflation.

[5] No preliminary studies are available for these crossings. A unit cost of $250 per square foot of bridge deck and a typical length of 215 feet is assumed, resulting in $750,000 per lane across the bridge.

EXHIBIT G – DIF LOS SCHEDULE

Roadway Classification	Number of Lanes	Maximum Two-Way Average Daily Traffic (ADT) [2]				
		LOS A	LOS B	LOS C	LOS D	LOS E
Collector	2	7,800	9,100	10,400	11,700	13,000
Collector	4	15,540	18,130	20,700	23,300	25,900
Arterial	2	10,800	12,600	14,400	16,200	18,000
Arterial	4	21,540	25,130	28,700	32,300	35,900
Arterial	6	32,340	37,730	43,100	48,500	53,900
Expressway	4	24,540	28,630	32,700	36,800	40,900
Expressway	6	36,780	42,910	49,000	55,200	61,300
Expressway	8	49,020	57,190	65,400	73,500	81,700
Freeway	4	45,900	53,550	61,200	68,900	76,500
Freeway	6	70,500	82,250	94,000	105,800	117,500
Freeway	8	96,300	112,350	128,400	144,500	160,500
Freeway	10	120,360	140,420	160,500	180,500	200,600

[1] All Capacity Exhibits are based on optimum conditions and are intended as guidelines for planning purposes only.
[2] Maximum two-way ADT values are based on the 1999 Modified Highway Capacity Manual Level of Service Tables

EXHIBIT H – EXISTING PEAK HOUR TRUCK INTERSECTION COUNTS AND SEGMENT ADT

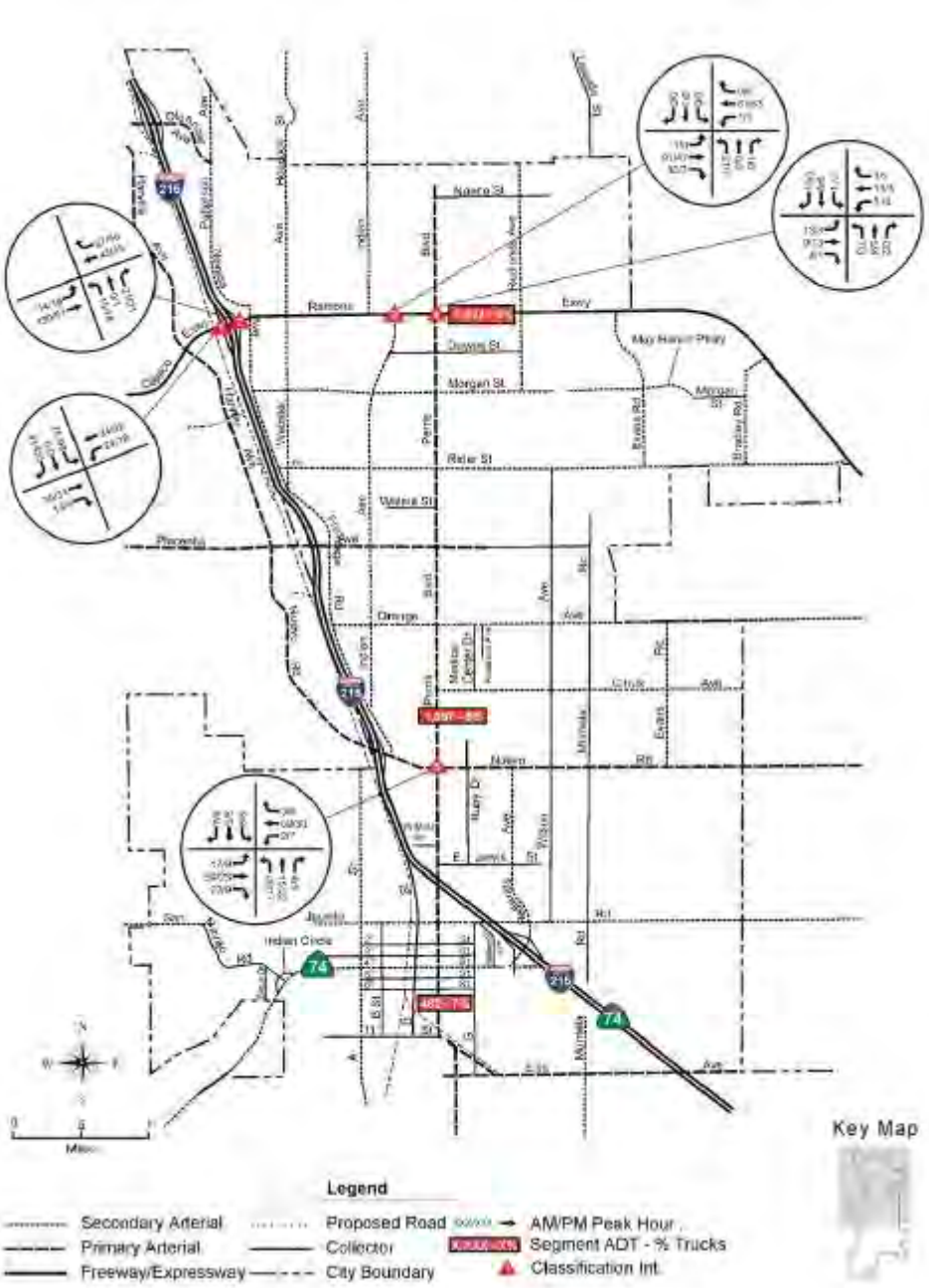


EXHIBIT I – ORIGINAL GENERAL PLAN LAND USE DESIGNATIONS WITHIN NPRBBD

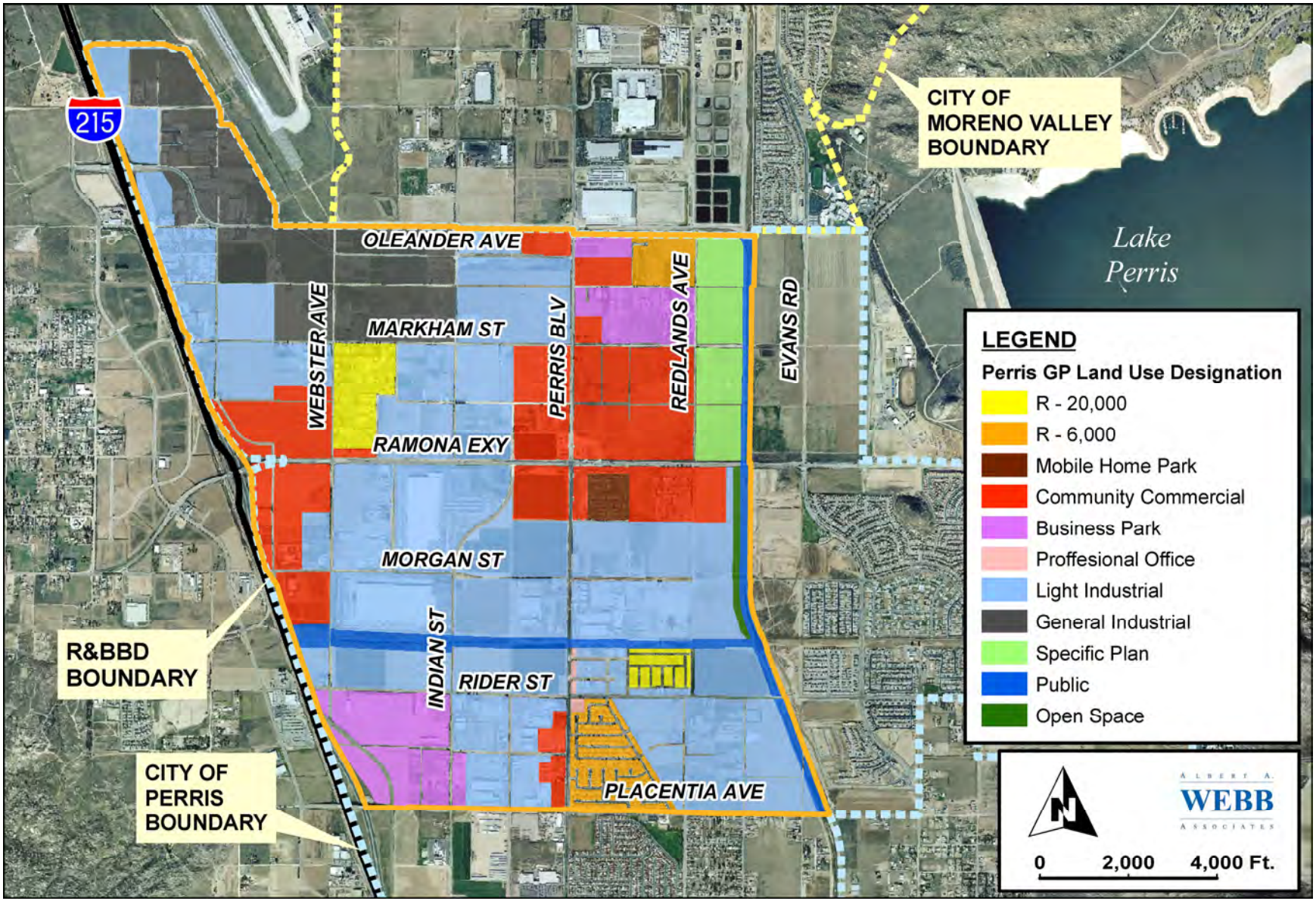


EXHIBIT J – PROPOSED GENERAL PLAN LAND USE DESIGNATIONS WITHIN NPRBBD

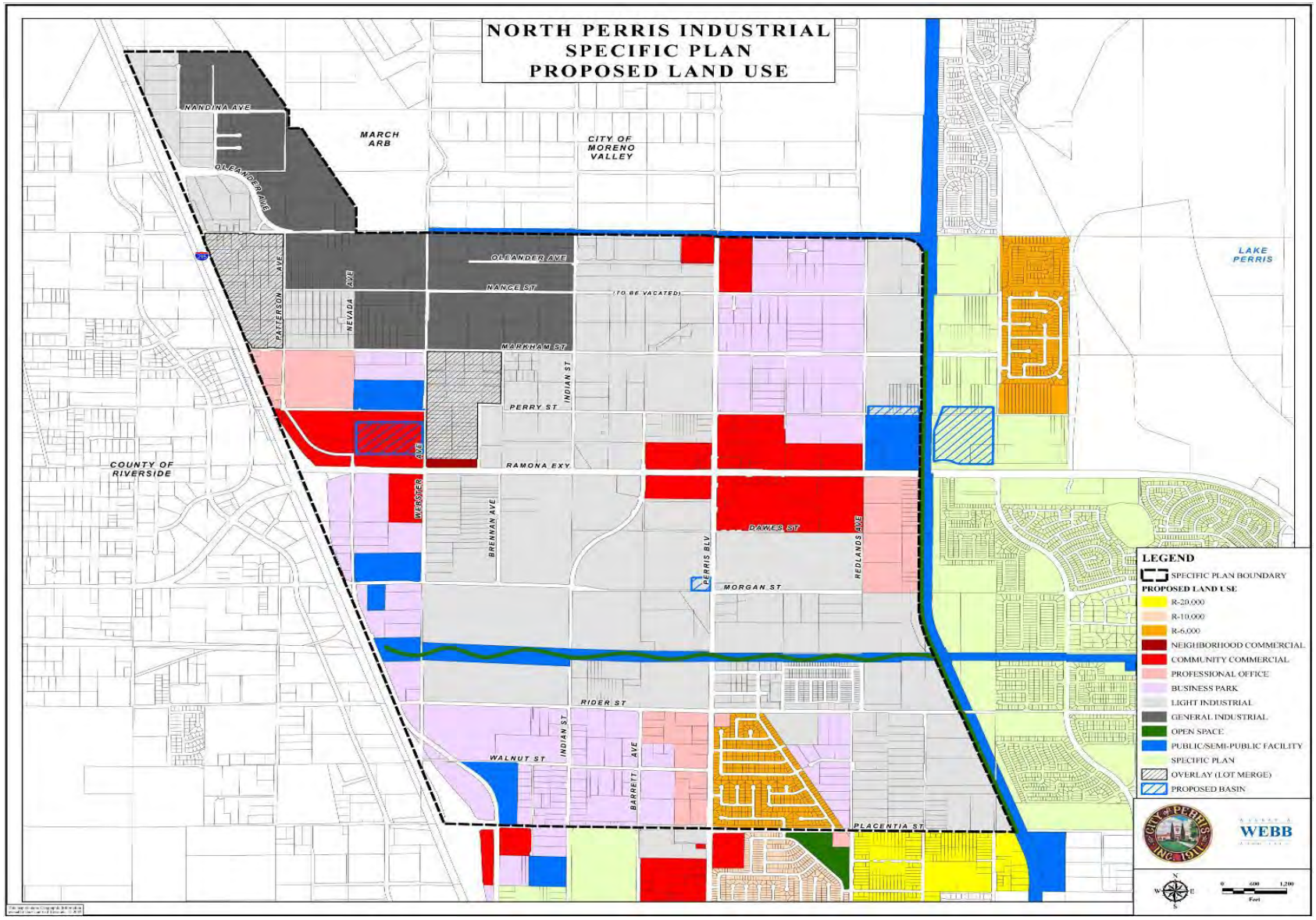
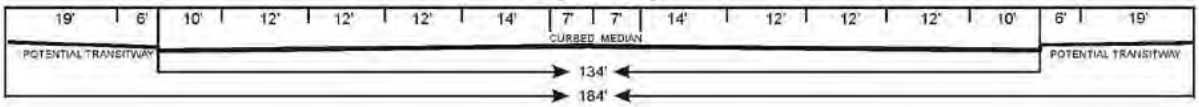
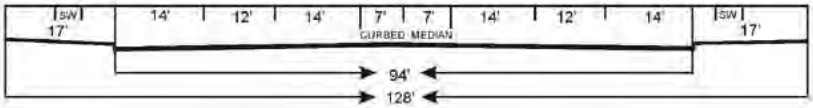


EXHIBIT K - CITY OF PERRIS GENERAL PLAN
TYPICAL STREET CROSS-SECTIONS

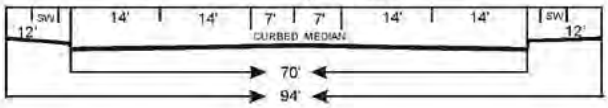
Expressway



Arterial

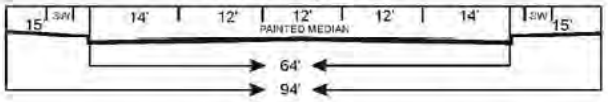


Secondary Arterial

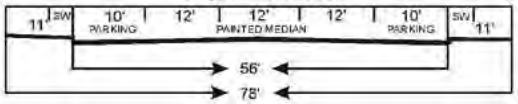


or

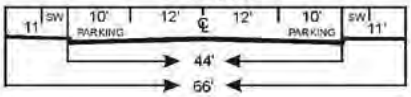
Secondary Arterial



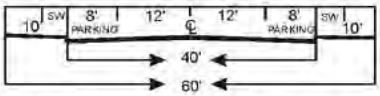
Major Collector



Collector



Local



Specific details for each cross-section follow in Figures 4.1 A - 4.1 F

Legend

SW	Sidewalk or Trail (at least 4 feet)
CURBED MEDIAN	Landscaped Center Median
PARKING	Parking or Bike Lane
PAINTED MEDIAN	Center Median and/or Continuous Left Turning Lane

EXHIBIT L - NPRBBD FACILITIY MAP

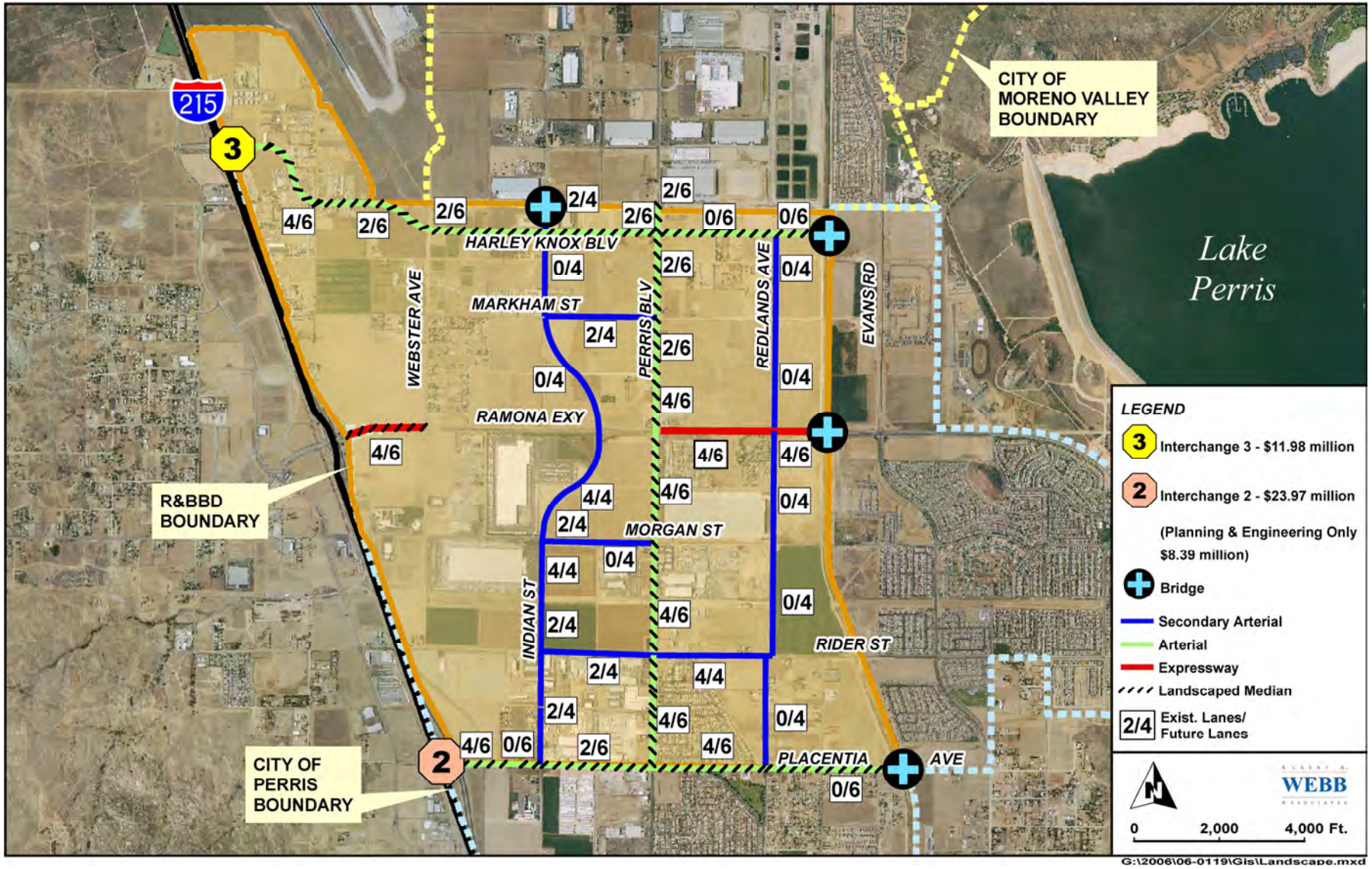


EXHIBIT M - NPRBBD FACILITIES

Street Name	Segment From	Segment To	General Plan Classification	Length (miles)	Existing Lanes	Future Lanes	Lane Increase	Inter-change Type	Bridge	Bridge Length	New Lane Cost	Shoulder Cost	Lanscaped Parkway Cost	Landscaped Median Cost	Right-of-Way (Lanes) Cost	Right-of-Way (Pkwy) Cost	Interchange Cost	Bridge Cost	MSHCP	Planning	Engineering	Contingency	Total Cost
N/S STREET SEGMENTS																							
Indian Avenue	City Limits (N. Boundary)	Harley Knox Boulevard	Secondary Arterial	0.13	2	4	2		1	100	$ 171,000	$ -	$ 130,000	$ -	$ -	$ 167,000			$ 8,550	$ 17,100	$ 42,750	$ 17,100	$ 553,500
Indian Avenue	Harley Knox Boulevard	Markham Street	Secondary Arterial	0.37	0	4	4				$ 974,000	$ -	$ 371,000	$ -	$ -	$ 475,000			$ 48,700	$ 97,400	$ 243,500	$ 97,400	$ 2,307,000
Indian Avenue	Markham Street	100' N. of Ramona Exwy	Secondary Arterial	0.58	0	4	4				$ 1,527,000	$ -	$ 582,000	$ -	$ -	$ 745,000			$ 76,350	$ 152,700	$ 381,750	$ 152,700	$ 3,617,500
Indian Avenue	100' N. of Ramona Exwy	Ramona Expressway	Secondary Arterial	0.02	4	4	0				$ -	$ -	$ 20,000	$ -	$ -	$ 26,000			$ -	$ -	$ -	$ -	$ 46,000
Indian Avenue	Ramona Expressway	Morgan Street	Secondary Arterial	0.60	4	4	0				$ -	$ -	$ 602,000	$ -	$ -	$ 771,000			$ -	$ -	$ -	$ -	$ 1,373,000
Indian Avenue	Morgan Street	1300' S of Morgan Street	Secondary Arterial	0.37	4	4	0				$ -	$ -	$ 371,000	$ -	$ -	$ 475,000			$ -	$ -	$ -	$ -	$ 846,000
Indian Avenue	1300' S of Morgan Street	Rider Street	Secondary Arterial	0.11	2	4	2				$ 145,000	$ -	$ 110,000	$ -	$ -	$ 141,000			$ 7,250	$ 14,500	$ 36,250	$ 14,500	$ 468,500
Indian Avenue	Rider Street	Placentia Ave (S. Boundary)	Secondary Arterial	0.50	2	4	2				$ 658,000	$ -	$ 502,000	$ -	$ -	$ 643,000			$ 32,900	$ 65,800	$ 164,500	$ 65,800	$ 2,132,000
Perris Boulevard	City Limits (N. Boundary)	Markham Street	Arterial	0.50	2	6	4				$ 1,316,000	$ -	$ 607,000	$ 554,000	$ 538,729	$ 728,000			$ 65,800	$ 131,600	$ 329,000	$ 185,473	$ 4,455,602
Perris Boulevard	Markham Street	300' N. of Ramona Exwy	Arterial	0.44	2	6	4				$ 1,158,000	$ -	$ 534,000	$ 488,000	$ 474,271	$ 641,000			$ 57,900	$ 115,800	$ 289,500	$ 163,227	$ 3,921,698
Perris Boulevard	300' N. of Ramona Exwy	Ramona Expressway	Arterial	0.06	4	6	2				$ 79,000	$ -	$ 73,000	$ 67,000	$ -	$ 87,000			$ 3,950	$ 7,900	$ 19,750	$ 7,900	$ 345,500
Perris Boulevard	Ramona Expressway	Morgan Street	Arterial	0.50	4	6	2				$ 658,000	$ -	$ 607,000	$ 554,000	$ -	$ 728,000			$ 32,900	$ 65,800	$ 164,500	$ 65,800	$ 2,876,000
Perris Boulevard	Morgan Street	Rider Street	Arterial	0.50	4	6	2				$ 658,000	$ -	$ 607,000	$ 554,000	$ -	$ 728,000			$ 32,900	$ 65,800	$ 164,500	$ 65,800	$ 2,876,000
Perris Boulevard	Rider Street	Placentia Ave (S. Boundary)	Arterial	0.50	4	6	2				$ 658,000	$ -	$ 607,000	$ 554,000	$ -	$ 728,000			$ 32,900	$ 65,800	$ 164,500	$ 65,800	$ 2,876,000
Redlands Avenue	Harley Knox Boulevard	Markham Street	Secondary Arterial	0.38	0	4	4				$ 1,000,000	$ -	$ 381,000	$ -	$ -	$ 488,000			$ 50,000	$ 100,000	$ 250,000	$ 100,000	$ 2,369,000
Redlands Avenue	Markham Street	Ramona Expressway	Secondary Arterial	0.50	0	4	4				$ 1,316,000	$ -	$ 502,000	$ -	$ -	$ 643,000			$ 65,800	$ 131,600	$ 329,000	$ 131,600	$ 3,119,000
Redlands Avenue	Ramona Expressway	Morgan Street	Secondary Arterial	0.50	0	4	4				$ 1,316,000	$ -	$ 502,000	$ -	$ -	$ 643,000			$ 65,800	$ 131,600	$ 329,000	$ 131,600	$ 3,119,000
Redlands Avenue	Morgan Street	Rider Street	Secondary Arterial	0.50	0	4	4				$ 1,316,000	$ -	$ 502,000	$ -	$ -	$ 643,000			$ 65,800	$ 131,600	$ 329,000	$ 131,600	$ 3,119,000
Redlands Avenue	Rider Street	Placentia Ave (S. Boundary)	Secondary Arterial	0.50	0	4	4				$ 1,316,000	$ -	$ 502,000	$ -	$ -	$ 643,000			$ 65,800	$ 131,600	$ 329,000	$ 131,600	$ 3,119,000
										N/S STREET SEGMENTS SUB-TOTAL	$ 14,266,000	$ -	$ 8,112,000	$ 2,771,000	$ 1,013,000	$ 10,143,000			$ 713,300	$ 1,426,600	$ 3,566,500	$ 1,527,900	$ 43,539,300
N/S BRIDGES																							
Indian Avenue	Harley Knox Boulevard	City Limits (N. Boundary)	Secondary Arterial		2	4	2		1	100								$ 484,000		$ 48,400	$ 121,000	$ 48,400	$ 701,800
										N/S BRIDGES SUB-TOTAL								$ 484,000		$ 48,400	$ 121,000	$ 48,400	$ 701,800
										N/S TOTAL	*$ 14,266,000*	*$ -*	*$ 8,112,000*	*$ 2,771,000*	*$ 1,013,000*	*$ 10,143,000*	*$ -*	*$ 484,000*	*$ 713,300*	*$ 1,475,000*	*$ 3,687,500*	*$ 1,576,300*	*$ 44,241,100*

Street Name	Segment - From	Segment - To	General Plan Classification	Length (miles)	Existing Lanes	Future Lanes	Lane Increase	Inter-change Type	Bridge	Bridge Length	New Lane Cost	Shoulder Cost	Lanscaped Parkway Cost	Landscaped Median Cost	Right-of-Way (Lanes) Cost	Right-of-Way (Pkwy) Cost	Interchange Cost	Bridge Cost	MSHCP	Planning	Engineering	Contingency	Total
E/W STREET SEGMENTS																							
Harley Knox Blvd	I-215 Int. (W. Boundary)	Patterson Avenue	Arterial	0.55	4	6	2	3			$ 724,000	$ -	$ 668,000	$ 610,000	$ -	$ 1,403,000			$ 36,200	$ 72,400	$ 181,000	$ 72,400	$ 3,767,000
Harley Knox Blvd	Patterson Avenue	Indian Avenue	Arterial	1.06	2	6	4				$ 2,790,000	$ -	$ 1,287,000	$ 1,175,000	$ 1,589,000	$ 2,703,000			$ 139,500	$ 279,000	$ 697,500	$ 437,900	$ 11,097,900
Harley Knox Blvd	Indian Avenue	Perris Boulevard	Arterial	0.51	2	6	4				$ 1,342,000	$ -	$ 619,000	$ 565,000	$ 902,000	$ 1,301,000			$ 67,100	$ 134,200	$ 335,500	$ 224,400	$ 5,490,200
Harley Knox Blvd	Perris Boulevard	Redlands Avenue	Arterial	0.53	0	6	6				$ 2,092,000	$ -	$ 644,000	$ 588,000	$ 1,876,064	$ 1,352,000			$ 104,600	$ 209,200	$ 523,000	$ 396,806	$ 7,785,671
Harley Knox Blvd	Redlands Avenue	Storm Drain (E. Boundary)	Arterial	0.25	0	6	6		1	200	$ 987,000	$ -	$ 304,000	$ 277,000	$ 884,936	$ 638,000			$ 49,350	$ 98,700	$ 246,750	$ 187,194	$ 3,672,929
Markham Street	Indian Avenue	Perris Boulevard	Secondary Arterial	0.50	2	4	2				$ 658,000	$ -	$ 502,000	$ -	$ -	$ 643,000			$ 32,900	$ 65,800	$ 164,500	$ 65,800	$ 2,132,000
Ramona Exwy	I-215 Interchange	Nevada Avenue	Expressway	0.11	4	6	2				$ 145,000	$ 93,000	$ 227,000	$ 122,000	$ 254,222	$ 236,000			$ 7,250	$ 14,500	$ 36,250	$ 39,922	$ 1,175,144
Ramona Exwy	Nevada Avenue	Webster Avenue	Expressway	0.25	4	6	2				$ 329,000	$ 211,000	$ 515,000	$ 277,000	$ 577,778	$ 535,000			$ 16,450	$ 32,900	$ 82,250	$ 90,678	$ 2,667,056
Ramona Exwy	Perris Boulevard	Redlands Avenue	Expressway	0.53	4	6	2				$ 697,000	$ 448,000	$ 1,091,000	$ -	$ 956,718	$ 1,135,000			$ 34,850	$ 69,700	$ 174,250	$ 165,372	$ 4,771,890
Ramona Exwy	Redlands Avenue	Storm Drain (E. Boundary)	Expressway	0.25	4	6	2		1	200	$ 329,000	$ 211,000	$ 515,000	$ -	$ 451,282	$ 535,000			$ 16,450	$ 32,900	$ 82,250	$ 78,028	$ 2,250,910
Morgan Street	Indian Avenue	600' E. of Indian Avenue	Secondary Arterial	0.11	2	4	2				$ 145,000	$ -	$ 110,000	$ -	$ -	$ 141,000			$ 7,250	$ 14,500	$ 36,250	$ 14,500	$ 468,500
Morgan Street	600' E. of Indian Avenue	Perris Boulevard	Secondary Arterial	0.39	0	4	4				$ 1,026,000	$ -	$ 391,000	$ -	$ -	$ 501,000			$ 51,300	$ 102,600	$ 256,500	$ 102,600	$ 2,431,000
Rider Street	Indian Avenue	Perris Boulevard	Secondary Arterial	0.50	2	4	2				$ 658,000	$ -	$ 502,000	$ -	$ -	$ 643,000			$ 32,900	$ 65,800	$ 164,500	$ 65,800	$ 2,132,000
Rider Street	Perris Boulevard	Redlands Avenue	Secondary Arterial	0.51	3	4	1				$ 336,000	$ -	$ 512,000	$ -	$ -	$ 655,000			$ 16,800	$ 33,600	$ 84,000	$ 33,600	$ 1,671,000
Placentia Avenue	I-215 Int. (W. Boundary)	E. Frontage Road	Arterial	0.19	4	6	2	2			$ 250,000	$ -	$ 231,000	$ 211,000	$ -	$ 277,000			$ 12,500	$ 25,000	$ 62,500	$ 25,000	$ 1,094,000
Placentia Avenue	E. Frontage Road	Indian Avenue	Arterial	0.25	0	6	6				$ 987,000	$ -	$ 304,000	$ 277,000	$ 491,000	$ 364,000			$ 49,350	$ 98,700	$ 246,750	$ 147,800	$ 2,965,600
Placentia Avenue	Indian Avenue	Perris Boulevard	Arterial	0.50	2	6	4				$ 1,316,000	$ -	$ 607,000	$ 554,000	$ 511,656	$ 728,000			$ 65,800	$ 131,600	$ 329,000	$ 182,766	$ 4,425,822
Placentia Avenue	Perris Boulevard	Redlands Avenue	Arterial	0.51	4	6	2				$ 671,000	$ -	$ 619,000	$ 565,000	$ 521,890	$ 743,000			$ 33,550	$ 67,100	$ 167,750	$ 119,289	$ 3,507,579
Placentia Avenue	Redlands Avenue	Storm Drain (E. Boundary)	Arterial	0.62	0	6	6		1	300	$ 2,448,000	$ -	$ 753,000	$ 687,000	$ 634,454	$ 903,000			$ 122,400	$ 244,800	$ 612,000	$ 308,245	$ 6,712,899
										E/W STREET SEGMENTS TOTAL	$ 17,930,000	$ 963,000	$ 10,401,000	$ 5,908,000	$ 9,651,000	$ 15,436,000			$ 896,500	$ 1,793,000	$ 4,482,500	$ 2,758,100	$ 70,219,100
E/W BRIDGES																							
Harley Knox Blvd	Redlands Avenue	Storm Drain (E. Boundary)	Arterial		0	6	6		1	200								$ 2,904,000		$ 290,000	$ 726,000	$ 290,000	$ 4,210,000
Ramona Exwy	Redlands Avenue	Storm Drain (E. Boundary)	Arterial		4	6	2		1	300								$ 1,452,000		$ 145,000	$ 363,000	$ 145,000	$ 2,105,000
Placentia Avenue	Redlands Avenue	Storm Drain (E. Boundary)	Arterial		0	6	6		1	300								$ 4,356,000		$ 436,000	$ 1,089,000	$ 436,000	$ 6,317,000
										E/W BRIDGES SUB-TOTAL								$ 8,712,000		$ 871,000	$ 2,178,000	$ 871,000	$ 12,632,000
E/W INTERCHANGES																							
Harley Knox Blvd	I-215 Int. (W. Boundary)	Patterson Avenue	Arterial		4	6	2	3									$ 11,980,000			$ 1,198,000	$ 2,995,000	$ 1,198,000	$ 17,371,000
Placentia Avenue	I-215 Int. (W. Boundary)	E. Frontage Road	Arterial		4	6	2	2									$ -			$ 2,397,000	$ 5,993,000	$ -	$ 8,390,000
										E/W INTERCHANGES SUB-TOTAL							$ 11,980,000			$ 3,595,000	$ 8,988,000	$ 1,198,000	$ 25,761,000
										E/W TOTAL	*$ 17,930,000*	*$ 963,000*	*$ 10,401,000*	*$ 5,908,000*	*$ 9,651,000*	*$ 15,436,000*	*$ 11,980,000*	*$ 8,712,000*	*$ 896,500*	*$ 6,259,000*	*$ 15,648,500*	*$ 4,827,100*	*$ 108,612,100*

SIGNALS																							
4-Lane Intersections										4	$ 600,000									$ 60,000	$ 150,000	$ 60,000	$ 870,000
6-Lane Intersections										11	$ 2,200,000									$ 220,000	$ 550,000	$ 220,000	$ 3,190,000
										SIGNALS TOTAL	*$ 2,800,000*									*$ 280,000*	*$ 700,000*	*$ 280,000*	*$ 4,060,000*

										GRAND TOTAL	**$ 34,996,000**	**$ 963,000**	**$ 18,513,000**	**$ 8,679,000**	**$ 10,664,000**	**$ 25,579,000**	**$ 11,980,000**	**$ 9,196,000**	**$ 1,609,800**	**$ 8,014,000**	**$ 20,036,000**	**$ 6,683,400**	***$ 156,913,200***

EXHIBIT N - TUMF FACILITIES ESTIMATED COSTS DETAIL

Area Plan District	City	Street Name	Segment From	Segment To	Network	Length (miles)	Ex. Lns.	Fut. Lns.	Add. Lns.	Topo	Land Use	Inter-change	Bridge	RR Xing	New Lane Cost	ROW Cost	Interchange Cost	Bridge Cost	RR Xing Cost	MSHCP	Planning	Engineering	Contingency	Total Cost	Maximum TUMF Share
Central	Perris	Perris	N. Boundary	300' N Ramona	Backbone	0.985	2	4	2	1	3				$ 1,296,000	$ 1,013,000	$ -	$ -	$ -	$ 65,000	$ 130,000	$ 324,000	$ 231,000	$ 3,059,000	$ 1,943,000
Central	Perris	Perris	300' N Ramona	Ramona	Backbone	0.057	4	4	0	1	3				$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Central	Perris	Perris	Ramona	Placentia	Backbone	1.511	4	4	0	1	3				$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	**$ -**
Central	**Perris**	**Ramona**	**I-215**	**Webster**	**Backbone**	**0.462**	**4**	**6**	**2**	**1**	**2**				**$ 608,000**	**$ 832,000**	**$ -**	**$ -**	**$ -**	**$ 30,000**	**$ 61,000**	**$ 152,000**	**$ 144,000**	**$ 1,827,000**	**$ 1,827,000**
Central	**Perris**	**Ramona**	**Perris**	**E. Boundary**	**Backbone**	**0.782**	**4**	**6**	**2**	**1**	**2**		**300**		**$ 1,029,000**	**$ 1,408,000**	**$ -**	**$ 1,452,000**	**$ -**	**$ 51,000**	**$ 248,000**	**$ 620,000**	**$ 389,000**	**$ 5,197,000**	**$ 5,197,000**
Central	Mo. Val.	Indian	San Michelle	Harley Knox	Secondary		2	4	2	1	3		50		**$ -**	**$ -**	**$ -**	**$ 242,000**	**$ -**	**$ -**	**$ 24,000**	**$ 61,000**	**$ 24,000**	**$ 351,000**	**$ 351,000**
Central	Perris	Harley Knox	I-215	Patterson	Secondary	0.458	4	4	0	1	2	3			$ -	$ -	$ 11,980,000	$ -	$ -	$ -	$ 1,198,000	$ 2,995,000	$ 1,198,000	$ 17,371,000	$ 17,371,000
Central	Perris	Harley Knox	Patterson	Indian	Secondary	0.883	2	4	2	1	2				$ 1,162,000	$ 1,589,000	$ -	$ -	$ -	$ 58,000	$ 116,000	$ 291,000	$ 275,000	$ 3,491,000	$ 3,491,000
Central	Perris	Harley Knox	Indian	Perris	Secondary	0.501	2	4	2	1	2				$ 659,000	$ 902,000	$ -	$ -	$ -	$ 33,000	$ 66,000	$ 165,000	$ 156,000	$ 1,981,000	$ 1,981,000
Central	Perris	Harley Knox	Perris	E. Boundary	Secondary	0.767	0	4	4	1	2				$ 2,019,000	$ 2,761,000	$ -	$ -	$ -	$ 101,000	$ 202,000	$ 505,000	$ 478,000	$ 6,066,000	$ 6,066,000
														TOTAL	**$ 6,773,000**	**$ 8,505,000**	**$ 11,980,000**	**$ 1,694,000**	**$ -**	**$ 338,000**	**$ 2,045,000**	**$ 5,113,000**	**$ 2,895,000**	**$ 39,343,000**	**$ 38,227,000**

Bold items represent RCTC priority corridors

[1] Interchange Planning and Design Costs only.

EXHIBIT O - DIF FACILITIES ESTIMATED COSTS DETAIL

Street Name	Segment From	Segment To	General Plan Classification	Existing Lanes	Lanes in General Plan	Lanes included in TUMF	Lanes required by City	Segment Length (miles)	Segment Size (lane-miles)	Roadway Cost	Landscaped Median Cost	Off-Setting Revenue	Net Cost to City	Cost Allocated to New Development
Indian Avenue	Harley Knox Boulevard	100' N. of Ramona Expressway	Secondary Arterial	0	4		4	1.01	4.03	$ 2,520,000	$ -	$ -	$ 2,520,000	$ 2,520,000
Indian Avenue	100' N. of Ramona Expressway	Ramona Expressway	Secondary Arterial	4	4		0	0.02	0.00	$ -	$ -	$ -	$ -	$ -
Indian Avenue	Ramona Expressway	Morgan Street	Secondary Arterial	4	4		0	0.56	0.00	$ -	$ -	$ -	$ -	$ -
Indian Avenue	Morgan Street	1300' S. of Morgan Street	Secondary Arterial	4	4		0	0.25	0.00	$ -	$ -	$ -	$ -	$ -
Indian Avenue	1300' S. of Morgan Street	Rider Street	Secondary Arterial	2	4		2	0.25	0.50	$ 312,500	$ -	$ -	$ 312,500	$ 312,500
Indian Avenue	Rider Street	Placentia Avenue	Secondary Arterial	2	4		2	0.55	1.09	$ 682,500	$ -	$ -	$ 682,500	$ 682,500
Perris Boulevard	City Limits	Harley Knox Boulevard	Arterial	4	6	4	2	0.07	0.15	$ 91,875	$ 54,331	$ -	$ 146,206	$ 146,206
Perris Boulevard	Harley Knox Boulevard	Markham Street	Arterial	2	6	4	2	0.49	0.99	$ 616,875	$ 364,795	$ -	$ 981,670	$ 981,670
Perris Boulevard	Markham Street	300' N. of Ramona Expressway	Arterial	2	6	4	2	0.42	0.83	$ 519,375	$ 307,138	$ -	$ 826,513	$ 826,513
Perris Boulevard	300' N. of Ramona Expressway	Ramona Expressway	Arterial	4	6	4	2	0.06	0.11	$ 71,250	$ 42,134	$ -	$ 113,384	$ 113,384
Perris Boulevard	Ramona Expressway	Morgan Street	Arterial	4	6	4	2	0.55	1.09	$ 682,500	$ 403,603	$ -	$ 1,086,103	$ 1,086,103
Perris Boulevard	Morgan Street	Rider Street	Arterial	4	6	4	2	0.53	1.05	$ 656,250	$ 388,080	$ -	$ 1,044,330	$ 1,044,330
Perris Boulevard	Rider Street	Placentia Avenue	Arterial	4	6	4	2	0.55	1.09	$ 682,500	$ 403,603	$ -	$ 1,086,103	$ 1,086,103
Redlands Avenue	Harley Knox Boulevard	Markham Street	Secondary Arterial	0	4		4	0.49	1.97	$ 1,233,750	$ -	$ -	$ 1,233,750	$ 1,233,750
Redlands Avenue	Markham Street	Ramona Expressway	Secondary Arterial	0	4		4	0.47	1.89	$ 1,181,250	$ -	$ -	$ 1,181,250	$ 1,181,250
Redlands Avenue	Ramona Expressway	Morgan Street	Secondary Arterial	0	4		4	0.54	2.14	$ 1,338,750	$ -	$ -	$ 1,338,750	$ 1,338,750
Redlands Avenue	Morgan Street	Rider Street	Secondary Arterial	0	4		4	0.54	2.14	$ 1,338,750	$ -	$ -	$ 1,338,750	$ 1,338,750
Redlands Avenue	Rider Street	Placentia Avenue	Secondary Arterial	0	4		4	0.55	2.18	$ 1,365,000	$ -	$ -	$ 1,365,000	$ 1,365,000
Harley Knox Blvd	I-215 Interchange	Patterson Avenue	Arterial	4	6	4	2	0.46	0.92	$ 577,500	$ 341,510	$ -	$ 919,010	$ 919,010
Harley Knox Blvd	Patterson Avenue	Heacock Avenue	Arterial	2	6	4	2	0.53	1.05	$ 656,250	$ 388,080	$ -	$ 1,044,330	$ 1,044,330
Harley Knox Blvd	Heacock Avenue	Indian Avenue	Arterial	2	6	4	2	0.53	1.05	$ 656,250	$ 388,080	$ -	$ 1,044,330	$ 1,044,330
Harley Knox Blvd	Indian Avenue	Perris Boulevard	Arterial	2	6	4	2	0.49	0.99	$ 616,875	$ 364,795	$ -	$ 981,670	$ 981,670
Harley Knox Blvd	Perris Boulevard	Perris Valley Storm Drain	Arterial	0	6	4	2	0.84	1.68	$ 1,050,000	$ 620,928	$ -	$ 1,670,928	$ 1,670,928
Markham Street	Indian Avenue	Perris Boulevard	Secondary Arterial	2	4		2	0.49	0.99	$ 616,875	$ -	$ -	$ 616,875	$ 616,875
Ramona Exwy	I-215 Interchange	Nevada Avenue	Expressway					0.15	0.00	$ -	$ 108,662	$ -	$ 108,662	$ 108,662
Ramona Exwy	Nevada Avenue	Webster Avenue	Expressway					0.26	0.00	$ -	$ 194,040	$ -	$ 194,040	$ 194,040
Morgan Street	Indian Avenue	500' E. of Indian Avenue	Secondary Arterial	2	4		2	0.09	0.18	$ 112,500	$ -	$ -	$ 112,500	$ 112,500
Morgan Street	500' E. of Indian Avenue	Perris Boulevard	Secondary Arterial	0	4		4	0.40	1.60	$ 997,500	$ -	$ -	$ 997,500	$ 997,500
Rider Street	Indian Avenue	Perris Boulevard	Secondary Arterial	2	4		2	0.49	0.99	$ 616,875	$ -	$ -	$ 616,875	$ 616,875
Rider Street	Perris Boulevard	Redlands Avenue	Secondary Arterial	3	4		1	0.52	0.52	$ 325,000	$ -	$ -	$ 325,000	$ 325,000
Placentia Avenue	I-215 Interchange	E. Frontage Road	Arterial	6	6	4	0	0.11	0.00	$ -	$ -	$ -	$ -	$ -
Placentia Avenue	E. Frontage Road	Indian Avenue	Arterial	0	6	4	2	0.26	0.53	$ 328,125	$ 194,040	$ -	$ 522,165	$ 522,165
Placentia Avenue	Indian Avenue	Perris Boulevard	Arterial	2	6	4	2	0.49	0.99	$ 616,875	$ 364,795	$ -	$ 981,670	$ 981,670
Placentia Avenue	Perris Boulevard	Redlands Avenue	Arterial	4	6	4	2	0.53	1.05	$ 656,250	$ 388,080	$ -	$ 1,044,330	$ 1,044,330
Placentia Avenue	Redlands Avenue	Wilson Avenue	Arterial	0	6	4	2	0.26	0.53	$ 328,125	$ 194,040	$ -	$ 522,165	$ 522,165
Placentia Avenue	Wilson Avenue	Murrieta Road	Arterial	0	6	4	2	0.26	0.53	$ 328,125	$ 194,040	$ -	$ 522,165	$ 522,165
Placentia Avenue	Murrieta Road	Perris Valley Storm Drain	Arterial	0	6	4	2	0.12	0.24	$ 150,000	$ 88,704	$ -	$ 238,704	$ 238,704
Signals														
4-Lane Intersections									4	$ 600,000	$ -	$ -	$ 600,000	$ 600,000
6-Lane Intersections									11	$ 2,200,000	$ -	$ -	$ 2,200,000	$ 2,200,000
										$ 24,726,250	**$ 5,793,480**	**$ -**	**$ 30,519,730**	**$ 30,519,730**

EXHIBIT P - OTHER FACILITIES ESTIMATED COSTS DETAIL

Street Name	Segment From	Segment To	General Plan Classification	Length (miles)	Existing Lanes	Future Lanes	Lane Increase	Inter-change Type	Bridge	Bridge Length	New Lane Cost	Shoulder Cost	Lanscaped Parkway Cost	Landscaped Median Cost	Right-of-Way (Lanes) Cost	Right-of-Way (Pkwy) Cost	Interchange Cost	Bridge Cost	MSHCP	Planning	Engineering	Contingency	Total Cost
N/S STREET SEGMENTS																							
Indian Avenue	City Limits (N. Boundary)	Harley Knox Boulevard	Secondary Arterial	0.13	2	4	2		1	100	$ 171,000	$ -	$ 130,000	$ -	$ -	$ 167,000			$ 8,550	$ 17,100	$ 42,750	$ 17,100	$ 553,500
Indian Avenue	Harley Knox Boulevard	Markham Street	Secondary Arterial	0.37	0	4	0				$ (7,474)	$ -	$ 371,000	$ -	$ -	$ 475,000			$ 48,700	$ 97,400	$ 243,500	$ 97,400	$ 1,325,526
Indian Avenue	Markham Street	100' N. of Ramona Exwy	Secondary Arterial	0.58	0	4	0				$ (11,526)	$ -	$ 582,000	$ -	$ -	$ 745,000			$ 76,350	$ 152,700	$ 381,750	$ 152,700	$ 2,078,974
Indian Avenue	100' N. of Ramona Exwy	Ramona Expressway	Secondary Arterial	0.02	4	4	0				$ -	$ -	$ 20,000	$ -	$ -	$ 26,000			$ -	$ -	$ -	$ -	$ 46,000
Indian Avenue	Ramona Expressway	Morgan Street	Secondary Arterial	0.60	4	4	0				$ -	$ -	$ 602,000	$ -	$ -	$ 771,000			$ -	$ -	$ -	$ -	$ 1,373,000
Indian Avenue	Morgan Street	1300' S of Morgan Street	Secondary Arterial	0.37	4	4	0				$ -	$ -	$ 371,000	$ -	$ -	$ 475,000			$ -	$ -	$ -	$ -	$ 846,000
Indian Avenue	1300' S of Morgan Street	Rider Street	Secondary Arterial	0.11	2	4	0				$ (167,500)	$ -	$ 110,000	$ -	$ -	$ 141,000			$ 7,250	$ 14,500	$ 36,250	$ 14,500	$ 156,000
Indian Avenue	Rider Street	Placentia Ave (S. Boundary)	Secondary Arterial	0.50	2	4	0				$ (24,500)	$ -	$ 502,000	$ -	$ -	$ 643,000			$ 32,900	$ 65,800	$ 164,500	$ 65,800	$ 1,449,500
Perris Boulevard	City Limits (N. Boundary)	Markham Street	Arterial	0.50	2	6	0				$ 169,385	$ -	$ 607,000	$ 134,874	$ 196,542	$ 728,000			$ 43,839	$ 87,678	$ 219,534	$ 107,428	$ 2,294,279
Perris Boulevard	Markham Street	300' N. of Ramona Exwy	Arterial	0.44	2	6	0				$ 253,304	$ -	$ 534,000	$ 180,862	$ 173,026	$ 641,000			$ 38,574	$ 77,149	$ 193,170	$ 94,547	$ 2,185,632
Perris Boulevard	300' N. of Ramona Exwy	Ramona Expressway	Arterial	0.06	4	6	0				$ 7,750	$ -	$ 73,000	$ 24,866	$ -	$ 87,000			$ 3,950	$ 7,900	$ 19,750	$ 7,900	$ 232,116
Perris Boulevard	Ramona Expressway	Morgan Street	Arterial	0.50	4	6	0				$ (24,500)	$ -	$ 607,000	$ 150,397	$ -	$ 728,000			$ 32,900	$ 65,800	$ 164,500	$ 65,800	$ 1,789,897
Perris Boulevard	Morgan Street	Rider Street	Arterial	0.50	4	6	0				$ 1,750	$ -	$ 607,000	$ 165,920	$ -	$ 728,000			$ 32,900	$ 65,800	$ 164,500	$ 65,800	$ 1,831,670
Perris Boulevard	Rider Street	Placentia Ave (S. Boundary)	Arterial	0.50	4	6	0				$ (24,500)	$ -	$ 607,000	$ 150,397	$ -	$ 728,000			$ 32,900	$ 65,800	$ 164,500	$ 65,800	$ 1,789,897
Redlands Avenue	Harley Knox Boulevard	Markham Street	Secondary Arterial	0.38	0	4	0				$ (233,750)	$ -	$ 381,000	$ -	$ -	$ 488,000			$ 50,000	$ 100,000	$ 250,000	$ 100,000	$ 1,135,250
Redlands Avenue	Markham Street	Ramona Expressway	Secondary Arterial	0.50	0	4	0				$ 134,750	$ -	$ 502,000	$ -	$ -	$ 643,000			$ 65,800	$ 131,600	$ 329,000	$ 131,600	$ 1,937,750
Redlands Avenue	Ramona Expressway	Morgan Street	Secondary Arterial	0.50	0	4	0				$ (22,750)	$ -	$ 502,000	$ -	$ -	$ 643,000			$ 65,800	$ 131,600	$ 329,000	$ 131,600	$ 1,780,250
Redlands Avenue	Morgan Street	Rider Street	Secondary Arterial	0.50	0	4	0				$ (22,750)	$ -	$ 502,000	$ -	$ -	$ 643,000			$ 65,800	$ 131,600	$ 329,000	$ 131,600	$ 1,780,250
Redlands Avenue	Rider Street	Placentia Ave (S. Boundary)	Secondary Arterial	0.50	0	4	0				$ (49,000)	$ -	$ 502,000	$ -	$ -	$ 643,000			$ 65,800	$ 131,600	$ 329,000	$ 131,600	$ 1,754,000
										N/S STREET SEGMENTS SUB-TOTAL	$ 149,688	$ -	$ 8,112,000	$ 807,315	$ 369,568	$ 10,143,000			$ 672,014	$ 1,344,027	$ 3,360,703	$ 1,381,175	$ 26,339,490
N/S BRIDGES																							
Indian Avenue	Harley Knox Boulevard	City Limits (N. Boundary)	Secondary Arterial	0.00	2	4	2		1	100								$ 242,000		$ 24,400	$ 60,000	$ 24,400	$ 350,800
										N/S BRIDGES SUB-TOTAL								$ 242,000		$ 24,400	$ 60,000	$ 24,400	$ 350,800
										N/S TOTAL	*$ 149,688*	*$ -*	*$ 8,112,000*	*$ 807,315*	*$ 369,568*	*$ 10,143,000*	*$ -*	*$ 242,000*	*$ 672,014*	*$ 1,368,427*	*$ 3,420,703*	*$ 1,405,575*	*$ 26,690,290*

Street Name	Segment - From	Segment - To	General Plan Classification	Length (miles)	Existing Lanes	Future Lanes	Lane Increase	Inter-change Type	Bridge	Bridge Length	New Lane Cost	Shoulder Cost	Lanscaped Parkway Cost	Landscaped Median Cost	Right-of-Way (Lanes) Cost	Right-of-Way (Pkwy) Cost	Interchange Cost	Bridge Cost	MSHCP	Planning	Engineering	Contingency	Total
E/W STREET SEGMENTS																							
Harley Knox Blvd	I-215 Int. (W. Boundary)	Patterson Avenue	Arterial	0.55	4	6	0	3			$ 146,500	$ -	$ 668,000	$ 268,490	$ -	$ 1,403,000			$ 36,200	$ 72,400	$ 181,000	$ 72,400	$ 2,847,990
Harley Knox Blvd	Patterson Avenue	Indian Avenue	Arterial	1.06	2	6	0				$ 315,500	$ -	$ 1,287,000	$ 398,840	$ -	$ 2,703,000			$ 81,500	$ 163,000	$ 406,500	$ 162,900	$ 5,518,240
Harley Knox Blvd	Indian Avenue	Perris Boulevard	Arterial	0.51	2	6	0				$ 66,125	$ -	$ 619,000	$ 200,205	$ -	$ 1,301,000			$ 34,100	$ 68,200	$ 170,500	$ 68,400	$ 2,527,530
Harley Knox Blvd	Perris Boulevard	Redlands Avenue	Arterial	0.53	0	6	0				$ 6,654	$ -	$ 644,000	$ 166,087	$ -	$ 1,352,000			$ 35,972	$ 71,944	$ 179,859	$ 72,012	$ 2,528,527
Harley Knox Blvd	Redlands Avenue	Storm Drain (E. Boundary)	Arterial	0.25	0	6	0		1	200	$ 3,346	$ -	$ 304,000	$ 77,985	$ -	$ 638,000			$ 16,978	$ 33,956	$ 84,891	$ 33,988	$ 1,193,145
Markham Street	Indian Avenue	Perris Boulevard	Secondary Arterial	0.50	2	4	0				$ 41,125	$ -	$ 502,000	$ -	$ -	$ 643,000			$ 32,900	$ 65,800	$ 164,500	$ 65,800	$ 1,515,125
Ramona Exwy	I-215 Interchange	Nevada Avenue	Expressway	0.11	4	6	0				$ (40,778)	$ 93,000	$ 227,000	$ 13,338	$ -	$ 236,000			$ (1,917)	$ (4,139)	$ (10,194)	$ (4,078)	$ 508,232
Ramona Exwy	Nevada Avenue	Webster Avenue	Expressway	0.25	4	6	0				$ (93,222)	$ 211,000	$ 515,000	$ 82,960	$ -	$ 535,000			$ (4,383)	$ (9,461)	$ (23,306)	$ (9,322)	$ 1,204,266
Ramona Exwy	Perris Boulevard	Redlands Avenue	Expressway	0.53	4	6	0				$ (2,192)	$ 448,000	$ 1,091,000	$ -	$ -	$ 1,135,000			$ 196	$ (287)	$ (378)	$ (423)	$ 2,670,915
Ramona Exwy	Redlands Avenue	Storm Drain (E. Boundary)	Expressway	0.25	4	6	0				$ (808)	$ 211,000	$ 515,000	$ -	$ -	$ 535,000			$ 104	$ (113)	$ (122)	$ (177)	$ 1,259,885
Morgan Street	Indian Avenue	600' E. of Indian Avenue	Secondary Arterial	0.11	2	4	0				$ 32,500	$ -	$ 110,000	$ -	$ -	$ 141,000			$ 7,250	$ 14,500	$ 36,250	$ 14,500	$ 356,000
Morgan Street	600' E. of Indian Avenue	Perris Boulevard	Secondary Arterial	0.39	0	4	0				$ 28,500	$ -	$ 391,000	$ -	$ -	$ 501,000			$ 51,300	$ 102,600	$ 256,500	$ 102,600	$ 1,433,500
Rider Street	Indian Avenue	Perris Boulevard	Secondary Arterial	0.50	2	4	0				$ 41,125	$ -	$ 502,000	$ -	$ -	$ 643,000			$ 32,900	$ 65,800	$ 164,500	$ 65,800	$ 1,515,125
Rider Street	Perris Boulevard	Redlands Avenue	Secondary Arterial	0.51	3	4	0				$ 11,000	$ -	$ 512,000	$ -	$ -	$ 655,000			$ 16,800	$ 33,600	$ 84,000	$ 33,600	$ 1,346,000
Placentia Avenue	I-215 Int. (W. Boundary)	E. Frontage Road	Arterial	0.19	4	6	2	2			$ 250,000	$ -	$ 231,000	$ 211,000	$ -	$ 277,000			$ 12,500	$ 25,000	$ 62,500	$ 25,000	$ 1,094,000
Placentia Avenue	E. Frontage Road	Indian Avenue	Arterial	0.25	0	6	0				$ 658,875	$ -	$ 304,000	$ 82,960	$ 491,000	$ 364,000			$ 49,350	$ 98,700	$ 246,750	$ 147,800	$ 2,443,435
Placentia Avenue	Indian Avenue	Perris Boulevard	Arterial	0.50	2	6	0				$ 699,125	$ -	$ 607,000	$ 189,205	$ 511,656	$ 728,000			$ 65,800	$ 131,600	$ 329,000	$ 182,766	$ 3,444,151
Placentia Avenue	Perris Boulevard	Redlands Avenue	Arterial	0.51	4	6	0				$ 14,750	$ -	$ 619,000	$ 176,920	$ 521,890	$ 743,000			$ 33,550	$ 67,100	$ 167,750	$ 119,289	$ 2,463,249
Placentia Avenue	Redlands Avenue	Storm Drain (E. Boundary)	Arterial	0.62	0	6	0		1	300	$ 1,641,750	$ -	$ 753,000	$ 210,216	$ 634,454	$ 903,000			$ 122,400	$ 244,800	$ 612,000	$ 308,245	$ 5,429,865
										E/W STREET SEGMENTS TOTAL	$ 3,819,875	$ 963,000	$ 10,401,000	$ 2,078,205	$ 2,159,000	$ 15,436,000			$ 623,500	$ 1,245,000	$ 3,112,500	$ 1,461,100	$ 41,299,180
E/W BRIDGES																							
Harley Knox Blvd	Redlands Avenue	Storm Drain (E. Boundary)	Arterial	0.00	0	6	6		1	200								$ 2,904,000		$ 290,000	$ 726,000	$ 290,000	$ 4,210,000
Ramona Exwy	Redlands Avenue	Storm Drain (E. Boundary)	Arterial	0.00	4	6	2		1	300								$ -		$ -	$ -	$ -	$ -
Placentia Avenue	Redlands Avenue	Storm Drain (E. Boundary)	Arterial	0.00	0	6	6		1	300								$ 4,356,000		$ 436,000	$ 1,089,000	$ 436,000	$ 6,317,000
										E/W BRIDGES SUB-TOTAL								$ 7,260,000		$ 726,000	$ 1,815,000	$ 726,000	$ 10,527,000
E/W INTERCHANGES																							
Harley Knox Blvd	I-215 Int. (W. Boundary)	Patterson Avenue	Arterial	0.00	4	6	2	3									$ -			$ -	$ -	$ -	$ -
Placentia Avenue	I-215 Int. (W. Boundary)	E. Frontage Road	Arterial	0.00	4	6	2	2									$ -			$ 2,397,000	$ 5,993,000	$ -	$ 8,390,000
										E/W INTERCHANGES SUB-TOTAL							$ -			$ 2,397,000	$ 5,993,000	$ -	$ 8,390,000
										E/W TOTAL	*$ 3,819,875*	*$ 963,000*	*$ 10,401,000*	*$ 2,078,205*	*$ 2,159,000*	*$ 15,436,000*	*$ -*	*$ 7,260,000*	*$ 623,500*	*$ 4,368,000*	*$ 10,920,500*	*$ 2,187,100*	*$ 60,216,180*

SIGNALS																							
4-Lane Intersections										0	$ -									$ 60,000	$ 150,000	$ 60,000	$ 270,000
6-Lane Intersections										0	$ -									$ 220,000	$ 550,000	$ 220,000	$ 990,000
										SIGNALS TOTAL	*$ -*									*$ 280,000*	*$ 700,000*	*$ 280,000*	*$ 1,260,000*

										GRAND TOTAL	**$ 3,969,563**	**$ 963,000**	**$ 18,513,000**	**$ 2,885,520**	**$ 2,528,568**	**$ 25,579,000**	**$ -**	**$ 7,502,000**	**$ 1,295,514**	**$ 6,016,427**	**$ 15,041,203**	**$ 3,872,675**	***$ 88,166,470***

EXHIBIT Q - DISTRICT REVENUE DETAIL

Approved Projects in Process

Project Name	NPRBBD Land Use Classification	Acres		Area Factor	TUMF High-Cube SF*	SF or DU	Project Completion (%)	June 30, 2009 Revenue	Project Completion (%)	June 30, 2010 Revenue	Project Completion (%)	June 30, 2011 Revenue
OMP Distribution Center	Industrial	22.4		47%	263,318	463,824	20%	$420,465	40%	$894,646	40%	$1,218,210
Perris Ridge Commerce Center	Industrial	104.7		42%	615,478	1,931,160	20%	1,573,673	40%	3,272,904	40%	4,620,081
Perris Logistics Center	Industrial	36.6		44%	319,419	697,578	20%	604,177	40%	1,273,514	40%	1,760,145
Intex	Industrial	82.2		49%	570,480	1,743,666	20%	1,426,318	40%	2,969,014	40%	4,185,395
Perris Distribution Center-SOW	Industrial	78.4		49%	556,822	1,686,760	20%	1,381,594	40%	2,876,781	40%	4,053,464
Rados Distribution Center	Industrial	54.4		52%	449,953	1,241,470	20%	1,031,632	40%	2,155,055	40%	3,021,104
Subtotal								**$6,437,859**		**$13,441,914**		**$18,858,399**

Projected Development

Land Use Plan	NPRBBD Land Use Classification	Acres	Build-Out Acre (85%)	Area Factor	SF or DU	Project Completion (%)	June 30, 2009 Revenue	Project Completion (%)	June 30, 2010 Revenue	Project Completion (%)	June 30, 2011 Revenue	Project Completion (%)	June 30, 2012 Revenue	Project Completion (%)	June 30, 2013 Revenue
R-20,000	Single Family Residential	0.0	0.0		0	100%	$0		$0		$0		$0		$0
R-6,000	Single Family Residential	0.3	0.3		2	100%	28,142		0		0		0		0
CC - Comm. (50%)	Retail	106.8	90.8	25%	989,000	10%	1,332,974	10%	1,624,729	20%	3,594,422	25%	4,493,027	35%	6,290,238
CC - Office (25%)	Class "A" Office	53.4	45.4	35%	692,000	10%	392,918	10%	392,918	20%	1,027,205	25%	1,284,006	35%	1,797,608
CC - Service (25%)	Service	53.4	45.4	35%	692,000	10%	636,502	10%	695,322	20%	1,632,013	25%	2,040,016	35%	2,856,022
BP - Office (40%)	Class "A" Office	156.3	132.9	35%	2,026,000	10%	1,150,363	10%	1,150,363	20%	3,007,394	25%	3,759,243	35%	5,262,940
BP - Service (20%)	Service	78.2	66.5	35%	1,013,000	10%	931,757	10%	1,017,862	20%	2,389,059	25%	2,986,324	35%	4,180,854
BP - Ind. (40%)	Industrial	156.3	132.9	45%	2,604,000	10%	1,387,411	10%	1,520,215	20%	3,948,706	25%	4,935,882	35%	6,910,235
LI - Hi-Cube (60%)*	Industrial	535.6	455.3	45%	8,924,000	10%	3,756,361	10%	3,934,770	20%	10,982,231	25%	13,727,789	35%	19,218,905
LI - Other (40%)	Industrial	357.1	303.5	45%	5,950,000	10%	3,170,160	10%	3,473,610	20%	9,022,580	25%	11,278,225	35%	15,789,515
GI	Industrial	308.5	262.2	45%	5,140,000	10%	2,738,592	10%	3,000,732	20%	7,794,296	25%	9,742,870	35%	13,640,018
CC- Professional Office	Class "A" Office	114.8	97.6	35%	1,488,000	10%	844,886	10%	844,886	20%	2,208,787	25%	2,760,984	35%	3,865,378
Subtotal							**$16,370,067**		**$17,655,407**		**$45,606,693**		**$57,008,366**		**$79,811,713**

* High-Cube Warehouse discount per Section 5.8 of TUMF Fee Calculation Handbook. Assumes average size of 1,000,000 SF per high-cube warehouse or distribution center.

Total Revenue **$255,190,418**

EXHIBIT R – LEGAL DESCRIPTION

NORTH PERRIS ROAD & BRIDGE BENEFIT DISTRICT
LEGAL DESCRIPTION

All of that certain real property in the City of Perris, County of Riverside, State of California described as follows:

COMMENCING at the northwest corner of Section 36, Township 3 South, Range 4 West, San Bernardino Meridian;

Thence southerly along the westerly line of said Section 36 to the **TRUE POINT OF BEGINNING**, said point being on a line parallel with and distant northerly 108.00 feet, measured at right angle, from the southerly line of the north half of the northwest quarter of said Section 36**,** said point also being the northwesterly corner of that certain parcel of land granted to The Randy and Norma Zimmer Trust, U/D/T 5/21/02 by Individual Grant Deed recorded November 25, 2002 as Document No. 2002-698124, Official Records of Riverside County, California;

Thence easterly along said parallel line and along the northerly line of said parcel of land to the northeasterly corner thereof;

Thence southeasterly along the easterly line of said parcel of land to said southerly line of the north half of the northwest quarter of Section 36, said line also being the northerly line of Parcel Map No. 8698 as shown by map on file in Book 37 of Parcel Maps at Page 90 thereof, Records of Riverside County, California;

Thence easterly along said southerly line and along said northerly line to the northeasterly corner of said Parcel Map No. 8698;

Thence southeasterly along the northeasterly line of said parcel map to the easterly line of said northwest quarter of Section 36;

Thence southerly along said easterly line to the northwest corner of the southeast quarter of said Section 36;

Thence easterly along the northerly line of said southeast quarter to a point on the northerly prolongation of the easterly line of that certain parcel of land granted to Philip H. Arnoff and Debra E. Arnoff by Grant Deed recorded December 31, 2003 as Document No. 2003-1019151, Official Records of Riverside County, California;

Thence southerly and easterly along the boundary line of said parcel of land to a point on the northwesterly prolongation of the easterly line of Parcel 2 of Record of Survey on file in Book 54 at Page 21 of Records of Survey, Records of Riverside County, California;

Thence southeasterly along said prolongation and along the easterly lines of Parcels 2 and 4 of said Record of Survey and along the southeasterly prolongation thereof to the easterly line of the southwest quarter of the southeast quarter of said Section 36;

EXHIBIT R – LEGAL DESCRIPTION (Continued)

Thence southerly along said easterly line to the southerly line of said Section 36;

Thence easterly along said southerly line and along the southerly line of Section 31, Township 3 South, Range 3 West, San Bernardino Meridian to the northwest corner of the northeast quarter of Section 6, Township 4 South, Range 3 West, San Bernardino Meridian;

Thence southerly along the westerly line of said northeast quarter to the southerly line of the Perris Valley Storm Drain as conveyed to Riverside County Flood Control and Water Conservation District by deeds recorded December 19, 1952 as Instrument No.54378 and 54364, Official Records of Riverside County, California;

Thence easterly along said southerly line to the westerly line of Section 5, Township 4 South, Range 3 West, San Bernardino Meridian;

Thence southerly along said westerly line to a line parallel with and distant southerly 140.00 feet, measured at a right angle, from the northerly line of said Section 5;

Thence easterly along said parallel line to the westerly line of the Perris Valley Storm Drain as conveyed to Riverside County Flood Control and Water Conservation District;

Thence southerly and southeasterly along said westerly line to the easterly prolongation of the southerly right-of-way of Placentia Avenue;

Thence westerly along said prolongation and along said southerly right-of-way to the easterly right-of-way of Interstate 215;

Thence northwesterly along said easterly right-of-way to a point on said southerly line of the north half of the northwest quarter of Section 36, Township 3 South, Range 4 West, San Bernardino Meridian, also being the southwesterly corner of that certain parcel of land, described as Parcel 3, granted to Shannon Salazar, as Co-Trustee of the Armstrong Family Trust dated May 10, 1994 and the first Amendment dated August 1, 1994 by Grant Deed recorded November 13, 1996 as Instrument No. 435127, Official Records of Riverside County, California;

Thence easterly along the southerly line of said Parcel 3 to the southwesterly corner thereof;

Thence northwesterly along the easterly line of said Parcel 3 to said line parallel with and distant northerly 108.00 feet, measured at a right angle, from the southerly line of the north half of the northwest quarter of Section 36;

Thence easterly along said parallel line to said westerly line of Section 36 and the **TRUE POINT OF BEGINNING.**