4. Opportunities for Shared Facilities

While there are no real opportunities for shared roadway facilities with an adjacent jurisdiction, the City's system links with City of El Centro roadways, to the State and with the County and State Highway system. The City continues to work with local and State government agencies to monitor the operation of the regional system for implementation of necessary improvements.

5. Phasing

Roadway improvements identified within City Limits are anticipated to be completed within a five year timeframe. Improvements to circulation facilities within annexation areas will be provided concurrently with new development as noted in **Table C-4**. Each five year section identifies the total lineal fee of roadway as well as the anticipated new mileage to be maintained by the City of Imperial after annexation and improvement. By the end of the 20 year planning period an additional 22.5 miles of new arterial and major collector roadways constructed by developers are anticipated to be maintained by the City. Developers are further responsible to pay all associated fair share costs of traffic signals serving the development.

Table C-4 Phasing of Roadway Improvements In Annexation Areas

5 Year Plan				
Annexation Area	**Street**	**Street Type**	**Width**	**Length**
N-3 Regional Park	Larsen Road	Residential Collector	Half Street	2,560 LF
	La Brucheria	Major Arterial	Half Street	2,490 LF
	Ralph Road	Major Arterial	Full Street	2,490 LF
	Nance Road	Residential Collector	Half Street	2,740 LF
N-4 Barioni Phase I	Larsen Road	Residential Collector	Half Street	2,370 LF
	Ralph Road	Major Arterial	Full Street	2,370 LF
	La Brucheri	Major Arterial	Half Street	2,680 LF
N-5 HBC	Larsen Road	Industrial Collector	Half Street	2,640 LF
	Clark Road	Major Arterial	Half Street	2,640 LF
	Ralph Road	Major Arterial	Half Street	2,640 LF
NE-2 Sanchez Ranch	Neckel Road	Secondary Arterial	Full Street	2,610 LF
	Dogwood Road	Major Arterial	Full Street	2,640 LF
	Worthington	Major Arterial	Half Street	7,930 LF
	Clark Road	Major Arterial	Half Street	1,260 LF
	Clark Road	Secondary Arterial	Half Street	2,600 LF
SE-1 Encanto Estates	Worthington	Major Arterial	Half Street	7,640 LF
	Dogwood	Major Arterial	Full Street	2,500 LF
	Cross Road	Residential Collector	Half Street	2,500 LF
	Huston	Secondary Arterial	Half Street	5,230 LF
SE-2 East Annexation	P Street	Major Arterial	Half Street	2,600 LF
	P Street	Major Arterial	Full Street	1,600 LF
	1st Street	Industrial Collector	Half Street	900 LF
SE-3 Crown Commercial	P Street	Major Arterial	Half Street	2,600 LF
	1st Street	Industrial Collector	Full Street	2,640 LF
	Huston	Secondary Arterial	Half Street	2,510 LF
	Cross	Secondary Arterial	Full Width	2,600 LF
			Total Lineal Feet	**75,980**
			Additional Lineal Miles to be Maintained (Full Width)	**11.5**

10 Year Plan				
Annexation Area	**Street**	**Street Type**	**Width**	**Length**
N-1 Barioni Lakes North	Larsen Road	Residential Collector	Half Street	4,930 LF
	Nance Road	Residential Collector	Full Street	2,570 LF
N-2 Barioni Lakes West	Larsen Road	Residential Collector	Full Street	2,590 LF
	La Brucherie	Major Arterial	Half Street	1,350 LF
	Neckel Road	Secondary Arterial	Half Street	5,110 LF
	Nance Road	Residential Collector	Half Street	2,740 LF
	Austin Road	Major Arterial	Half Street	5,260 LF
NE-1 McFarland Ranch	Neckel Road	Secondary Arterial	Full Street	5,320 LF
	Dogwood Road	Major Arterial	Full Street	2,640 LF
SE-5 NE Cross/Atem	Aten Road	Major Arterial	Half Street	5,280 LF
	Dogwood Road	Major Arterial	Full Street	2,640 LF
	Future Road (E/W)	Residential Collector	Half Street	5,280 LF
	Future Road (N/S)	Residential Collector	Full Street	2,640 LF
	Cross Road	Secondary Arterial	Half Street	2,640 LF
SE-6 S Aten/E RR Tracks	Clark Road	Major Arterial	Full Street	2,600 LF
	Treshill Road	Secondary Arterial	Full Street	1,383 LF
	Aten Road	Major Arterial	Half Street	2,900 LF
			Total Lineal Feet	**57,873**
			Additional Lineal Miles to be Maintained (Full Width)	**9.5**

20 Year Plan				
Annexation Area	**Street**	**Street Type**	**Width**	**Length**
W-1 Western Development	La Brucherie	Major Arterial	Half Street	5,780 LF
	Neckel Road	Secondary Arterial	Half Street	6,900 LF
	15th Street	Residential Collector	Half Street	790 LF
			Total Lineal Feet	**13,470**
			Additional Lineal Miles to be Maintained (Full Width)	**1.5**

C. Mitigation

Most of the circulation improvements identified will be constructed by the future developers as development occurs. The following are the recommended mitigation measures:

C-1 For Industrial and Residential Collectors, the developer shall be responsible for two street improvements including one travel lane, curb, gutter, and sidewalk constructed to City standards for all land fronting on said collectors.

C-2 For Major and Secondary Arterials, the developer shall be responsible for frontage improvements including two medians, one travel lane, curb, gutter, and sidewalk.

C-3 New development that results in increased traffic impacts that exceed 5,000 vehicles per day on local streets shall provide for a traffic study to outline needed improvements to mitigate the increased traffic levels.

D. Financing

The existing funding sources for circulation improvements, maintenance and operation come from the City's general fund, Motor Vehicle In-Lieu Tax, State Gas Tax, CalTrans, and LTA Measure D as well as developers. The City of Imperial will continue to utilize these funding sources.

1. Current Costs and Per Capita Costs for Operation & Maintenance

The current cost for the continued maintenance and operation of the circulation system in the City of Imperial is approximately $17.72 per capita. The 2014 - 2015 City of Imperial budget allocated $306,817 for Streets & Sidewalk maintenance which is primarily used to match available transportation grant funds. Using the City's current population of 17,313 residents, maintenance and operation of the circulation maintenance cost approximately $17.72 per capita as calculated below and projected in **Table C-5**.

$306,817 /17,313 population = $17.72 per capita

Table C-5 Projected Street Maintenance Costs

Year	Projected Population	Street Maintenance Cost
2020	29,476	$522,366.89
2025	48,692	$862,908.41
2030	53,533	$948,699.50
2035	62,541	$1,108,226.52

2. Current Estimated Costs for Capital Improvements

Development Impact Fees are levied by the City of Imperial for circulation facilities. Revenue generated by development impact fees for roadways are placed in a separate fund and are used for specific circulation system and roadway capital improvement projects. An assessment of street improvement costs was prepared based on the City's adopted Structural Street Section improvement guide for roadway classifications as follows:

Street Classification	Pavement Width	Structural
Major Arterial	80 Feet	5.5" AC over 12" Class 2 AB
Secondary Arterial	50 Feet	4.5" AC over 12" Class 2 AB
Industrial Collector	44 Feet	4.5" AC over 12" Class 2 AB
Residential Collector	40 Feet	4.5" AC over 12" Class 2 AB

Source: BJ Engineering Gateway Street Structural Section Sheet BJ31

The *Cost Estimate for Future Roadway Improvements - City* **Table C-6** and the *Cost Estimate for Future Roadway Improvements – Annexation Areas* **Table C-7** identify the roadway improvements needed for the City and the annexation areas. The following street unit costs are assumed for future circulation improvements in the respective tables (Please refer to **Appendix C** for a complete Engineers Opinion of Probable Quantity and Cost Calculation):

- Major Arterial - $916.00/LF
- Secondary Arterial - $571.00/LF
- Industrial Collector - $484.00/LF
- Residential Collector - $388.00/LF

Table C-6 Future Roadway Costs Within City Limits

Street Name/ (classifications)	Street Segment	Improvement/ Unit Cost	Length	Project Cost
Aten (major arterial)	Cross Road to Dogwood Road	Full Street $916	5,250 LF	$4,809,000
La Brucherie (major arterial)	Barioni Blvd to Larsen Road	Half Street $458	9,900 LF	$4,534,200
Worthington (major arterial)	P Street to 4,500 LF East	Half Street $458	4,500 LF	$2,061,000
Dogwood (major arterial)	Aten Road to Treshill Road	Half Street $458	2,690 LF	$1,232,020
Ralph (major arterial)	Highway 86 to Nance Road	Full Street $916	4,930 LF	$4,515,880
Clark Street (major arterial)	Aten Road to Treshill	Half Street $458	2,690 LF	$1,232,020
P Street (secondary arterial)	1st Street to 12th Street	Half Street $285	4,200 LF	$1,197,000
Neckel (secondary arterial)	Highway 86 to Rodeo Drive	Full Street $571	300 LF	$171,300
Neckel (secondary arterial)	Rodeo Drive to 1,400 LF East	Half Street $285	1,400 LF	$399,000
15th Street (residential collector)	La Brucherie to E Street	Half Street $194	1,220 LF	$236,680
Brewer (residential collector)	Nance Road to La Brucherie	Half Street $194	2,460 LF	$477,240
Shiloh (residential collector)	Wall Road to Aten Road	Full Street $388	2,020 LF	$783,760
La Brucherie (residential collector)	Joshua Tree to Treshill	Full Street $388	2,820 LF	$1,094,160
			Total Estimated Construction Costs	**$22,743,260**
			10% Contingency	**$2,274,326**
			30% Design Engineering & Construction Management	**$6,822,978**
			Total Cost	**$31,840,564**

The following are the assumptions used for the above unit costs:

- New construction for all streets identified.
- New construction includes grading, aggregate base, A.C. pavement, curb gutter and sidewalk all built to City of Imperial standards by the contractor, including subgrade.
- New construction also includes a 25% to project cost for mobilization of equipment, permits, insurance, taxes, construction staking, air pollution control district requirements, environmental requirements, stormwater pollution prevention plans (SWPPP), geotechnical testing, striping and signage, and traffic control during construction, etc.
- Acquisition of right-of-way land to be donated by future developer(s), therefore no cost is assumed.

Table C-7 Future Roadway Costs by Annexation Areas

5-Year Area	Street	Street Type	Width	Unit Cost	Length	Total Cost
N-3	Larsen Road	Residential Collector	Half Street	$194	2,560 LF	$496,640
	La Brucherie	Major Arterial	Half Street	$458	2,490 LF	$1,140,420
	Ralph Road	Major Arterial	Full Street	$916	2,490 LF	$2,280,840
	Nance Road	Residential Collector	Half Street	$194	2,740 LF	$531,560
N-4	Larsen Road	Residential Collector	Half Street	$194	2,370 LF	$459,780
	Ralph Road	Major Arterial	Full Street	$916	2,370 LF	$2,170,920
	La Brucherie	Major Arterial	Half Street	$458	2,680 LF	$1,227,440
N-5	Larsen Road	Industrial Collector	Half Street	$242	2,640 LF	$638,880
	Clark Road	Major Arterial	Half Street	$458	2,640 LF	$1,209,120
	Ralph Road	Major Arterial	Half Street	$458	2,640 LF	$1,209,120
NE-2	Neckel Road	Secondary Arterial	Full Street	$571	2,610 LF	$1,490,310
	Dogwood Road	Major Arterial	Full Street	$916	2,640 LF	$2,418,240
	Worthington	Major Arterial	Half Street	$458	7,930 LF	$3,631,940
	Clark Road	Major Arterial	Half Street	$458	1,260 LF	$577,080
	Clark Road	Secondary Arterial	Half Street	$258	2,600 LF	$670,800
SE-1	Worthington	Major Arterial	Half Street	$458	7,640 LF	$3,499,120
	Dogwood	Major Arterial	Full Street	$916	2,500 LF	$2,290,000
	Cross Road	Residential Collector	Half Street	$194	2,500 LF	$485,000
	Huston	Secondary Arterial	Half Street	$258	5,230 LF	$1,349,340
SE-2	P Street	Major Arterial	Half Street	$458	2,600 LF	$1,190,800
	P Street	Major Arterial	Full Street	$916	1,600 LF	$1,465,600
	1st Street	Industrial Collector	Half Street	$242	900 LF	$217,800
SE-3	P Street	Major Arterial	Half Street	$458	2,600 LF	$1,190,800
	1st Street	Industrial Collector	Full Street	$484	2,640 LF	$1,277,760
	Huston	Secondary Arterial	Half Street	$258	2,510 LF	$647,580
	Cross	Secondary Arterial	Full Street	$571	2,600 LF	$1,484,600
					5-Year Plan Subtotal	**$35,251,490**

10 Year Area	Street	Street Type	Width	Unit Cost	Length	Total Cost
N-1	Larsen Road	Residential Collector	Half Street	$194	4,930 LF	$956,420
	Nance Road	Residential Collector	Full Street	$388	2,570 LF	$997,160
N-2	Larsen Road	Residential Collector	Full Street	$388	2,590 LF	$1,004,920
	La Brucherie	Major Arterial	Half Street	$458	1,350 LF	$618,300
	Neckel Road	Secondary Arterial	Half Street	$258	5,110 LF	$1,318,380
	Nance Road	Residential Collector	Half Street	$194	2,740 LF	$531,560
	Austin Road	Major Arterial	Half Street	$458	5,260 LF	$2,409,080
NE-1	Neckel Road	Secondary Arterial	Full Street	$571	5,320 LF	$3,037,720
	Dogwood Road	Major Arterial	Full Street	$916	2,640 LF	$2,418,240
SE-5	Aten Road	Major Arterial	Half Street	$458	5,280 LF	$2,418,240
	Dogwood Rd	Major Arterial	Full Street	$916	2,640 LF	$2,418,240
	Future Rd (E/W)	Residential Collector	Half Street	$194	5,280 LF	$1,024,320
	Future Rd (N/S)	Residential Collector	Full Street	$388	2,640 LF	$1,024,320
	Cross Road	Secondary Arterial	Half Street	$258	2,640 LF	$681,120
SE-6	Clark Road	Major Arterial	Full Street	$916	2,600 LF	$2,381,600
	Treshill Road	Residential Collector	Full Street	$388	1,383 LF	$536,604
	Aten Road	Major Arterial	Half Street	$194	2,900 LF	$562,600
					10-Year Plan Subtotal	**$24,338,824**

20 Year Area	Street	Street Type	Width	Unit Cost	Length	Total Cost
W-1	La Brucherie	Major Arterial	Half Street	$458	5,780 LF	$2,647,240
	Neckel Road	Secondary Arterial	Half Street	$258	6,900 LF	$1,780,200
	15th Street	Residential Collector	Half Street	$194	790 LF	$153,260
					20-Year Plan Subtotal	**$4,580,700**

Total Estimated Annexation Area Construction Cost	**$64,171,014**
10% Contingency	**$6,417,101**
30% Design & Engineering	**$19,251,304**
Total Cost in Annexation Areas	**$89,839,409**

3. Future Funding Sources

Objective 8 of the General Plan Circulation Element states "the financing of improvements to the City circulation system made necessary by new development projects shall be borne by the developer, while the maintenance and improvements of the existing street system shall be borne by the City and its residents."

The City of Imperial collects development impact fees as a means to assist in the funding of future capital improvements to circulation facilities. Both future residential and nonresidential developments will be required to pay development impact fees.

Policy 8 of the Circulation Element suggests that the City utilize assessment district financing, grants and other sources of revenue as well as a five-year capital improvement plan to help finance City circulation improvements. There are several funding sources for circulation facilities

such as community facilities district, special assessment district, Certificate of Participation, Safe, Accountable, Flexible, and Efficient Transportation Equity Act (SAFETEA), Surface Transportation Program (STP), as well as Community Development Block Grants and other state and federal grants. Further descriptions of these and other financing mechanisms are provided in the *Financing* section.

VIII. SANITARY SEWER

The City of Imperial owns, operates and maintains a wastewater collection and treatment system that services to the City of Imperial, and some isolated areas immediately outside of the City boundary, but within the Sphere of Influence. The City of Imperial Water Pollution Control Plant (IWPCP) is located at 701 East 14th Street, located just east of the railroad tracks. The existing wastewater treatment plant is currently located on a 4.68 acre site (net acreage) and services the entire City limits. The IWPCP was constructed in the 1940's and was rebuilt in 1995. The most recent expansion was completed in 2004 and has a current treatment capacity of 2.4 million gallons per day (MGD).

Much of the information for this section was acquired from the Master Plan for the Sanitary Sewer Collection System for the City of Imperial prepared by BJ Engineering and Surveying, Inc. and dated June 2008. Some of the information provided in this section is paraphrased while other parts are used word for word from the Master Plan. Additional information was provided by the City of Imperial Public Works Department. For additional details relating to wastewater treatment and conveyance, the Master Plan should be consulted.

A. Performance Standard

Although there are no adopted Performance Standards for wastewater treatment and conveyance, there are design criteria and regulations that must be met to ensure that adequate wastewater treatment and conveyance is provided. The Performance standards and requirements for the Imperial Wastewater Treatment Plant are further governed by the National Pollution Discharge Elimination System (NPDES) discharge permit number CA0104400 adopted by the California Regional Water Quality Control Board, Colorado River Basin Region on September 16, 2010 by Board Order Number R7-2010-0020. The NPDES permit expires on September 30, 2015 and was being renewed as of the date of this Service Area Plan. The NPDES permit establishes the Waste Discharge Requirements for the wastewater treatment plant. The NPDES permit establishes the rated capacity of the wastewater plant, discharge prohibitions, effluent limitations and discharge specifications, receiving water limitations, standard provisions for the operation of the wastewater treatment plant, monitoring and reporting program requirements, compliance requirements, and special provisions. The NPDES discharge permit also establishes minimum standards and criteria by which the IWPCP operates.

At a local level, the City further has established design criteria for the collection and conveyance system. Design capacity of a pipeline is the general calculated capacity of the pipeline using the Manning formula. For system analysis, peak dry weather flow (PDWF) does not exceed 75 percent of the design capacity of the pipeline. Accordingly, 25 percent of the pipeline capacity is reserved to accommodate peak wet weather flow

(PWWF) incurred during wet weather conditions. The 25 percent reserve is therefore provided to account for groundwater infiltration and rainfall dependent inflow, plus additional sewer capacity reserve allowance. This 25 percent reserve contingency factor is a commonly used allowance in evaluating wastewater utilities. The following are the design criteria for determining pipeline capacity:

Table S-1 Pipeline Design Criteria

Pipe Diameter	Design Criteria
8" to 10"	½ Full @ Peak Flow
12" to 18"	⅔ Full @ Peak Flow
21" or greater	¾ Full @ Peak Flow

Gravity pipelines should also have a general peak flow velocity of 2.0 fps (feet per second) at PWWF to ensure adequate flow. Pipelines that cannot reach this minimum flow velocity should be assisted with pump stations. Pump station adequacy is based on two criteria: 1) the ability of the pump station to pump the PWWF and 2) wet well adequacy for pump cycling.

B. Facility Planning and Adequacy Analysis

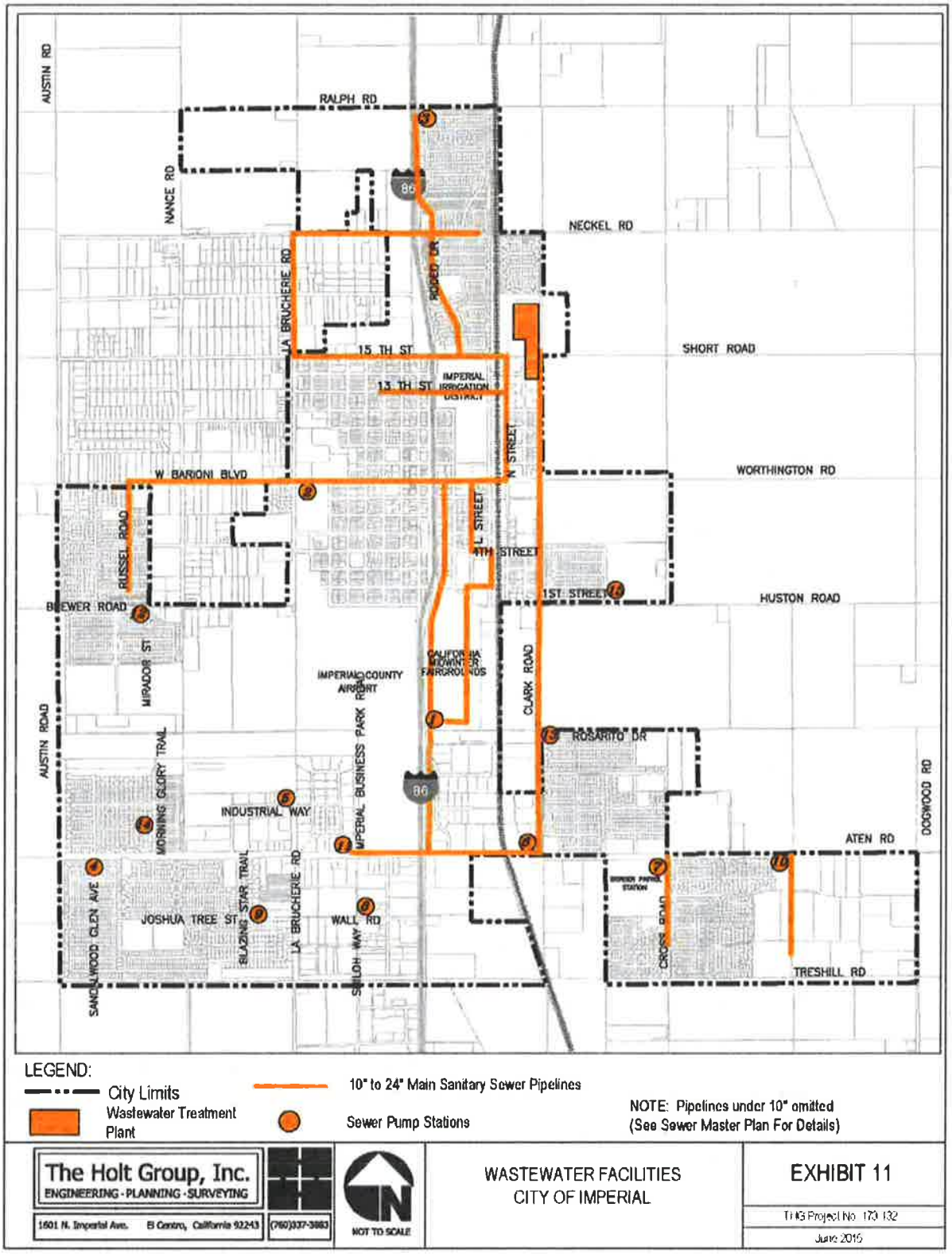
As previously noted, the 2.4 MGD wastewater treatment plant for the City of Imperial is located in the northwest portion of the City within two parcels of land. The major treatment units are located north of Fourteenth Street and east of the Southern Pacific Railroad Right-of-Way on the 4.68 acre site. The City also owns a 15-acre site, located northeast of the above-mentioned site, which is occupied by treatment ponds for emergency use.

Over the last few years, the average daily flow to the City of Imperial Wastewater Treatment Plant has varied, with monthly averages ranging from 1.4 million gallons per day (MGD) to 1.6 MGD during the 2014 calendar year.

1. Inventory of Existing Facilities

Wastewater Treatment Plant- The existing wastewater treatment plant uses primarily an oxidation ditch-type process. The process flow scheme consists of a headworks structure, an effluent pumping station, a grit chamber, an oxidation ditch, an intermediate pump station, three secondary clarifiers, an ultra-violet light disinfection chamber, an 18-inch diameter outfall line, an aerobic digester, and 10 sludge drying beds. **Exhibit 11- Wastewater Facilities** identifies the location of the Imperial Water Pollution Control Plant, the primary conveyance system and pump stations

Exhibit 11- Wastewater Facilities



Wastewater Conveyance System- The topography of the City is fairly flat, sloping gently to the northeast thus gravity flow is optimized. The existing wastewater collection system consists of vitrified clay pipe (VCP) and polyvinyl chloride (PVC) pipelines, and includes approximately 63 miles of gravity sewers ranging in size from 6 to 24 inches in diameter, 16 lift stations, and 6 miles of force mains. Trunk sewers in the major roads transport wastewater to the treatment plant.

Wastewater Pumping Stations- As previously noted, the topography of the City is fairly flat, thus pumping stations are necessary in order to receive flows and pump them through force-mains located throughout the incorporated City limits. **Table S-2** details the sixteen pumping stations noted in Exhibit 12 and available throughout the City.

Table S-2 Pump Station Inventory

Pump Station	Pumps Station Location	Facility Description
PS-1	SW Corner of California Mid Winter Fair Grounds and east of Highway 86	Duplex self-priming pumping units (150 GPM/ 200 GPM)
PS-2	Intersection of Barioni Boulevard and "B" Street	Two submergible pumping units (500 GPM)
PS-3	Intersection of Ralph Road and Highway 86	Single pumping unit (200 GPM)
PS-4	Intersection of Aten Road and Sandalwood Glen	Single pumping unit (350 GPM)
PS-5	Intersection of La Brucherie Road & Industry Way	No specification available
PS-6	Aten Road near the Clark Road Intersection	Single pumping unit (900 GPM)
PS-7	Aten Road near the Cross Road Intersection	Two horizontal self pumping units (250 GPM e/o)
PS-8	Shiloh Way, approximately 950 feet south of Aten Road	Duplex self-priming pumping units (250 GPM e/o)
PS-9	Joshua Tree Street, 240 feet more or less from the Blazing Star intersection	Duplex self-priming pumping units (300 GPM e/o)
PS-10	Legakes Avenue and Aten Road intersection	No specification available
PS-11	Imperial Business Park Road and Aten Road intersection	Duplex self-priming pumping units (220 GPM)
PS-12	Brewer Road and Mirador Street intersection	No specification available
PS-13	Rosarito Drive and Clark Road intersection	No specification available
PS-14	Morning Glory Trail and Sheffied Avenue intersection	No specification available
PS-15	First Street and Brighton Street intersection	No specification available
PS-16	Aten and Legaski	No specification available

2. Adequacy of Existing Facilities

Wastewater Treatment Plant- The wastewater treatment facility has performed adequately because of its inherently conservative design and the fact that the existing flows (ranging between 1.4 MGD and 1.6 MGD) are less than the design flow of 2.4 million gallons per day (MGD). Even with current planned development, the flow would not increase to designed capacity until 2020.

The current wastewater treatment plant is undergoing a $3 Million capital improvement project. The improvements consist of improvements to the headworks screening and some internal pipeline reorganization.

Conveyance System- BJ Engineering and Surveying Inc., developed a computer model of the existing City wastewater system using data which was available for existing facilities and established flow estimates. Using this model, the hydraulic capacity of the existing system was evaluated under peak wet weather flow (PWWF) conditions in 2005. The results of the modeling indicated that the existing system provides adequate capacity at average daily flow (ADF) conditions, but during PWWF conditions, two pipelines did not have adequate capacity. These pipelines are Pipes #14 and #17 and are located along N Street between Barioni Boulevard and 12th Street. The flow into these lines is currently being rerouted and capacity will be satisfactory upon project completion.

The model also confirmed that the capacity remaining in the Barioni Boulevard trunk sewer is required to serve future development in its dedicated service area. The existing trunk sewer system is therefore not available to serve future development areas outside of the present service area. The capacity of the trunk line from B Street to N Street and from Barioni Boulevard to 14th Street needs to be evaluated. It is estimated that 85% of this pipe section is clay and has deteriorated over time which has resulted in reduced capacity. A similar situation is occurring with the sewer trunk line in 13th Street from C Street to N Street.

Wastewater Pumping Stations- Pump stations are constructed as development occurs, thus many of the existing pump stations are aging. Pump Station #16 is the newest, serving the Victoria Ranch Subdivision. Pump Station #16 is expected to be placed into operation by the end of 2015. There are at least three older pump stations that need improvements. Improvement priority is needed for pump stations #1, #4 and #6 as they do not adequately meet the current demand. **Table S-3 Pump Station Adequacy** details the current condition of all the pump station facilities and further identifies the areas they serve.

Table S-3 Pump Station Adequacy

Pump Station	Area/Development Serviced by Station	2015 Condition
PS-1	Sub-area VIII-Southern end, bound by HWY 86 on east, City limit on south, Myrtle Avenue on the west and Aten Road on the north	Needs Upgrade: From 150 GPM to 400 GPM
PS-2	Residential Area bound by Dahlia Park, Ben Hulse Elementary, and City Water Plant	Adequate
PS-3	Residential Area bound by Sunset Ranch Subdivision	Adequate
PS-4	Residential Area bound by Sandalwood Glen Subdivision and Wildflower North Subdivision	Adequate
PS-5	Industrial Area between Industrial and West of La Brucherie	Adequate
PS-6	Residential Area bound by Sandalwood Glen Subdivision and Wildflower North Subdivision	Adequate
PS-7	Paseo Del Sol Subdivision and Border Patrol Station	Needs Upgrade: From 250 GPM to 500 GPM
PS-8	Portion of South Colonia	Adequate
PS-9	Wildflower North Subdivision and La Fuente Patio Homes	Adequate
PS-10	Victoria Ranch Subdivision	Adequate
PS-11	Imperial Business Park Subdivision	Adequate
PS-12	Monterrey Park Subdivision	Adequate
PS-13	Bratton Subdivision	Adequate
PS-14	Sky Ranch Subdivision	Adequate
PS-15	Mayfield Ranch Subdivision	Adequate
PS-16	Victoria Ranch Subdivsion	Pending Activation (2015)

Source: 2008 Master Plan for Sanitary Sewer Collection System & 2015 Interview with Public Works Director.

3. Future Demand for Facilities

Assuming a conservative impact of 100 GPD (gallons per day) per capita on the wastewater treatment facilities, the City projected Average Daily Flow wastewater flow demand is as follows:

Table S-4 Daily Sewer Flow Projections

Year	Projected Population	Average Daily Flow
2020	29,476	2.497 MGD
2025	48,692	4.869 MGD
2030	53,533	5.353 MGD
2035	62,541	6.254 MGD

Demand is based on an assumed impact of 100 gallons per day per capita.

As previously noted, the City of Imperial average household size is 3.35 persons per household. The average discharge of wastewater is 100 gallons per day per person, thus each dwelling units discharges an average of 335 gallons per day. Assuming an impact of 335 GPD (gallons per day) per Equivalent Dwelling Unit (EDU) on the wastewater treatment facilities, the City was able to project non-residential impacts to water facilities from commercial and industrial operations. The projected average daily wastewater flow demand for all "units," including non-residential equivalent dwelling units, is as follows:

Table S-5 Daily Sewer Flow Projections with EDU's

Year	Total Planned Cumulative Development Dwelling Units	Planned Cumulative Non-Residential Equivalent Dwelling Units	Total Equivalent Dwelling Units	Average Daily Flow Demand
2020	8,799	12,170	**20,969**	7.025 MGD
2025	14,535	16,936	**31,471**	10.542 MGD
2030	15,980	16,997	**32,977**	11.047 MGD
2035	18,669	17,057	**35,726**	11.968 MGD

Average Daily Flow is based on an assumed impact of 335 gallons per EDU

4. Opportunities for Shared Facilities

The City of Imperial has plans to relocate the treatment facilities out to the Mesquite Lake area and build a regional Keystone Reclamation Plant to serve a number of unincorporated commercial/industrial operations, the Imperial Valley College and all of the City's anticipated growth areas. The proposed wastewater treatment facility is to be located near the Keystone/Mesquite Specific Plan Area north of the City of Imperial in the jurisdiction of the County of Imperial and it will be a shared facility. The City and the County are currently working together to plan, construct and operate the treatment facility.

The design plans, specifications, and bid documents shall include all information necessary to construct a fully functional 3.0 MGD average day capacity tertiary facility in conformance with the operational intent described in the approved PDR. The design shall be prepared to accommodate future plant expansions up to 10.0 MGD average day capacity. The design of the facility shall further conform to current City of Imperial Standards, County of Imperial Standards, current UBC requirements, AWWA requirements, and the "Greenbook" Standard Specifications for Public Works Construction (current edition). If there are conflicting standards, the City of Imperial Standard Drawings and Specification shall prevail.

5. Phasing

Improvement phasing is recommended at five year increments for budgetary purposes. Based on the results of the analysis performed by BJ Engineering, the following backbone improvements are recommended in order to provide adequate capacity during PWWF conditions:

Short Term Improvements

- Remove and replace the existing 8" pipeline along Highway 86-Imperial Avenue between Pumping Station #1 and Barioni Boulevard (from MH #160 to MH #10) due to age and condition considerations.
- Install 8" force main north along La Brucherie Road from Pumping Station #10 to 15th Street.

5-10 Year Improvements

- Remove and replace the existing 8" to 10" pipeline along Aten Road between Shilo Road and Highway 86 (from MH #362 to MH #166) due to age and condition considerations.
- Install 12" gravity line east along 15th Street from 8" force main at La Brucherie Road to Pumping Station #11.

10-15 Year Improvements

- Slipline the existing 8" to 12" pipeline along 13th Street between C and N Street (from MH #139 to MH #85A) due to age and condition considerations.
- Install Pumping Station #13 along Aten Road near Dogwood Road to be able to serve Imperial Valley College
- Construction of a new wastewater treatment facility - Keystone Reclamation Plant with an initial average day treatment capacity of at least 3.0 MGD to be expandable to 10 MGD. The facility shall be constructed to provide tertiary treatment and meet all applicable Title 22 requirements for recycled water reuse.

20 Year Improvements

- Provide improvements to the Keystone Reclamation Plant Wastewater Treatment facility to expand capacity to meet projected growth.

C. Mitigation

The City of Imperial should continue to pursue various means by which to obtain funding and provide for adequate wastewater conveyance facilities for the existing and future residents of the City of Imperial. The following are

recommendations to maintain adequacy for wastewater treatment and conveyance facilities:

S-1 Facilities identified in the Wastewater Master Plan update shall be constructed as new development and annexation of land occurs.

S-2 Prior to the recordation of a final map within any of the annexation areas, a development agreement must be in place to ensure that adequate wastewater facilities will be provided during the PWWF conditions for the wastewater conveyance system being utilized by said annexation area.

S-3 All system improvements shall be designed and constructed in accordance with Federal, State and local regulations.

S-4 Construct new wastewater treatment facility at Mesquite Lakes.

D. Financing

The primary sources of revenue for wastewater treatment and conveyance facilities are the sewer service charges and sewer capacity fees. The sewer service charges function to subsidize off-site facilities such as sewer interceptors and sewer treatment plant operation and maintenance. The sewer capacity fee is based on the equivalent dwelling unit (EDU) impact created and funds planned expansions of the City of Imperial Wastewater Treatment Plant. The City will continue to utilize these funding sources in addition to searching for other sources to improve the existing system in order to meet future demand.

1. Current Costs and Per Capita Costs

The current annual cost for the continued maintenance and operation of the sewer system in the City of Imperial is approximately $197.28 per capita. The 2014-2015 City of Imperial budgeted $3,415,567 for wastewater operations and debt service. Using the City's current population of 17,313 residents, maintenance and operation of the wastewater facilities cost approximately $197.28 per resident per year.

$3,415,567 / 17,313 population = $197.28 per capita

Using the City's current population, the per capita cost of $197.28 for the continued maintenance and operation of the sewer facilities are noted below in **Table S-6** in five year increments.

Table S-6 Projected Sewer Costs

Year	Projected/Planned Population	Sewer Costs
2020	29,476	$5,815,124.64
2025	48,692	$9,606,121.89
2030	53,533	$10,561,170.69
2035	62,541	$12,338,088.48

Future cost estimates are based on current cost per capita for wastewater operations and debt service. These costs do not yet reflect the improvements and financing of the wastewater treatment facility to be located in the Keystone Reclamation site.

2. Future Funding Sources

The sewer service charge collected by the City is the primary funding source. The city will continue to utilize the existing funding sources for wastewater facilities. The current fees will need to be reviewed annually and during proposed annexations to ensure that there is sufficient funding to provide wastewater service to increased demand.

There are a number of financing mechanisms available to assist in the funding for capital facilities related to the treatment and conveyance of wastewater. Special assessment districts, community facility districts, local bond issuance, developer contributions and development impact fees can be used to fund wastewater treatment and conveyance facilities. Also, there are a number of State and Federal grant and loan programs available such as *USDA Water and Waste Disposal Loans and Grants for Public Works and Infrastructure Development and the Regional Water Quality Control Board Clean Water State Revolving Fund.* Further descriptions of these and other financing mechanisms are provided under the *Financing* section.

IX. DOMESTIC WATER

The City of Imperial owns, operates and maintains a system for the treatment, storage and distribution of potable water resources that serves approximately 5,015 (January 2015) water service connections for residences and businesses within the City's service area and Sphere of Influence. The City purchases all of its untreated water from the Imperial Irrigation District, which is conveyed to City facilities via IID's Dahlia Canal via a 24-inch diameter raw water pipeline, and the Newside Canal as a secondary source via 27-inch and 16-inch diameter pipelines.

All information for this section was acquired from the Master Plan for the Water Distribution System for the City of Imperial prepared by BJ Engineering and Surveying, Inc. and dated 2008. Some of the information provided in this section is paraphrased while other parts are used word for word from the Master Plan. Additional information was provided by the City of Imperial Public Works Department. For additional details relating to water facilities, the Master Plan should be consulted.

A. Performance Standard

Potable water must meet or exceed water quality standards established by the California Department of Health Services and the US Environmental Protection Agency. The California Department of Public Health further requires that specific system pressures be maintained under normal and peak demand conditions. The design criteria are based on Maximum Day Demand (MDD) plus fire flow. The potable water system must be able to adequately treat and provide 150 gallons per person per day as well as fire flow.

Although there are no adopted Performance Standards for water distribution, there are design criteria that must be met to ensure that adequate potable water supply and fire flow needs are provided. The design criteria are based on the Maximum Day Demand @ Peak Hour plus fire conditions (MDPHF). Peaking factor is 1.78. The treatment plant capacity shall further meet the demand of the maximum daily flow, plus provide an operational storage capacity of at least 25 percent of the maximum day demand used. Storage required is one maximum average day demand plus a 2,500 GPM fire flow for a four-hour duration. The design criteria includes the following:

Table W-1 Water Flow Standards

Flow Demand	Maximum Velocity	Pressure Level
Maximum Day Demand + Fire Flow[1]	15.0 FT per second	20 psi – 35 psi
Maximum Day Demand	3.0 FT per second	32 psi ≥ 20 psi

[1]Fire flow minimums are targeted at 1,200 GPM for residential, 2,000 GPM for commercial, and 2,500 GPM for industrial.

B. Facility Planning and Adequacy Analysis

The City's Water Treatment Plant was completely rebuilt in 1995 and is located to the west of town, just west of B Street at the north end of the airport runway. Raw water from the Dahlia and Newside Canals are diverted into open reservoirs located at the Water Treatment Plant. This water is then treated through a sedimentation, filtration, and disinfection process in compliance with the Surface Water Filtration and Disinfection Treatment Regulations (Chapter 17, Title 22, California Code of Regulations), the California Department of Health Services, and Local Agency requirements. The City utilizes a number of facilities to treat water to an acceptable level of compliance as noted in **Exhibit 12-Existing Water Facilities**, and further discussed below.

1. Inventory of Existing Facilities

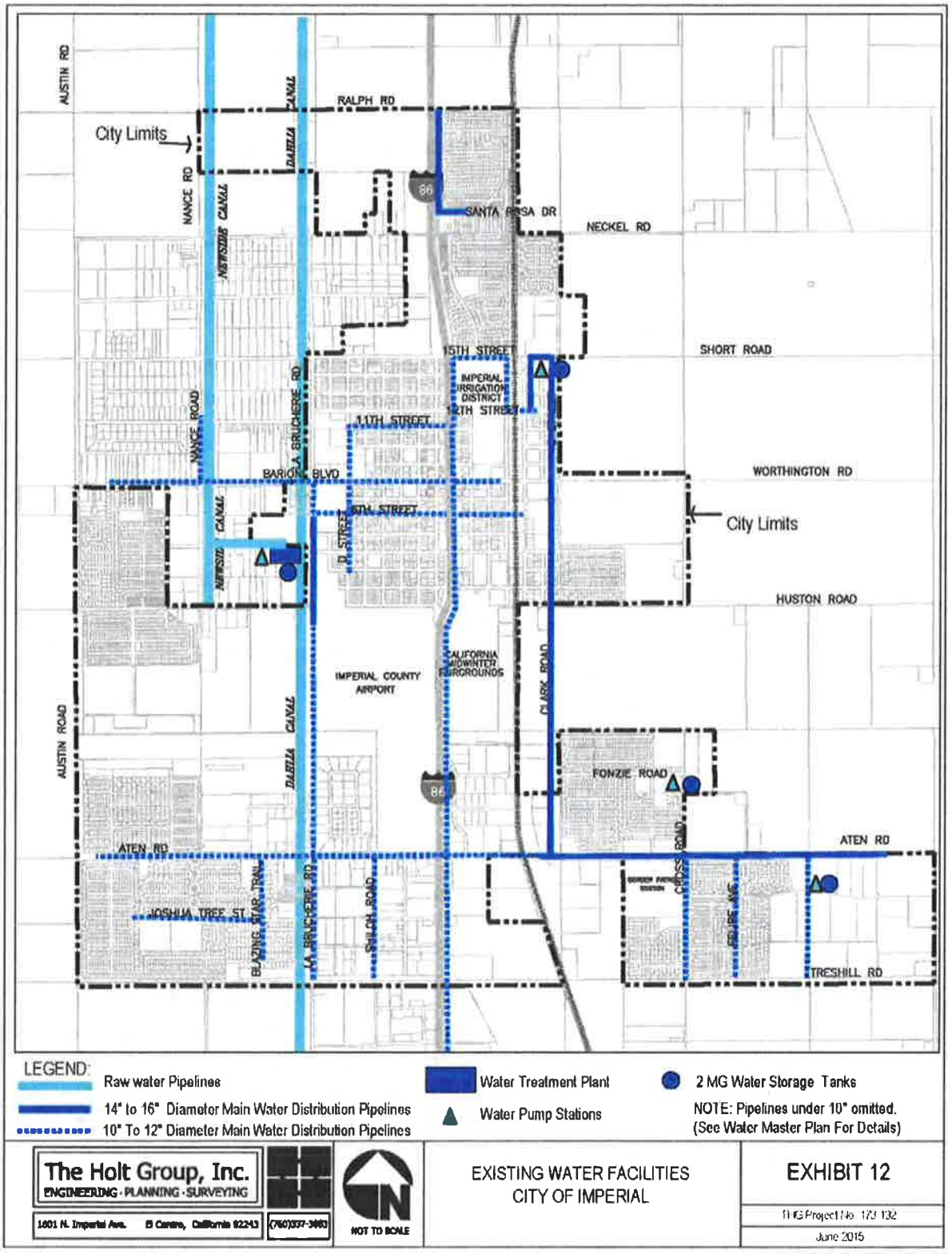
Water Treatment Plant-The City of Imperial Water Treatment Plant currently has a capacity of approximately 7.0 million gallons a day (MGD), which is capable of providing adequate service for the entire City and proposed annexation areas. The Plant is currently operating at 37% capacity. The following is a summary of the present capacity of the individual plant components:

Table W-2 Water Plant Facility Capacity by Component

Water Plant Component	2015 Capacity Each	2015 Total Capacity
24" Diameter Raw Water Gravity Pipeline	10.30 MGD	10.30 MGD
16" and 27" Diameter Raw Water Pipeline	7 MGD	7 MGD
Raw Water Reservoirs (3 Total)	10 MGD	10 MGD
Raw Water Pump Stations (2)	1.5 MGD ea	3.0 MGD
Raw Water Pump Stations (2)	3.5 MGD ea	7.0 MGD
Sedimentation Basins (4)	3.5 MGD ea	14 MGD
Filter Units (4)	2.5 MGD ea	10 MGD
Clean Water Pump Stations (3)	3.6 MGD ea	10.8 MGD
Chemical Feed System	6.9 MGD	6.9 MGD
Chlorinator	3.4 MGD	3.4 MGD
Service Pump Stations (3)	3.6 MGD ea	10.8 MGD

Water Storage- The surplus water is currently being stored at the water treatment site in a 2.0 MG storage ground facility. A remote 2.0 MG ground-level storage tank is located at the northeast corner of 13th and O Streets intersection. Another 2.0 MG tank was constructed near Cross Road and Fonzi Road. A future possible 2.0 MG and booster is planned near Barioni Estates.

Exhibit 12-Existing Water Facilities Map



Pump Stations-To maintain sufficient water pressure (currently about 57/33 psi), the City has three pump stations. One main station containing three pumps is located at the Water Treatment Plant (WTP) and a smaller station consisting of two pumps is located at the 2.0 MG storage tank at 13th Street and O Street. The third is at the 2.0 MG storage tank at Cross and Fonzi and contains two pumps. The pumps are used to keep water available and to assist when higher pressure is required to fight fires. A standby generator that operates the WTP at half capacity is used during emergencies.

Water Pipelines-The existing water distribution system includes 63 miles of pipelines ranging in size from 2" to 16". However, the minimum water pipeline size for new development is generally 8" and existing pipelines under 4" are earmarked for replacement. Furthermore, a large portion of the existing water distribution system is up to 50 years old. The system contains Asbestos Cement Pipe (ACP) and Polyvinyl Chloride Pipe (PVC). The ACP is the oldest and accounts for roughly 46% of the total pipe length as of 2008. All new pipelines are required to be PVC.

2. Adequacy of Existing Facilities

Water Treatment Plant- The water treatment facility is currently operating at 37% of its designed capacity. Since the Water Treatment Plant has a current capacity of 7.0 MGD, the existing facility can provide for an adequate supply of potable water through the year 2025 into several areas planned for annexation and development.

Water demand data available for estimating flow rates in the water distribution system consist of total flow from the treatment plant. Based on available Public Works records, the average daily demand from the water plant has varied with monthly averages ranging between 1.7 million gallons per day (MGD) to 1.9 MGD. The average daily demand was determined to be 1.9 MGD to err on the conservative side.

Water Storage- The current water storage demand for the City is 4.312 MGD. This number is based on a 3.45 MGD maximum daily flow, derived from the 2007 City of Imperial Service Area Plan, plus 25 percent of the maximum day demand (0.862 MGD), for a total water storage demand of 4.312 MGD. The existing water storage capacity of 6 MG is adequate.

Water Distribution System-A computer model of the existing water distribution system was developed by BJ Engineering & Surveying Inc. using available data for the existing facilities and the demand estimates stated above. The capacity of the existing system was evaluated under Maximum Day Demand at Peak- Hour plus fire conditions (MDPHF). The result of the modeling indicates

that the existing system provides adequate pressure for the Average Annual Demand (AAD) condition, but that during MDPHF conditions many areas of the City experience inadequate pressures. The existing water distribution system is therefore not adequate to serve future development areas outside of the present service area.

3. Future Demand for Facilities

Assuming the demand for approximately 150 gallons of potable water per day per capita, the City's average annual projected water use is as follows:

Table W-3 Daily Water Flow Projections

Year	Projected Population	Average Daily Flow
2020	29,476	4.421 MGD
2025	48,692	7.303 MGD
2030	53,533	8.029 MGD
2035	62,541	9.381 MGD

Demand is based on an assumed impact of 150 gallons per day per capita.

As previously noted, the City of Imperial average household size is 3.35 persons per household. The average water consumption is 150 gallons per day per person, thus each dwelling units consumes an average of 502.5 gallons per day. Assuming an impact of 502.5 GPD (gallons per day) per Equivalent Dwelling Unit (EDU) on the water treatment facilities, the City was able to project non-residential impacts to water facilities from commercial and industrial operations as follows:

Table W-4 Daily Water Flow Projections with EDU's

Year	Total Planned Cumulative Development Dwelling Units	Planned Cumulative Non-Residential Equivalent Dwelling Units	Total Equivalent Dwelling Units	Average Daily Flow Demand
2020	8,799	12,170	20,969	10.537 MGD
2025	14,535	16,936	31,471	15.814 MGD
2030	15,980	16,997	32,977	16.571 MGD
2035	18,669	17,057	35,726	17.952 MGD

Average Daily Flow is based on an assumed impact of 502.5 gallons per day per EDU.

4. Opportunities for Shared Facilities

The City does not share water treatment, storage, or distribution facilities with other jurisdictions. There may be an opportunity for an emergency interconnection facility to be planned with the City of El Centro and the Heber Public Utility District.

5. Phasing

In order to maintain an adequate water supply for the existing population as well as provide for future development, the following improvements and future facilities are recommended:

Short Term Improvements

- Install a new 18" diameter waterline from the WTP along La Brucherie Road to the Morningstar Subdivision.
- Install a new 12" waterline from northwest side of Sky Ranch Subdivision to the southwest side of Monterey Subdivision.
- Install a new 12" waterline from north side of Sky Ranch Subdivision to the south side of Monterey Subdivision to achieve fire demand pressure (1,200 gpm) in this area.

5-10 Year Improvements

- Install a new 12" water line from the west water treatment plan reservoir along Banta Road up to Quartz Street on Savanna Ranch Subdivision.
- Install a new 12" waterline on 13th Street to connect across Highway 86 to a 12" waterline located at the east side of the Highway to achieve fire demand.
- Construct one additional 2 MG storage tank at the Morningstar Subdivision to insure adequate fire flow pressure. This new tank will include four pumps that must be equal or better than the existing pumps at the WTP.
- Install a new 8" waterline from 13th Street across Highway 86.
- Install a new 12" waterline from the WTP to the 2 MG tank located at 14th Street and Clark road to provide refill capacity.
- Install one additional 2 MG storage tank with four pumps near the north east corner of La Brucherie Road and Aten Road.

15-Year Improvements

- Install a new 14" waterline from 2 MG storage tank up to Ralph

Road on the northeast side of Sunset Ranch Estates Subdivision and from there install a 12" waterline along Ralph Road up to Rodeo Drive on the northwest side of Sunset Ranch estates.

- Install a new 12" waterline along Cross Road from Paseo Del Sol to Mayfield Subdivision to achieve fire demand pressure in Mayfield Subdivision.

C. Mitigation

The City of Imperial should continue to pursue various means by which to obtain funding for and to provide for adequate water distribution facilities for the existing and future residents of the City of Imperial. The following are recommendations to achieve adequacy for water distribution facilities:

W-1 Facilities identified in the Water Master Plan update shall be constructed as needed as new development and annexation of land occurs.

W-2 Prior to the recordation of a final map within any of the annexation areas, a development agreement shall be in place to ensure that adequate water pressures will be provided during the MDPHF conditions for the water distribution system being utilized by said annexation area.

W-3 A potable water supply shall be provided for all annexation areas.

W-4 Adequate fire flow, subject to the approval of the fire department, shall be provided for all annexation areas.

W-5 All system improvements shall be designed and constructed in accordance with Federal, State and local regulations.

D. Financing

The primary sources of revenue for water treatment and distribution facilities are the water service charges, water capacity fees and water turn on fees. The City will continue to utilize these funding sources in addition to searching for other sources to improve the existing system and in order to meet future demand. The water capacity fee is based on the equivalent dwelling unit (EDU) impact created and funds planned for capital improvements. The City will continue to utilize these funding sources in addition to searching for other sources to improve the existing system in order to meet future demand.

3. Current Costs and Per Capita Costs

The current annual cost for the continued maintenance and operation of the water system in the City of Imperial is approximately $256.42 per capita. The 2014 – 2015 City of Imperial budget allocated $4,439,500 for water services. Using the city's current population of 17,313 residents, operation and debt service of the water facilities cost approximately $256.42 per resident per year.

$4,439,500 / 17,313 population = $256.42 per capita

Using the City's current population, the per capita cost of $256.42 for the continued maintenance and operation of the water facilities are noted below in five year increments.

Table W-5 Projected Water Costs

Year	Projected/Planned Population	Water Costs
2020	29,476	$7,558,407.09
2025	48,692	$12,485,885.40
2030	53,533	$13,727,242.74
2035	62,541	$16,036,763.22

4. Future Funding Sources

The water service charge collected by the City is the primary funding source. These are charges based on the actual water usage. The City will continue to utilize the existing funding sources for water facilities. The current fees will need to be reviewed annually and during proposed annexations to ensure that there is sufficient funding to supply water service to new development.

There are a number of financing mechanisms available to assist in the funding for capital facilities related to the delivery of potable water. Special assessment districts, community facilities districts, local bond issuance, developer contributions and development impact fees can be used to fund water treatment and distribution facilities. Also, there are a number of State and

Federal grant and loan programs available such as USDA Water and Waste Disposal Loans and Grants for Public Works and Infrastructure Development as well as the State Water Resource Control Board Drinking Water State Revolving Fund. Further descriptions of these and other financing mechanisms are provided under the Financing section of this study.

FINANCING PLAN

I. INTRODUCTION

This section of the Service Area Plan discusses various financing mechanisms available to the City of Imperial. It also describes how each existing facility is currently financed and how future financial demands for these facilities can be ensured. Recommended finance plans and available financing options are also discussed.

Most financing options discussed in this section are subject to the guidelines of Prop 218. In 1996, Proposition 218, a Constitutional amendment was enacted. Prop 218 clearly defined general taxes and special taxes and set guidelines on the issuance, use, and implementation of taxes. General taxes must be approved by a majority of voters before they can be imposed, extended or increased. Special taxes require approval by a 2/3 vote.

II. FINANCING OPPORTUNITIES AND CONSTRAINTS

There are many opportunities available to the City of Imperial to finance its present and future facility needs. The following section briefly describes some of the most widely used financing mechanisms.

A. Tax Revenue

A. General Taxes

General taxes generate revenue that is deposited in a City's General Fund and can be used to support various improvements and services including general government operations, development services, public safety and community services. These revenues can also be used to construct public facilities. The City of Imperial can levy various types of general taxes, which include property tax, franchise tax, sales tax and business license tax. Property taxes generally comprise the largest revenue source for a City, but sales tax revenue can be significant as well depending on the amount and types of business within a City. However, the budget shows almost all general revenue the City generates is utilized for the day-to-day operations of City government, making it necessary to find other ways to finance facilities.

B. Gas Tax

The State levies a tax on all in-state sales of gasoline. A portion of the revenue derived from the State taxes on gasoline is allocated to cities to be used specifically for the construction, improvement and maintenance of streets and roads.

C. Tax Levy for Local Bond Issues

Local governments can issue general obligation (GO) bonds to finance the acquisition and construction of public capital facilities and real property. These bonds cannot be used for operations and maintenance or to purchase equipment. GO bond measures must be approved by 2/3 of the jurisdiction's voters. In order to pay back GO bonds, City's are authorized to impose a property tax levy at the rate needed for repayment of the principal and interest of the bonds.

B. Fees

1. Development Impact Fees

Development Impact Fees can be a significant funding source to finance large scale public facilities. These fees are intended to ensure that new development pays its proportional share of public facilities based on the impacts created by this new development. In concept, the City charges the development community a series of adopted fees which provide the source of income to pay for capital projects. When enough cash has been assembled, the City constructs capital facility projects in order of priority. Development Impact Fees can be used for the following public facilities:

- Police Protection
- Fire Protection
- Streets & Traffic Signals
- Storm Drainage
- Water Treatment and Distribution
- Wastewater Treatment and Conveyance
- General Facilities
- Open Space Acquisition, Park Land & Facilities
- Public Library

2. User Fees

User fees are usually authorized by statute for specific uses and are typically required for monthly service. The fees are used as a revenue source to maintain the systems in proper operating condition and for the construction of facilities needed to meet demand. These fees are charged to patrons or other users on a fee-for-service basis.

3. Motor Vehicle In-Lieu Fee

Motor Vehicle in-lieu fees (VLF) are levied by the State for the ownership of automobiles within the State. Funds are then returned to the County based on

population and distributed by the County to the cities, again, based on population.

C. Community/Developer Contributions

1. Developer/Builder Contribution

Many of the drainage, sewer, water and circulation improvements required as a result of new development can be directly funded and constructed by the developer and/or builder(s) through private funding sources. Facilities earmarked for developer/builder funding are typically those which normally would have been imposed as a condition of approval of a tentative map under the City's existing development review process.

2. Donations

Donations are sometimes available for a specifically cause of facility. The City of Imperial has a donation fund exclusively for the purchase of books.

D. Special Assessments/Districts

1. Special Districts

Special districts can be formed for the purpose of financing specific improvements for the benefit of a specific area. People within a special district must pay an additional property tax levy or user fees to help repay the bonds issued by the district and finance the district's ongoing operations. A detailed report prepared by a qualified engineer is required, which must demonstrate that the assessment amount is of special benefit to the parcel upon which the assessment is levied. There are many assessment acts that govern the formation of assessment districts such as the Improvement Act of 1911, Municipal Improvement Act of 1913, Improvement Bond Act of 1915, Benefit Assessment Act of 1982, Integrated Financing District Act as well as other specific facility improvement acts. The provisions of Proposition 218 have altered the procedures and facilities that can be financed through some of these acts. Any assessment district formed must follow all applicable state laws including the provisions set forth in Proposition 218.

2. Fire Suppression Assessment Act (Government Code Section 500078 et seq.)

Under this act, a City is allowed to levy assessments on specific parcels or zones for the provision of fire suppression services. A fire suppression assessment does not require the formation of an assessment district, but requires the adoption of an ordinance or resolution in which the parcels or zones subject to the assessment must be identified. In addition, all requirements of Proposition 218 must be met when imposing a fire suppression assessment.

3. Community Services District

A Community Services District (CSD) can serve as a source of funding for a wide variety of facilities in both unincorporated and incorporated areas. CSDs can levy a range of taxes including ad valorem property tax, general taxes and special taxes, in addition to creating rates and other charges for services. Any fee assessed within a CSD must directly relate to the benefit being received. As a result, a CSD may be broken into zones which only pay for those facilities and services that provide a benefit to that zone.

4. Community Facilities District

A Community Facilities District (CFD), not to be confused with a Community Services District, falls under the 1982 Mello-Roos Community Facilities Act. This Act allows a CFD to be established by cities, counties, special districts and school districts to fund a variety of facilities and services. Note that the boundaries of a CFD are not required to be contiguous as they are for a CSD. In order for a CFD to be formed, a public hearing must occur and an election held to authorize the specified tax levy. The special tax levy (Mello-Roos tax) is used to either provide direct funding or pay off bonds. The facilities being funded are not required to be physically located within the boundaries of the CFD.

E. State and Federal Funding

Various government programs are available at the State and Federal levels to assist local jurisdictions in financing public facilities and services. Most funding sources at the State level require an application requesting assistance and specify the projects or purposes for which the funds can be used. Financial assistance from the state can include grants, low interest loans and matching funds. At the Federal level financial assistance includes grants and federal matching funds for state run assistance programs. State and Federal funding sources include the following:

1. State Funding

- ***Local Law Enforcement Block Grant Program***- Grant funds through the State of California (in partnership with Imperial County) for participation in the joint Local Law Enforcement Block Grant Act of 1995, to provide COP's (Citizens Option for Public Safety) Program to supplement local law enforcement with additional equipment.
- ***State Water Resources Control Board State Revolving Fund Programs***- The Division of Financial Assistance (DFA) administers the implementation of the State Water Resources Control Board's (State Water Board) financial assistance programs that include loan and grant funding for construction of

municipal sewage and water recycling facilities, remediation for underground storage tank releases, watershed protection projects, nonpoint source pollution control projects, and other similar projects under the Clean Water State Revolving Fund (CWSRF) for potable water treatment facilities and distribution systems. Severely disadvantaged communities can obtain up to 100% grant funding.

- ***California Department of Housing and Community Development-*** The State Community Development Block Grant (CDBG) program was established by the Federal Housing and Community Development Act of 1974, as amended (42 USC 5301, et seq.). The State CDBG program is implemented by California Health and Safety Code section 50825, et seq, and the California Code of Regulations (Title 25, Section 7050, et seq). The primary federal objective of the CDBG program is the development of viable urban communities by providing decent housing and a suitable living environment and by expanding economic opportunities, principally for persons of low and moderate income. Each year the program makes funds available to eligible jurisdictions through several allocations. Under the General Allocation, jurisdictions may apply for funding to subsidize public facilities or special assessment districts.

- ***California Department of Transportation*** –The State administers several grant programs including the *State Transportation Improvement Program*, which are roadway funds allocated for specific and joint decisions of Caltrans and the Imperial County Transportation Commission. The *Transportation Development Act (Article 3)* funds are other funds granted by the State Transportation Commission for specific projects related to pedestrian, bicycle, and wheelchair mobility.

2. Federal Funding

- ***Federal Highway Administration*** –The State also administers several federally funded grant programs for roadway safety and improvement including: The *Congestion Mitigation and Air Quality Improvement Program (CMAQ)*. CMAQ funds are available for the specific purpose of developing and implementing transportation programs that reduce traffic congestion and air pollution; The *Safe, Accountable, Flexible, and Efficient Transportation Equity Act (SAFETEA)*. Under this act, federal funding is available for highway, safety, and public transportation programs.

- ***USDA Rural Assistance-*** There are a number of water, wastewater and community facility loan and grant programs administered through USDA. *Under the Community Facilities Direct Loan & Grant Program, r*ural municipalities with a population of 20,000 or less are eligible for funding of essential community facilities such as first responder vehicles and equipment,

healthcare, public safety and public services from the Rural Utilities Service (RUS) of the USDA. These facilities may further be used to finance city halls, courthouses, community centers, airports, libraries, homeless shelters, and animal shelters.

- ***U.S. Economic Development Administration*** - *Grants for Public Works and Infrastructure Development.* The objective of this grant is to promote economic development and assist in the construction of facilities needed to encourage the creation and retention of permanent jobs in areas experiencing severe economic distress. The facilities can include water and sewer systems, industrial access roads to industrial parks, rail road siding and spurs, tourism facilities, vocational schools, business incubator facilities and infrastructure improvements for industrial parks. The basic grant may fund up to 50% of the cost of the facilities. For communities that are severely depressed, the grant may fund up to 80% of the cost of the facilities.

- ***U.S. Environmental Protection Agency***- The Environmental Protection Agency makes low interest loans to communities to assist in the construction of new or upgraded sewage treatment facilities. In partnership with the North American Development Bank it also makes grant funds available through the Border Environmental Infrastructure Fund Program for jurisdictions within 62 miles of the US. Mexico border. EPA's Border Water Infrastructure Program provides grant assistance to communities along the U.S./Mexico border to develop and construct infrastructure to provide safe drinking water and adequate sanitation, and to improve water quality in shared and trans-boundary waters. EPA funds grant programs through the Border Environmental Cooperation Commission created in 1993 under a side agreement to the North American Free Trade Agreement (NAFTA) for the purpose of enhancing the environmental conditions of the US-Mexico border region.

F. Other Financing

1. Financial Institution Financing

- ***California Infrastructure and Economic Development Bank (IBank)***- The Infrastructure State Revolving Fund (ISRF) Program provides low-cost financing to public agencies for a wide variety of infrastructure projects. ISRF Program funding is available in amounts ranging from $50,000 to $25,000,000, with loan terms of up to 30 years. Interest rates are set on a monthly basis. Preliminary applications are continuously accepted.

2. Lease Financing

Instead of purchasing or issuing bonds, agencies can enter into a lease agreement to acquire and dispose of property. Generally, one of two types of lease agreements is entered. The first type is a lease-purchase agreement, where an agency leases a facility while purchasing it. The second type is a sale-leaseback agreement, where a facility is sold to a lessor by an agency, which immediately leases the facility back to the agency. Leases are designed to be tax-exempt investments and a properly constructed lease is not considered a public debt. Lease financing requires finding an investor or group of investors to invest in the return from the agency's lease payments. *Certificates of Participation (COPs)* are issued. Certificates of participation refer to the undivided shares of the lease obligation, which are purchased by a group of investors. COPs attract investors because they are designed to be a source of tax-free interest income. If projects are too small to attract investors or to be feasible for lease financing, local agencies can pool COPs. Pooling COPs allows agencies to minimize the costs of initiating and issuing a COP and may reduce the interest required to be paid on the lease. Entities involved with a pooled COP must form a Joint Powers Authority (JPA) to oversee the pooled COP.

III. FACILITY FINANCING

The following section provides a brief discussion of the funding sources used for the specific services and facilities in the City of Imperial. Any sources of funding that are not currently being utilized, as well as opportunities for cost avoidance, are identified.

A. Administrative Facilities

Current Funding

Funding for administrative facilities is currently provided by the General Fund. Specific revenue sources include property and sales taxes, licenses and permits, fines and penalties, charges for services and other miscellaneous sources. Additionally, there are Special Revenue Transfers to the General Fund that directly or indirectly fund administrative services. Large-scale improvement projects would be funded by development impact fees.

Cost Avoidance Opportunities

In order to reduce administrative services costs, the City of Imperial out sources some of the administrative services such as City attorney, some planning services and special project management.

Recommended Funding

In addition to the continued use of existing general funding sources, the established development impact fees will help fund future administrative facilities demand created by future development. If additional funding is needed, then General Obligation Bonds can be issued or a citywide community facilities district can be formed.

B. Drainage Facilities

Current Funding

Maintenance of storm water drainage facilities is currently funded by the General Fund, including property and sales taxes, licenses and permits, charges for services and other miscellaneous sources. Future storm water drainage facilities will be installed at the developer/builder's expense at the time of construction and will be maintained using funds from the General Fund.

Cost Avoidance Opportunities

In order to reduce drainage facilities maintenance and capital improvements costs, the City of Imperial maintains only those storm water conveyance facilities installed by newer development to control storm water runoff. Some services are outsourced such as those capital improvement projects requiring a special projects manager.

Recommended Funding

Funding for drainage facilities should continue to be borne by developers, while some of the ongoing maintenance can continue to be part of the general fund. Additional funding sources, if needed, should include the creation of a citywide community facilities district, special assessment district or a community services district.

C. Fire Facilities

Current Funding

Costs for the Imperial County Fire Department to provide fire protection services to the City of Imperial are currently financed by property and sales taxes from the General Fund. The City has a Service Contract with the County which is valid for a one year term and the City of Imperial pays the County a set amount per year.

Cost Avoidance Opportunities

In order to reduce fire protection services costs, the City of Imperial and the Imperial County Fire Department maintain an agreement on a share of costs for fire protection services. The County owns and operate most of the large equipment. The City owns various hoses, nozzles, adapters, breathing apparatus, as well as one 1,250 gallon pumper engine. The County manages all personnel and provides for minor maintenance on all equipment. The City provides insurance and major maintenance on the pumper.

Recommended Funding

Current use of General Fund as a funding source for fire facilities should continue to be used. In addition, development impact fees have been implemented to ensure costs of future demand created by future development can fund major capital investments. A special fire suppression assessment district or a special tax can also be implemented to assist in the financing of fire facilities costs.

D. Police/Law Enforcement Facilities

Current Funding

A portion of financing for police protection is currently financed by property and sales taxes from the General Fund. Other funding sources include the Narcotics Task Force, State C.O.P.S. Grant, State Police Technology Grant and the Local Law Enforcement Block Grant (LLEBG). Development impact fees are also used for larger investments and equipment.

Cost Avoidance Opportunities

In order to reduce police protection cost, the City of Imperial receives dispatching services from the City of El Centro as a part of the 911 request for emergency response.

Recommended Funding

Current General Fund and impact fee sources for law enforcement should continue to be used. The development impact fees being collected will ensure future development contributes its proportional share to the future demand created.

E. Library Facilities

Current Funding

Library facilities are currently financed by property and sales taxes from the General Fund and development impact fees. The library also accepts private donations of books and material. Some grant funding has been made available through the California Literacy Campaign Fund.

Cost Avoidance Opportunities

Although the amounts received are small, the library charges fees for miscellaneous services such as copies of documents or publications. Through inner library programs, the library shares resources with other libraries in the region.

Recommended Funding

The City should continue using the General Fund as a current funding source for library facilities. Additional funding sources such as community facilities district, special assessment district, Community Block Development Grants, and the State Public Library Fund should be pursued.

F. Park and Recreation Facilities

Current Funding

Park and recreational facilities are currently financed by property and sales taxes from the General Fund, developers, and by user fees for recreational activities and pool use.

Cost Avoidance Opportunities

A parks master plan was being prepared by Wallace Roberts & Todd Planning Design in 2008 but as of 2015 is yet to be completed. The master plan intends to provide implementing measures to upgrade and improve the City's park system.

Recommended Funding

Current funding sources should continue to be used as a source for financing park and recreational facilities. It would also be beneficial to develop and implement a five-year capital improvement plan for all park and recreational facilities within the City as recommended by the General Plan. The City should also pursue funding through the State Department of Parks and Recreation.

G. Circulation Facilities

Current Funding

Funding for circulation facilities is provided by the General Fund, Motor Vehicle-In-Lieu Tax, State Gas Tax and the Local Transportation Authority (LTA) Measure D Sales Tax Fund, as development impact fees and developer funding. Developer funding is used to construct required street improvements associated with a specific project. FHWA/CalTrans Grant Programs are also used by the City including Congestion Management Air Quality Grant Fund (CMAQ), State Transportation Improvement Program (STIP), Regional Surface Transportation Program (RSTP), and Transportation Development Account-Article 3 funds.

Cost Avoidance Opportunities

Although there are no real opportunities to share roadway facilities with any adjacent jurisdiction, the City's system does not exist independently and circulation within and through the City is mutually affected by the operation of the circulation system along the north end of El Centro, the County roadway system and the State circulation system. The City will continue to cooperate with the City of El Centro, County of Imperial and the State in monitoring the

operation of the regional system and the implementation of necessary improvements.

Recommended Funding

Current funding sources for circulation facilities should continue to be used. Additionally, there are several funding mechanisms for circulation facilities such as community facilities district, special assessment district, and Certificate of Participation. There are also a number of additional grant funding programs including the Safe, Accountable, Flexible, and Efficient Transportation Equity Act (SAFETEA), Active Transportation Program (ATP), as well as Community Development Block Grants and other state and federal grants which should be pursued, as suggested by the Circulation Element of the City's General Plan.

H. Wastewater Treatment and Sewer Facilities

Current Funding

The City used funds from revenue bonds (Wastewater Bond 2012) for expenditures related to improvements and enhancements to the Wastewater Facilities. The primary sources of revenue for wastewater treatment and conveyance facilities are the sewer service charges and sewer connection fees collected in the City's Enterprise Fund. Operation, maintenance, salaries, and equipment purchases are financed by the Wastewater Enterprise Fund. The sewer service charges function to subsidize off-site facilities such as interceptors and sewer treatment plants. The sewer connection fee is dependent upon the size of the sewer line needed to serve the area and whether the street or alley is paved.

Cost Avoidance Opportunities

The City often requires developers to construct wastewater-related infrastructure that will connect a specific development with the existing City wastewater system. In order to further reduce wastewater treatment facilities maintenance and capital improvement costs, the City of Imperial out sources services requirement a special project management for some of the City's wastewater treatment and conveyance system capital improvement projects.

Recommended Funding

The current fee structure will need to be reviewed annually and during proposed annexations to ensure that there is sufficient funding to provide wastewater service to new development. Special assessment districts, community facilities districts, local bond issuance and development impact

fees should be considered as alternative funding sources for wastewater treatment and conveyance facilities. Also, State and Federal grant and loan programs are available such as the *Water Resources Control Board Clean Water State Revolving Fund* and *USDA Water and Waste disposal Loans* and *Grants for Public Works and Infrastructure Development.*

I. Water Facilities

Current Funding

The City used funds from revenue bonds (Waster Bond 2012) for expenditures related to improvements and enhancements to the Water Treatment Plant and distribution facilities. The primary sources of revenue for water treatment and distribution facilities are the water service charges, water connection fees and water turn on fees tied to the City's Enterprise Fund. Operation, maintenance, salaries, and equipment purchases are financed the Water Enterprise Fund. Developer funding is used for specific project water improvements.

Cost Avoidance Opportunities

The City often requires developers to construct water-related infrastructure that will connect a specific development to the City's existing potable water system. In order to reduce water facilities maintenance and capital improvement costs, the City of Imperial further out sources services requiring a special projects manager for some of the City's water treatment and water conveyance system capital improvement projects.

Recommended Funding

The current fee structure will need to be reviewed annually and during proposed annexations to ensure that there is sufficient funding to supply water service to new development. Special assessment districts, community facilities districts, local bond issuance and development impact fees should be considered as alternative funding mechanisms for water treatment and distribution facilities. State and Federal grant and loan programs should be pursued including the *Water Resources Control Board Drinking Water State Revolving Fund* and *USDA Water and Waste disposal Loans* and *Grants for Public Works and Infrastructure Development.*

APPENDIX A

City of Imperial Adopted Municipal Budget FY 2014-2015

CITY OF IMPERIAL
REVENUE ESTIMATES

FISCAL YEAR ENDED 2014 - 2015 & 2015 - 2016

GENERAL FUND

				2012 - 2013 ACTUAL	2013 - 2014 BUDGET	2013 - 2014 ESTIMATED	2014 - 2015 PROPOSED	2015 - 2016 PROPOSED
			TAXES					
01	000	4110	PROPERTY TAXES - SECURED	1,232,557	1,129,667	1,141,300	**1,200,000**	**1,200,000**
01	000	4111	PROPERTY TAXES - UNSECURED	82,881	60,000	125,000	**100,000**	**100,000**
01	000	4112	PROPERTY TRANSFER TAX	12,947	35,000	32,000	**32,000**	**32,000**
01	000	4113	AIRCRAFT TAX	28,319	25,000	26,000	**26,000**	**26,000**
01	000	4120	SALES TAX	2,066,822	2,010,000	2,010,000	**1,900,000**	**2,010,000**
01	000	4130	FRANCHISES	293,996	250,000	260,000	**260,000**	**260,000**
01	000	4135	CFD ADMINISTRATIVE FEE	100,000	100,000	100,000	**100,000**	**100,000**
01	000	4140	TRANSIENT OCCUPANCY TAX	21,089	15,000	30,000	**30,000**	**30,000**
				3,838,611	*3,624,667*	*3,724,300*	***3,648,000***	***3,758,000***
			LICENSE & PERMITS					
01	000	4210	BUSINESS LICENSE	46,933	40,000	43,000	**45,400**	**40,000**
01	000	4220	TAXI CAB LICENSE	0	2,800	1,580	**2,560**	**2,560**
01	000	4230	ANIMAL LICENSE	3,249	2,500	3,500	**3,500**	**3,500**
01	000	4240	BUILDING PERMITS	413,008	250,000	425,000	**265,000**	**265,000**
				463,190	*295,300*	*473,080*	***316,460***	***311,060***
			FINES & PENALTIES					
01	000	4311	LOCAL COURT FINES	19,751	15,000	16,200	**15,000**	**15,000**
01	000	4330	UTILITY PENALTIES	95,708	90,000	90,500	**90,000**	**90,000**
01	000	4335	LICENSE PENALTIES	2,022	2,000	1,300	**1,300**	**1,300**
				117,481	*107,000*	*108,000*	***106,300***	***106,300***
			INTERGOVERNMENTAL					
01	000	4410	MOTOR VEHICLE IN LIEU	1,064,108	950,000	1,111,500	**950,000**	**650,000**
01	000	4430	HOMEOWNERS EXEMPTION	6,873	15,100	2,019	**2,000**	**2,000**
01	000	4431	HOUSING AUTHORITY IN LIEU	1,667	1,500	1,541	**1,500**	**1,500**
01	000	4469	SCHOOL RESOURCE OFFICER	0	0	0	**59,900**	**0**
01	000	4473	HIDTA SALARY	111,196	87,312	43,000	**79,110**	**79,113**
01	000	4477	DEA SALARY	12,671	14,000	0	**0**	**0**
01	000	4480	STONEGARDEN	199,016	150,000	95,000	**15,000**	**15,000**
01	000	4483	DHE OVERTIME	2,772	10,000	8,500	**10,000**	**10,000**
01	000	4485	BEST OVERTIME	0	15,000	15,000	**15,000**	**15,000**
				1,398,303	*1,242,912*	*1,276,560*	***1,132,510***	***772,613***

CITY OF IMPERIAL
REVENUE ESTIMATES

				2012 - 2013 ACTUAL	2013 - 2014 BUDGET	2013 - 2014 ESTIMATED	2014 - 2015 PROPOSED	2015 - 2016 PROPOSED
			CHARGES FOR SERVICE					
01	000	4508	CFD SERVICES FEE	100,000	100,000	100,000	**100,000**	**100,000**
01	000	4509	FIRE FEES	15,020	13,000	38,500	**83,700**	**65,900**
01	000	4510	ZONING/SUBDIVISION FEES	54,399	23,000	32,000	**23,000**	**23,000**
01	000	4521	PLAN CHECK / ENCROACHMENT FEES	241,382	145,000	250,400	**155,000**	**150,000**
01	000	4522	SEISMIC FEES	4,887	3,000	4,200	**3,000**	**3,000**
01	000	4523	CBSC	3,933	2,000	2,300	**2,000**	**2,000**
01	000	4524	RUBBISH COLLECTION FEES	871,486	867,000	845,000	**861,000**	**904,050**
01	000	4525	RUBBISH COLLECTION FEES AB 939	71,855	100,000	75,000	**78,000**	**80,000**
01	000	4526	RECYCLING	0	3,000	8,500	**6,500**	**6,500**
01	000	4533	POOL REVENUE	39,870	28,000	30,000	**30,000**	**30,000**
01	000	4534	RECREATION FEES	7,593	34,000	21,500	**8,000**	**8,000**
01	000	4535	ADMINISTRATIVE SERVICES	114,318	26,600	38,000	**30,000**	**30,000**
01	000	4536	RECREATION PROGRAMS FR	1,030	10,000	23,245	**50,000**	**50,000**
01	000	4537	INSTRUCTOR PROGRAMS (REC)	0	0	0	**30,000**	**30,000**
01	000	4540	LIBRARY FEES	12,791	12,000	10,500	**10,000**	**10,000**
				1,538,564	*1,366,600*	*1,479,145*	***1,470,200***	***1,492,450***
			USE OF MONEY & PROPERTY					
01	000	4610	INTEREST EARNED	1,915	2,500	2,000	**2,500**	**2,500**
				1,915	*2,500*	*2,000*	***2,500***	***2,500***
			OTHER REVENUE					
01	000	4700	FARMER'S MARKET	0	0	21,838	**21,000**	**21,000**
01	000	4710	SALE OF MAPS, PUBS & COPIES	898	1,000	1,500	**1,000**	**1,000**
01	000	4711	SALES OF SURPLUS PROPERTY	21,500	500	18,590	**5,000**	**5,000**
01	000	4720	POLICE - DUI	90	280	25	**150**	**150**
01	000	4721	POLICE - OTHER	22,995	36,000	24,000	**30,000**	**30,000**
01	000	4723	POLICE DETAIL -AIRPORT	4,150	0	0	**1,000**	**0**
01	000	4724	POST REIMBURSEMENT	20,549	5,000	8,500	**17,000**	**17,000**
01	000	4727	POLICE DETAILS	15,364	0	9,000	**15,000**	**5,000**
01	000	4740	INSURANCE DIVIDENDS	8,164	5,000	69,710	**8,000**	**8,000**
01	000	4790	NOT OTHERWISE CLASSIFIED	92,578	25,000	51,000	**40,000**	**40,000**
				186,088	*72,780*	*204,163*	***138,150***	***127,150***
			OTHER RECEIPTS					
01	000	4910	OPERATING TRANSFERS IN	1,188,344	1,914,466	687,911	**1,743,304**	**997,750**
				1,188,344	*1,914,466*	*687,911*	***1,743,304***	***997,750***
			GENERAL FUND TOTAL:	*8,732,496*	*8,626,225*	*7,955,159*	***8,557,424***	***7,567,823***
				807,196		***53,653***	***5,577***	***-552,844***

CITY OF IMPERIAL - DIVISION SUMMARY
FISCAL YEAR 2014 - 2015

DIVISION NO: 50-510

DIVISION NAME: **WATER OPERATIONS**

FUND: **Water** **FUND NO:** **50** **DIVISION BUDGET:** ***$4,439,500***

DEPARTMENT: **Water** **DIV NO:** **510**

THIS DIVISION: **Water Operations**

DIVISION DESCRIPTION:
This division provides personnel support and all resources necessary to operate and maintain the City's water treatment plant and distribution system comprised of a 7MGD surface water treatment plant, 2 MG reservoirs and pump station, and 28 miles of water mains and appurtenances and a customer base of approximately 4,500 accounts.

DIVISION GOAL:
To maintain and operate the City's water system in accordance with CDHS regulations in order to provide a safe and reliable supply of potable water customers.

CURRENT YEAR DIVISION OBJECTIVES:
1. Complete bond funding projects.

CITY OF IMPERIAL - DIVISION SUMMARY
FISCAL YEAR 2014 - 2015

DIVISION NO: 55-520

DIVISION NAME: **WASTEWATER OPERATIONS**

FUND: **Wastewater** **FUND NO:** **55** **DIVISION BUDGET:** ***$3,415,567***

DEPARTMENT: **Wastewater** **DIV NO:** **520**

THIS DIVISION: **Wastewater Operations**

DIVISION DESCRIPTION:
This division provides personnel support and all resources necessary to maintain and operate the City's wastewater system comprised of approximately 25 miles of collection system mains, eight (8) pump stations, and a 1.7 MGD activated sludge (oxidation ditch) treatment facility and serves approximately 4,500 customers.

DIVISION GOAL:
To maintain and operate the City's wastewater treatment system in accordance with the CRWQCB's and NPDES regulations and requirements in an attempt to generate an effluent the is environmentally safe and that mitigates noxious odor.

CURRENT YEAR DIVISION OBJECTIVES:
1. Complete bond funding projects.

APPENDIX B

Agreement for Fire Protection Services between County of Imperial and City of Imperial

AGREEMENT FOR FIRE PROTECTION SERVICES BETWEEN COUNTY OF IMPERIAL AND CITY OF IMPERIAL

THIS AGREEMENT ("Agreement") is made and entered into this 18 day of June 2014 by and between the COUNTY OF IMPERIAL, a political subdivision of the State of California ("COUNTY"), and **CITY OF IMPERIAL**, a municipal corporation organized and existing under the laws of the State of California ("CITY"), (individually, "Party;" collectively, "Parties").

RECITALS

A. COUNTY intends to provide fire protection and emergency medical services, through the office of COUNTY's Fire Chief, to CITY; and

B. Such services shall be rendered by COUNTY to CITY on the terms and conditions set forth herein and as described in the "Services Summary" attached and made a part of the terms of this agreement as **Exhibit A**.

NOW THEREFORE, for and in consideration of the mutual promises and covenants herein contained, the parties hereto agree as follows:

1. FIRE PROTECTION/EMERGENCY MEDICAL SERVICES.

1.1. COUNTY shall operate CITY's fire-fighting equipment provided under this Agreement in response to fire calls within the corporate boundaries of CITY.

1.2. The services shall encompass duties and functions of the type coming within the jurisdiction of and customarily rendered by said Fire Chief under the statutes of the State.

1.3. Such services shall include the enforcement of State statutes and such fire department ordinances of CITY as are of the same type or nature as ordinances of COUNTY which are enforced by the Fire Chief. Services shall also include, for example, Uniform Fire Codes enforcement, fire prevention, plan checking, fire investigation, training, hydrant testing, hazardous material spills, firefighter housing and maintenance and consulting on fire protection/emergency medical services matters.

1.4. COUNTY shall provide first responder service to all requests for emergency medical service originating within CITY ("the 911 system"). Requests for emergency medical service that originate outside of the 911 system shall be relayed to the appropriate Public Safety Answering Point for

the dispatch of a transporting ambulance. First responder services shall be provided by a non-transporting unit. First responder services shall be provided at a minimum staffing level of Emergency Medical Technician ("EMT")-I as defined by COUNTY's Emergency Medical Services ("EMS") agency, and as outlined in the California Code of Regulations, Title 22, Division 9. COUNTY intends to provide first responder services at an Advanced Life Support ("ALS") staffing level during the three-(3) year term of this Agreement. Staffing on the ALS unit shall be in accordance with COUNTY's EMS Agency policies and the California Code of Regulations, Title 22, Division 9. In the event that the ALS unit is committed to an emergency response, and an additional request for first responder services is received, COUNTY will provide first responder service at the EMT-I level.

2. LEVEL OF SERVICES.

2.1. The basic fire protection service provided by COUNTY pursuant to this Agreement shall include general fire protection and fire prevention services and shall be provided on a twenty-four (24) hour day, seven (7)-day-a-week basis. The level of fire protection service provided shall be that level of the foregoing services which can be provided by the assignment to CITY of three (3) full-time Captains, three (3) full-time Fire Fighter II, and three (3) Reserve Fire Fighters. CITY and COUNTY acknowledge that, in order to provide said level of service on a twenty-four (24) hours, seven (7)-day-a-week basis, COUNTY may require a staffing level in excess of the above due to scheduled and unscheduled time off, as well as unforeseen emergencies.

2.2. Dispatching of fire equipment will be performed by El Centro communications or another dispatch center that is mutually agreed to by the City and County.

2.3. CITY will provide equipment and/or manpower as required to clear or remove debris during or after a fire; provide police protection of equipment and/or property at a fire scene as may be required.

3. INCREASE TO LEVEL OF SERVICES. CITY may from time to time, upon giving of not less than thirty (30) days written notice to COUNTY's Fire Chief and complying with the applicable provisions of this Agreement, vary the level of services provided herein. Any increase in COUNTY's cost due to a change in the level of services as provided for herein shall be borne entirely by CITY, as determined pursuant to the provisions of Paragraph 10 of this Agreement.

4. PERSONNEL.

4.1. For the purpose of performing said services, COUNTY shall furnish and supply all necessary labor, supervision, communication facilities, and supplies necessary to maintain the level of services to be rendered hereunder.

4.2. CITY shall not be called upon to assume any liability for the direct payment of any salaries, wages, or other compensation to any COUNTY employee performing services hereunder for CITY, or any liability other than that provided for in this Agreement.

4.3. Except as herein otherwise specified, CITY shall not be liable for compensation or indemnity to any COUNTY employee for injury or sickness arising out of his or her employment.

5. CONTROL OF PERSONNEL. The rendition of said services, the standards of performance, the discipline of fire fighters, and other matters incident to the performance of said services and the control of personnel so employed, shall remain in COUNTY. In the event of a dispute between the parties as to the extent of the duties and functions to be rendered hereunder, or the minimum level or manner or performance of such services, the determination thereof made by COUNTY's Fire Chief shall be final and conclusive as between the parties hereto.

6. EQUIPMENT. CITY owns and shall retain legal title to all the property as specifically described in **Exhibit B** attached hereto and incorporated herein by reference.

7. MAINTENANCE OF EQUIPMENT. COUNTY will perform minor preventative maintenance on CITY's fire engine(s) as further described in **Exhibit C** attached hereto and incorporated herein by reference. Major repairs such as engine, pump and transmission overhaul or replacement or other major repairs to drive line will be borne by CITY.

8. INSURANCE. Vehicle and liability insurance on said fire engines will be the responsibility of CITY. A copy of certificate of insurance is to be furnished to COUNTY within thirty (30) days of the execution of this agreement. CITY agrees to maintain a minimum of ten million dollars ($10,000,000) general liability insurance on said fire engines.

9. TERM. This agreement shall be effective on the date first written above and shall continue in effect until June 30, 2017.

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10. COMPENSATION.

10.1. COUNTY shall bill CITY for, and CITY shall pay to COUNTY the actual costs incurred by COUNTY to provide the services and equipment provided for by this Agreement, currently estimated to be as follows:

Year 1 FY 2014 – 2015 $896,699

Thereafter, the aforementioned estimated amount shall be reviewed and/or modified by the Parties on a yearly basis before the budget for COUNTY is finalized. Where there is no consensus amongst the Parties, COUNTY shall have the right to terminate this Agreement upon written notice as stipulated herein.

10.2. CITY and COUNTY understand and agree that the figures set forth in paragraph 10.1 are estimated guidelines and that CITY shall be obligated to pay the actual costs incurred by COUNTY to COUNTY.

10.3. All payments due to COUNTY from CITY pursuant to this Agreement shall be billed by COUNTY to CITY on a monthly basis, and shall be paid by CITY within twenty (20) days from the date the monthly statement is received by CITY.

10.4. Both COUNTY and CITY may request further negotiations relating to compensation each July during the term of this Agreement.

11. HOLD HARMLESS. Neither party to this Agreement, nor its officers, agents or employees, shall have any liability for intentional or negligent acts or omissions of the other party, or of any fire fighter, agent or employee thereof.

12. TERMINATION. Should either party fail or refuse to comply with any term or condition of this Agreement, the other party may, upon serving one hundred eighty (180) days notice specifying the nature of the noncompliance, terminate this Agreement if corrective action is not taken within said period. In the event of any termination pursuant to the terms of this Agreement, the obligations for payment shall be prorated and paid or refunded accordingly, and COUNTY will return to CITY all CITY property in a serviceable condition, less reasonable wear and tear.

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IN WITNESS WHEREOF, the City of Imperial, by resolution duly adopted by its City Council, has caused this agreement to be signed by the Mayor and attested and sealed by its Clerk, and the County of Imperial, by order of its Board of Supervisors, has caused this agreement to be subscribed by the Chairman of said Board and sealed and attested by the Clerk of the said Board, all on the day and year first above written.

COUNTY OF IMPERIAL

By: John R. Renison
John R. Renison, Chairman
Board of Supervisors, County of Imperial

ATTEST:

By:
Blanca Acosta, Clerk of the
Board of Supervisors of the
County of Imperial

CITY OF IMPERIAL

By:
Geoff Dale, Mayor

By: Marlene D. Best
Marlene Best, City Manager

ATTEST:

By:
Deborah Jackson, City Clerk
City of Imperial

APPROVED AS TO FORM:

Michael L. Rood
County Counsel

By: Katherine Turner
Katherine Turner
Assistant County Counsel

CITY OF IMPERIAL

By: Dennis H. Morita
Dennis H. Morita
City Attorney

EXHIBIT A

Summary of Services
City of Imperial

SERVICES:

- Fire Suppression
- Fire Prevention
- Fire Investigation
- Training (Fire and Hazardous Materials)
- Hazardous Materials Spills
- Equipment Maintenance
- Consultation
- Firefighter Housing
- Fire Engine Maintenance
- Advanced Life Support
- Bomb Disposal

SERVICES PROVIDED BY SEPARATE FEE: Fees to be charged in accordance with COUNTY's Fire Department fee schedule to party receiving the service.

COSTS: All costs are not to exceed total agreement amount except the cost of major repairs to the CITY-owned fire engine.

PERSONNEL AVAILABLE:

Three (3) Full-time Captains, one (1) per 24 hour shift

Three (3) Full-time Firefighter II, one (1) per 24 hour shift

Three (3) Reserve Firefighter, one (1) per 24 hour shift

One of the personnel on duty per shift shall be a Paramedic, or if not available then Limited and/or ALS, to provide the Advanced Life Support service to CITY. CITY fire response personnel will be on call back status and will be available for special events.

EQUIPMENT AVAILABLE:

1	500 Gallon Engine (City)
1	105 Foot Ladder Truck (City)
2	1,000 Gallon Engine (County)
1	2,500 Gallon Water Tender (County)
1	1,800 Gallon Water Tender (County)
1	1,500 Gallon Aircraft Crash/Rescue Truck (County)
1	Medium Rescue Squad (County)
1	Hazardous Device (Bomb) Unit (County)

ACTUAL AVERAGE RESPONSE TIME:

Northeast area (Neckel Road)	7 minutes
Southwest area (Aten/Austin)	3 minutes
Northwest area (14^{th}/D St)	5 minutes
Southeast area (Clark/Aten)	5 minutes

ACTIVITY AND MANAGEMENT REPORTING:

COUNTY's Fire Department will provide CITY with a monthly report concerning all incidents that have occurred during the month. The report shall include the kind of incidents, response time, number investigations, fire prevention activities, and fire training. The report shall also include maintenance performed on any CITY-owned equipment, and status report on condition of all CITY equipment.

COUNTY's Fire Chief and CITY's City Manager shall meet quarterly to review the contract and discuss any issue related to COUNTY's Fire Department under the terms and conditions of the contract. COUNTY's Fire Chief shall appear before CITY's City Council when requested.

COUNTY ADMINISTRATION:

This Agreement will be administered by the COUNTY's County Executive Officer under the direction of COUNTY's Board of Supervisors. All concerns with COUNTY's administration of this Agreement shall be directed to COUNTY's County Executive Officer.

Imperial County Fire Department
City of Imperial Fire Agreement
Estimated Costs

	FY 2013-14
Permanent Salaries	$ 575,417
Emergency Clothing	7,000
Uniform Allowance	6,000
Insurance Liability	2,245
Travel Expense	5,000
Maintenance-Equipment	12,000
Fuel Expense	12,000
Fire Training	6,000
Equipment	12,000
Prevention	3,000
Medical Supplies	7,000
Self-Contained Breathing Apparatus	2,000
Office Expense	2,000
Miscellaneous Expense	3,000
Overhead Reimbursement (Dept)	13,305
Overhead Reimbursement (County)	228,732

Total Estimated Contract Costs	$896,699

EXHIBIT B

City of Imperial
Equipment Inventory

ENGINE
1 2011 Pierce 105 Foot Ladder Truck

HOSE
35 Sections (50 ft.) of 1 ½" hose (Total: 1500 ft.)
35 Sections (50 ft.) of 2 ½" hose (Total: 1750 ft.)
06 Sections (100 ft.) of 4" hose (Total: 600 ft.)

NOZZLES
1" nozzles
1 ½" nozzles
2 ½" nozzles

MASTERSTREAM
With tips and stands

BREATHING APPARATUS[1]
4 Brackets – extra (replace with 4.5)

ADAPTOR & REDUCERS
1 ½" Double male adapters
1 ½" Double female adapters
2 ½" Double male adapters
2 ½" Double female adapters
1 ½" to 2 ½" reducer
2 1" to 1 ½" reducer
1 5" to 4" reducer
1 5" to 2 ½" reducer
2 ½" Siamese

LADDERS
24 ft. extension
14 ft. roof ladder

MISCELLANEOUS EQUIPMENT
4 Hose straps
2 Exhaust fans
2 Roll drop cords
10 Spanners
5 Hydrant wrench
2 Rubber mallets
1 Extinguisher
4 Gated Wye (2 in service)
1 Pike pole
1 Pry bar
1 K12 saw
2 Axes
1 Positive pressure O_2

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[1] Obsolete breathing apparatus transferred to ROP for training purposes only.

4 Rope packs
1 Hose clamp
1 Portable lights
1 150 ft. red line
2 2 ½" quick seat 4"
3 Medical O2 tanks
1 Halligan tool
1 Kelley tool
1 Clemens hook
2 5" hard suction
1 5" to 4" 20ft. Soft Suction
1 5" strainer
1 Box with 3 emergency triangular reflectors
1 Large bolt cutter
1 Gas can
1 Stihl chain saw
1 5" x 5" Keystone valve
1 500-watt Telescoping light

Hose
15 Sections of 1 ½" hose damaged
14 Sections of 2 ½" hose damaged

Nozzles
1-2 ½" nozzle not repairable
2-2 ½" nozzle taken out of inventory
2-1" nozzle in storage (out of service)

Miscellaneous Equipment
1- Hurst Air Bag Kit 2- Bags, Regulator and Hoses
1- Ames Gas Detector
1- Zoll Defibrillator Model P-14
1- Honda Generator / Light Model E-U 1000
3-2 ½" gated wyes not repairable
1 axe damaged (out of service)
Large bolt cutter not repairable

Radios
1- Motorola Astro 800 mgz Radio
1- Motorola Radius 460 mgz Radio
4- Motorota XTS 5000R 800 mgz hand Held Radios

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ENGINE 3412
INVENTORY

IN CAB / GLOVE BOX

ERG BOOK
EXTENTION FOR HEAD SET
WATER PLANT REMOTE
KEY FOR 3411 STALL DOOR
2 SCREW DRIVER/SOCKET, ALLEN WRENCH
FUEL CARD AND LOG BOOK

IN CAB

CAPTAIN SCBA PACK
MSA THERMAL IMAGER W/ CHARGER
LOCK OUT KIT
(4) SAFETY VEST
FIREFIGHTER SCBA PACK
SAGER SPLINT
(2) BOX OF GLOVES
CELL PHONE W/ CHARGER
MAP BOOK
AIRPORT RADIO W/ CHARGER
COMPUTER W/ SCREEN
(2) REMOTES FOR AIRPORT
(4) HEAD SETS
ALS BAG - MED BAG
AIRWAY BAG
ZOLL EKG
K.E.D.
PORTABLE SUCTION
C-COLLAR BAG
OXYGEN BOTTLE

FIRST COMPARTMENT UNDER PASSENGER DOOR

RESCUE TOOL / AIR HAMMER
4 ROAD FLARES
CAUTION TRIANGLES

1# RIGHT SIDE COMPARTMENT- BEHIND CAB

SCBA PACK
WILDLAND WEB GEAR WITH FIRE SHELTER

#2 RIGHT SIDE COMPARTMENT- MIDDLE

COOL CAN
CUP HOLDER
STORTZ WRENCH

AIMS 3 GAS DETECTOR
HYDRANT SET - WRENCH AND (2) SPANNERS
6"- 4" FEMALE TO MALE REDUCER
2 ½" ADAPTER TREE
(4) HOSE STRAPS
(2) 1 ½ " HOSE CLAMPS
PORTABLE FLOOD LIGHT/ GENERATER
ROPE BAG

#3 RIGHT SIDE COMPARTMENT- REAR

K-12 SAW
CHAIN SAW
(3) AIR BAGS
(2) AIR HOSES
AIR CONTROLLER WITH BAG
FIRE EXTINGUISHER

RIGHT SIDE OF 3412

(1) 6" HARD SUCTION 10'
10' ATTIC LADDER
24' EXTENTION LADDER
14' ROOF LADDER
8' PIKE POLE
SKULL SAVER

OVER RIGHT REAR TIRE

(2) SCBA BOTTLES

REAR COMPARTMENT

AMKUS RESCUE TOOL W/ SREADER / CUTTER
RESCUE TOOL HOSE

HOSE BED

CARLIN VALVE
HYDRANT BAG W/ WRENCH
(2) BACK BOARDS
1000' OF 4" HOSE
800' OF 2 ½ " HOSE
150' 2 ½ " ATTACK LINE W/ 2 ½ " NOZZLE

BEHIND HOSE BED IN THE WELL- (TOP OF ENGINE)

300' OF 1 INCH HOSE IN PACKS
PLASKY
FLAT NOSE SHOVEL

ROUND NOSE SHOVEL
PRY BAR
MC CLOUD
(2) 5 GAL. BUCKETS OF FOAM
2 ½ " FOG MONITOR NOZZLE
MONITOR BASE
2 ½ " STRAIGHT BORE TIP
MONITOR

PRE-CONNECTS

(2) 150' OF 1 ½" HOSE W/ 1 ½" NOZZLES
(2) 2 ½" TO 1 ½ " GATED WYE
200' OF 1 ½" HOSE APARTMENT PACK W/ 1 ½" NOZZLE

#4 DRIVERS SIDE LEFT COMPARTMENT - REAR

VENTILATION FAN
(2) 1 GAL. GAS CANS
VENTILATION ROOF KIT

#3 DRIVER SIDE LEFT COMPARTMENT - MIDDLE

HALOGAN TOOL
24" BOLT CUTTERS
PICK HEAD AXE
FLAT HEAD AXE
4' PIKE POLE
SLEDGE HAMMER
K-TOOL
PRY AXE

#2 DRIVER SIDE LEFT COMPARTMENT - FRONT

2 ½" SIAMESE
WIRE CUTTERS
DEWALT SAW-ALL W/ BOX AND BLADES
2 ½" FILLER HOSE
4" FILLER HOSE
ROPE BAG
(2) BEE HOODS
(2) FLASH LIGHTS W/ CHARGERS
4" TO 2 ½" GATED WYE
(3) 2 ½" TO 1 ½" GATED WYES

#1 DRIVERS SIDE COMPARTMENT - ENGINEERS COMPARTMENT

(2) 1" NOZZLES
(1) 1 ½" NOZZLE
4" TO 2 ½" STORZ COUPLING
(2) 2 ½" COUPLING TREES
(2) 2 ½" TO 1½" REDUCERS

(1) 2 ½" NOZZLE
STRAINER
4" DOUBLE MALE
4" DOUBLE FEMALE
4" FEMALE TO 4" STORZ
HYDRANT SET W/ WRENCH AND (2) SPANNERS
RUBBER MALLET

DRIVER SIDE LEFT OF 3412

10' SECTION OF 6" HARD SUCTION

OVER DRIVER SIDE LEFT TIRE

(2) SCBA BOTTLES

EXHIBIT C

Imperial County Fire Department
Preventative Maintenance Service Procedures

Unit #:_____ Mileage:_____ Date:_____

Engine:

____ 1. Change engine oil

____ 2. Change oil filter

____ 3. Change air filter

____ 4. Change fuel filter

____ 5. Change water filter if applicable

____ 6. Check fan, alternator belts and tighten to proper tension

____ 7. Check motor mounts for signs of slack or wear

____ 8. Check all mounting bolts on intake and exhaust manifolds

____ 9. Check for bolt tightness and leaks on valve covers, oil pan

____ 10. Check carburetor operation and lube linkage

____ 11. Check engine performance, spark plugs, points, rotor, distributor cap, spark plug wires, if applicable

____ 12. Check front and rear oil seals

____ 13. Check water pump, bearing and seals

____ 14. Check overall engine cleaniness

____ 15. Check exhaust system for condition and leakage

Electrical system:

____ 1. Check alternator bearing, tightening belts to proper tension

____ 2. Check alternator and regulator for proper operation

____ 3. Check condition of battery cables

____ 4. Check batteries, condition and cleanliness; clean terminals and apply corrosion protection

____ 5. Check battery compartment; cleanliness and condition

____ 6. Check all lights and emergency lighting equipment and sirens

____ 7. Check starter for proper operation

____ 8. Check operation of all dash instruments

Cooling System:

____ 1. Check radiator for leaks and fluid condition

____ 2. Check radiator core, clear of obstructions

____ 3. Check heater core for leaks and proper operation

____ 4. Check all engine, heater hoses and hose clamps for leakage and deterioration

____ 5. Check thermostat for proper operation (engine temperature)

____ 6. Check fan and fan clutch; insure all bolts are secured

Air Conditioning Unit (if applicable):

____ 1. Check air conditioning units for proper operation

____ 2. Check all hoses for leakage and deterioration

____ 3. Check condenser core for cleanliness

____ 4. Check compressor, bearings

Transmission and Differentials:

____ 1. Check oil transmission (filter if applicable)

____ 2. Change oil in transfer case

____ 3. Check/change oil in differential

____ 4. Check drive train U-joints for condition; check transmission, transfer case, and differential seals for leakage

____ 5. Check clutch, pressure plate and throw-out bearing for proper operation

____ 6. Check clutch fluids (if applicable)

____ 7. Check all mounting bolts on bell housing transmission, differential and rear

____ 8. Check auto transmission fluid lines to fluid cooler for leakage

____ 9. Check auxiliary transmission cooler for cleanliness

____10. Check clutch adjustment

Suspension/steering:

____ 1. Check springs, front and rear, for alignment, tightness of mounting bolts and brackets; condition of shackles and center bolts

____ 2. Check operation and alignment of steering, both power and manual.

____ 3. Check oil level on power steering

____ 4. Check hoses for leakage and deerioration

____ 5. Check hydraulic steering ram seals for leaks

____ 6. Check front and rear wheel bearings; raised

____ 7. Grease all fittings with proper grease, using only manufacturer recommendations

____ 8. Check shock absorbers for proper operation and leaks

____ 9. Lube all linkage pins and swivel joints

____ 10. Check tires, condition and pressure

Brake system:

____ 1. Check brake fluid level, if applicable

____ 2. Check brake proper operation

____ 3. Check brake lining for excessive wear

____ 4. Check brake lines for leaks and deterioration

____ 5. Check for proper brake adjustment

____ 6. Lube brake exterior moving components (air)

____ 7. Check parking brake for proper adjustment

Air System:

____ 1. Check compressor for proper operation

____ 2. Check all air lines for leaks and deterioration

____ 3. Check condenser core for cleanliness

Pump and Valves:

____ 1. Check proper pump operation

____ 2. Check for proper pump packing adjustment

____ 3. Check primer oil level

____ 4. Check proper primer operation

____ 5. Check for proper relief valve operation

____ 6. Check pump panel gauges, valves, controls, and all pump controls elsewhere for operation and leakage

____ 7. Lube all valve controls

____ 8. Lube chick sans and reel chains

Body:

____ 1. Check all body doors and panels for loose or missing bolts

____ 2. Lube all hinges

____ 3. Check condition of all compartments, interior and exterior rust or damage; clean and repair as necessary

____ 4. Check general operation of unit; road test and pump test

Sign and date when Preventive Maintenance is complete:

_____ _____

Signature Date

APPENDIX C

Engineers Opinion of Probable Quantity & Cost Calculation

Engineers Opinion of Probable Quantity & Cost Calculation

1. INDUSTRIAL COLLECTOR

A. Assumptions

1. Assume pavement section of 4 inches A.C. over 11 inches of Class 2 Aggregate Base based upon City of Imperial – Gateway Street Structural Section Sheet prepared by B.J. Engineering dated 11/21/08

2. Assume 6 inch pcc curb and gutter

3. Assume 4 inch deep, 4.5 foot wide pcc sidewalk

4. Assume paved road width is 44 feet

5. Assume Right of Way width is 70 feet

6. Assume demolition, earthwork import/export, native subgrade preparation, limited driveway entrances, pcc curb returns, pcc crossgutters and street lights in the unit costs for A.C. pavement, class 2 base, pcc curb and gutter and sidewalk.

7. Assume State of California Department of Industrial Relations Wage Determinations (Prevailing Wages) are applicable.

B. Costs

1. A.C. Pavement

$$\frac{1' \times 1' \times 4"/12"/\text{foot} \times 150 \text{ lb/cubic foot}}{2{,}000 \text{ \#/Ton}} = 0.025 \text{ tons/sf}$$

44 feet wide x 1 foot x 0.025 tons/sf = 1.1 tons

1.1 tons A.C./lineal foot of road x $130.00/ton = $143/l.f.

$143.00/lineal foot of road for A.C. pavement cost

2. Class 2 Base beneath A.C. Pavement

$$\frac{1' \times 1' \times 11''/12''/\text{foot} \times 138 \text{ lb/cubic foot}}{2{,}000 \text{ \#/Ton}} = 0.0633 \text{ tons/sf}$$

44 foot wide x 1 foot x 0.0633 tons/s.f. = 2.79 tons

2.79 tons/l.f. of road x $44/ton = $122.76/l.f. of road

Rounded off use $123/lineal foot of road for Class 2 Base Cost

3. 6 inch curb and gutter

$27.00/lineal foot of curb and gutter

2 l.f. of curb and gutter/1 l.f. of road x $27.00/lineal foot =

$54.00/lineal foot of roadway – 6 inch curb and gutter cost

4. 4 inch pcc sidewalk

$7.50/square foot of sidewalk

2 sides of the street x 4.5' x 1' x $7.50/s.f. = $67.50/s.f.

$67.50/lineal foot of roadway – 4 inch pcc sidewalk

5. Subtotal of A.C. Pavement, Class 2 Base, curb and gutter and pcc sidewalk cost

143/l.f. + 123/l.f. + 54/l.f. + 67.50/l.f. = $387.50/l.f.

6. Add 25 percent to the project cost for mobilization of equipment, permits, insurance, taxes, construction staking,air pollution control district requirements, environmental requirements, stormwater pollution prevention plans (SWPPP) and/or erosion control plan/BMP's, geotechnical testing, striping and signage, traffic control during construction and similar requirements.

7. Total per lineal foot cost of Major Arterial Improvement

387.50/l.f. x 0.25 percent + 387.50/l.f = $484.38/l.f.

Rounded off total lineal foot Industrial Street improvement cost is $484/lineal foot of street

2. MAJOR ARTERIAL

A. Assumptions

1. Assume pavement section of 5.5 inches A.C. over 12 inches of Class 2 Aggregate Base based upon City of Imperial – Gateway Street Structural Section Sheet prepared by B.J. Engineering dated 11/21/08

2. Assume 8 inch pcc curb and gutter

3. Assume 4 inch deep, 4.5 foot wide pcc sidewalk

4. Assume paved road width is 80 feet

5. Assume Right of Way width is 102 feet

6. Assume demolition, earthwork import/export, native subgrade preparation, limited driveway entrances, pcc curb returns, pcc crossgutters and street lights in the unit costs for A.C. pavement, class 2 base, pcc curb and gutter and sidewalk.

7. Assume State of California Department of Industrial Relations Wage Determinations (Prevailing Wages) are applicable.

B. Costs

1. A.C. Pavement

$$\frac{1' \times 1' \times 5.5"/12"/\text{foot} \times 150 \text{ lb/cubic foot}}{2{,}000 \text{ \#/Ton}} = 0.03438 \text{ tons/sf}$$

80 feet wide x 1 foot x 0.03438 tons/sf = 2.75 tons

2.75 tons A.C./lineal foot of road x $130.00/ton = $357.50/l.f.

$358.00/lineal foot of road for A.C. pavement cost

2. Class 2 Base beneath A.C. Pavement

$$\frac{1' \times 1' \times 12"/12"/\text{foot} \times 138 \text{ lb/cubic foot}}{2{,}000 \text{ \#/Ton}} = 0.0690 \text{ tons/sf}$$

80 foot wide x 1 foot x 0.0690 tons/s.f. = 5.52 tons

5.52 tons/l.f. of road x $44/ton = $242.88/l.f. of road

Rounded off use $243/lineal foot of road for Class 2 Base Cost

3. 8 inch curb and gutter

$32.00/lineal foot of curb and gutter

2 l.f. of curb and gutter/1 l.f. of road x $32.00/lineal foot =

$64.00/lineal foot of roadway – 8 inch curb and gutter cost

4. 4 inch pcc sidewalk

$7.50/square foot of sidewalk

2 sides of the street x 4.5' x 1' x $7.50/s.f. = $67.50/s.f.

$67.50/lineal foot of roadway – 4 inch pcc sidewalk

5. Subtotal of A.C. Pavement, Class 2 Base, curb and gutter and pcc sidewalk cost

358/l.f. + 243/l.f. + 64/l.f. + 67.50/l.f. = $732.50/l.f.

6. Add 25 percent to the project cost for mobilization of equipment, permits, insurance, taxes, construction staking, air pollution control district requirements, environmental requirements, stormwater pollution prevention plans (SWPPP) and/or erosion control plan/BMP's, geotechnical testing, striping and signage, traffic control during construction and similar requirements.

7. Total per lineal foot cost of Major Arterial Improvement

732.50/l.f. x 0.25 percent + 732.50/l.f = $915.63/l.f.

Rounded off total lineal foot Major Arterial improvement cost is $916/lineal foot of street

3. RESIDENTIAL COLLECTOR

A. Assumptions

1. Assume pavement section of 3 inches A.C. over 9 inches of Class 2 Aggregate Base based upon City of Imperial – Gateway Street Structural Section Sheet prepared by B.J. Engineering dated 11/21/08

2. Assume 6 inch pcc curb and gutter

3. Assume 4 inch deep, 4.5 foot wide pcc sidewalk

4. Assume paved road width is 40 feet

5. Assume Right of Way width is 60 feet

6. Assume demolition, earthwork import/export, native subgrade preparation, limited driveway entrances, pcc curb returns, pcc crossgutters and street lights in the unit costs for A.C. pavement, class 2 base, pcc curb and gutter and sidewalk.

7. Assume State of California Department of Industrial Relations Wage Determinations (Prevailing Wages) are applicable.

B. Costs

1. A.C. Pavement

$$\frac{1' \times 1' \times 3''/12''/\text{foot} \times 150 \text{ lb/cubic foot}}{2{,}000 \text{ \#/Ton}} = 0.01875 \text{ tons/sf}$$

40 feet wide x 1 foot x 0.01875 tons/sf = 0.75 tons

0.75 tons A.C./lineal foot of road x $130.00/ton = $97.50/l.f.

$98.00/lineal foot of road for A.C. pavement cost

2. Class 2 Base beneath A.C. Pavement

$$\frac{1' \times 1' \times 9"/12"/\text{foot} \times 138 \text{ lb/cubic foot}}{2{,}000 \text{ \#/Ton}} = 0.05175 \text{ tons/sf}$$

40 foot wide x 1 foot x 0.05175 tons/s.f. = 2.07 tons

2.07 tons/l.f. of road x $44/ton = $91.80/l.f. of road

Rounded off use $91/lineal foot of road for Class 2 Base Cost

3. 6 inch curb and gutter

$27.00/lineal foot of curb and gutter

2 l.f. of curb and gutter/1 l.f. of road x $27.00/lineal foot =

$54.00/lineal foot of roadway – 6 inch curb and gutter cost

4. 4 inch pcc sidewalk

$7.50/square foot of sidewalk

2 sides of the street x 4.5' x 1' x $7.50/s.f. = $67.50/s.f.

$67.50/lineal foot of roadway – 4 inch pcc sidewalk

5. Subtotal of A.C. Pavement, Class 2 Base, curb and gutter and pcc sidewalk cost

98/l.f. + 91/l.f. + 54/l.f. + 67.50/l.f. = $310.50/l.f.

6. Add 25 percent to the project cost for mobilization of equipment, permits, insurance, taxes, construction staking, air pollution control district requirements, environmental requirements, stormwater pollution prevention plans (SWPPP) and/or erosion control plan/BMP's, geotechnical testing, striping and signage, traffic control during construction and similar requirements.

7. Total per lineal foot cost of Major Arterial Improvement

310.50/l.f. x 0.25 percent + 310.50/l.f = $388.13/l.f.

Rounded off total lineal foot Residential Street improvement cost is $388/lineal foot of street

4. SECONDARY ARTERIAL

A. Assumptions

1. Assume pavement section of 4.5 inches A.C. over 12 inches of Class 2 Aggregate Base based upon City of Imperial – Gateway Street Structural Section Sheet prepared by B.J. Engineering dated 11/21/08

2. Assume 6 inch pcc curb and gutter

3. Assume 4 inch deep, 4.5 foot wide pcc sidewalk

4. Assume paved road width is 50 feet

5. Assume Right of Way width is 84 feet

6. Assume demolition, earthwork import/export, native subgrade preparation, limited driveway entrances, pcc curb returns, pcc crossgutters and street lights in the unit costs for A.C. pavement, class 2 base, pcc curb and gutter and sidewalk.

7. Assume State of California Department of Industrial Relations Wage Determinations (Prevailing Wages) are applicable.

B. Costs

1. A.C. Pavement

$$\frac{1' \times 1' \times 4.5"/12"/\text{foot} \times 150 \text{ lb/cubic foot}}{2{,}000 \text{ \#/Ton}} = 0.02813 \text{ tons/sf}$$

50 feet wide x 1 foot x 0.02813 tons/sf = 1.41 tons

1.41 tons A.C./lineal foot of road x $130.00/ton = $183.00/l.f.

$183.00/lineal foot of road for A.C. pavement cost

2. Class 2 Base beneath A.C. Pavement

$$\frac{1' \times 1' \times 12"/12"/\text{foot} \times 138 \text{ lb/cubic foot}}{2{,}000 \text{ \#/Ton}} = 0.0690 \text{ tons/sf}$$

50 foot wide x 1 foot x 0.0690 tons/s.f. = 3.45 tons

3.45 tons/l.f. of road x $44/ton = $151.80/l.f. of road

Rounded off use $152/lineal foot of road for Class 2 Base Cost

3. 8 inch curb and gutter

$27.00/lineal foot of curb and gutter

2 l.f. of curb and gutter/1 l.f. of road x $27.00/lineal foot =

$54.00/lineal foot of roadway – 6 inch curb and gutter cost

4. 4 inch pcc sidewalk

$7.50/square foot of sidewalk

2 sides of the street x 4.5' x 1' x $7.50/s.f. = $67.50/s.f.

$67.50/lineal foot of roadway – 4 inch pcc sidewalk

5. Subtotal of A.C. Pavement, Class 2 Base, curb and gutter and pcc sidewalk cost

183/l.f. + 152/l.f. + 54/l.f. + 67.50/l.f. = $456.50/l.f.

6. Add 25 percent to the project cost for mobilization of equipment, permits, insurance, taxes, construction staking, air pollution control district requirements, environmental requirements, stormwater pollution prevention plans (SWPPP) and/or erosion control plan/BMP's, geotechnical testing, striping and signage, traffic control during construction and similar requirements.

7. Total per lineal foot cost of Major Arterial Improvement

456.50/l.f. x 0.25 percent + 456.50/l.f = $570.63/l.f.

Rounded off total lineal foot Secondary Arterial improvement cost is $571/lineal foot of street

Imperial LAFCO
LOCAL AGENCY FORMATION COMMISSION

RECEIVED
MAY 18 2015
Imperial County
LOCAL AGENCY FORMATION COMMISSION

APPLICATION

PETITION FOR PROCEEDINGS PURSUANT TO THE CORTESE-KNOX-HERTZBERG LOCAL GOVERNMENT REORGANIZATION ACT OF 2000

The undersigned hereby petition(s) the Local Agency Formation Commission of Imperial County for approval of a proposed change of organization, and stipulate(s) as follows:

OWNER INFORMATION	
NAME	COMPANY
MAILING ADDRESS	TELEPHONE NUMBER
CITY, STATE, ZIP	EMAIL ADDRESS
APPLICANT INFORMATION *(IF DIFFERENT FROM THE OWNER)*	
NAME Marlene Best, City Manager	COMPANY City of Imperial
MAILING ADDRESS 420 South Imperial Avenue	TELEPHONE NUMBER (760) 355-4373
CITY, STATE, ZIP Imperial, CA 92251	EMAIL ADDRESS mbest@cityofimperial.org
PROJECT INFORMATION	
NAME OF PROPOSAL City of Imperial Service Area Plan Update	DATE May 11, 2015
PROJECT ADDRESS City of Imperial and 2015 Sphere of Influence	APN(S) See Exhibit A - APN Listing
CITY , STATE, ZIP Imperial, CA 92251	TOTAL LAND AREA (ACRES) 8,383

THIS PROPOSAL IS MADE PURSUANT TO CALIFORNIA GOVERNMENT CODE (COMMENCING WITH SECTION 56000, CORTESE-KNOX-HERTZBERG LOCAL GOVERNMENT REORGANIZATION ACT OF 2000).

1	PROPOSED CHANGE(S) OF ORGANIZATION: ☐ ANNEXATION ☒ SPHERE OF INFLUENCE ☐ OTHER ☐ DETACHMENT ☐ CONSOLIDATION ☐ EXTENSION OF SERVICES ☐ INCORPORATION ☐ FORMATION OF _____
2	NAME OF THE CITY/SPECIAL DISTRICT BEING AFFECTED City of Imperial
3	THE PROPOSED BOUNDARIES OF THE TERRITORY(IES) INCLUDED IN THE PROPOSAL ARE AS DESCRIBED IN THE EXHIBIT(S) ATTACHED HERETO AND BY THIS REFERENCE INCORPORATED HEREIN. ☒ YES, BOUNDARY EXHIBITS ARE ATTACHED

4	PLEASE LIST ANY OTHER DOCUMENTS BEING SUBMITTED WITH THE APPLICATION *(EXCEPT THOSE ALREADY REQUIRED BY LAFCO).* Exhibit A - APN Listing, Exhibit B - Proposed Boundary Map, Exhibit C- Zoning Map, and Exhibit D- Land Use Map
5	THE TERRITORY(IES) INCLUDED IN THE PROPOSAL IS/ARE: ☐ UNINHABITED ☒ INHABITED (12 OR MORE REGISTERED VOTERS)
6	CURRENTLY, THE TERRITORY(IES) INCLUDED IN THE PROPOSAL IS/ARE: ☐ DEVELOPED ☒ UNDEVELOPED
7	IS THIS PROPOSAL CONSISTENT WITH THE SPHERE OF INFLUENCE OF THE AFFECTED CITY AND/OR DISTRICT? ☒ YES ☐ NO
8	PLEASE DESCRIBE IN DETAIL, THE REASONS FOR THE PROPOSED CHANGE OF ORGANIZATION (ANNEXATION, DETACHMENT, ETC.). USE ATTACHED SHEET IF NECESSARY. Provides for the orderly development & inclusion of all adjacent properties within reasonable distance to be served.
9	THE PROPOSED CHANGE OF ORGANIZATION IS REQUESTED, SUBJECT TO THE FOLLOWING TERMS AND CONDITIONS: N/A
10	WOULD THIS PROPOSAL CREATE AN ISLAND OF UNINCORPORATED TERRITORY? ☐ YES ☒ NO IF YES, PLEASE EXPLAIN.
11	IS THERE A GOOD LIKELIHOOD OF A SIGNIFICANT INCREASE IN POPULATION IN THE SUBJECT AREA WITHIN THE NEXT TEN YEARS? IN UNINCORPORATED AREAS? ☒ YES ☐ NO IN INCORPORATED AREAS? ☒ YES ☐ NO ESTIMATED ADDITIONAL POPULATION: 31,379
12	WHAT IS THE EXISTING ZONING? Various: RR, R-1, RC, RA, MHP, PUD, C-1, C-2, VC, I-1I-2, and SP (See Exhibit C) WHAT IS THE PROPOSED ZONING? No changes in zoning
13	HAS OR IS THE AREA BEEN/BEING PRE-ZONED? ☐ YES ☒ NO WHAT IS THE PRE-ZONING CLASSIFICATION? N/A WHAT DATE WAS THIS PRE-ZONED? N/A

14	WHAT IS THE PLANNED GENERAL PLAN DESIGNATION OF THE AREA BY THE AFFECTED CITY? Residential: Rural, Low Density, Single Family, Apartment, and Condo; Commercial: Neighborhood, Office, Village, & Regional; Industrial: General & Rail Served; Agriculture; Public Use; Mobile Home Park; and PUD (See Exhibit D)
15	DESCRIBE ANY SPECIAL LAND USE CONCERNS EXPRESSED IN THE ABOVE PLANS. None
16	SPECIFY ANY AND ALL EXISTING LAND USES. See Pages 28 through 35 of Draft Service Area Plan Update. WHAT ARE THE PROPOSED LAND USES? See Exhibit D - Land Use Map. DESCRIBE YOUR PROJECT IN DETAIL: City of imperial Service Area Plan Update with boundary modification to sphere of influence.
17	DOES THE APPLICATION CONTAIN 100% WRITTEN CONSENT OF EACH PROPERTY OWNER IN THE SUBJECT TERRITORY? N/A ☐ YES ☐ NO
18	WILL THE ANNEXED TERRITORY BE LIABLE FOR ITS SHARE OF EXISTING BONDED INDEBTEDNESS? N/A ☐ YES ☐ NO
19	WILL THE ANNEXED TERRITORY BE INCLUDED WITHIN ANY PARTICULAR TAX DIVISION OR ZONE OF THE ANNEXING TERRITORY? PLEASE SPECIFY. N/A
20	IF THE PROPOSAL INCLUDES THE CONSOLIDATION OF SPECIAL DISTRICTS, THE PROPOSED NAME OF THE CONSOLIDATED DISTRICT IS: N/A
21	IF AN INCORPORATION IS INCLUDED IN THE PROPOSAL: (A) THE NAME PROPOSED FOR THE NEW CITY IS: N/A (B) PROVISIONS ARE REQUESTED FOR APPOINTMENT OF: (I) CITY MANAGER ☐ YES ☐ NO (II) THE CITY CLERK AND CITY TREASURER ☐ YES ☐ NO

22	IF THE FORMATION OF A NEW DISTRICT(S) IS INCLUDED IN THE PROPOSAL: (A) THE PRINCIPAL ACT(S) UNDER WHICH SAID DISTRICT(S) IS/ARE PROPOSED TO BE FORMED IS/ARE: N/A (B) THE PROPOSED NAME(S) OF THE NEW DISTRICT(S) IS/ARE: N/A (C) THE BOUNDARIES OF THE PROPOSED NEW DISTRICT(S) ARE AS DESCRIBED IN EXHIBITS N/A, INCORPORATED HEREIN.
23	THE PERSON(S) SIGNING THIS PETITION HAVE SIGNED AS: (*CHECK ONLY ONE*) ☐ REGISTERED VOTERS ☐ OWNERS OF LAND
24	AS REQUIRED, THE FOLLOWING ITEMS ARE ENCLOSED WITH THIS APPLICATION: ☐ DEPOSIT ☐ LEGAL DESCRIPTION ☐ INDEMNIFICATION AGREEMENT ☐ ANNEXATION MAP (10 COPIES)

Marlene D. Best
APPLICANT SIGNATURE

5/12/15
DATE

*Please complete the names and addresses of **additional** persons (**not including** the owner/applicant previously listed at the beginning of the application) who are requesting to have furnished copies of the agenda and Executive Officer's Report and/or mailed notices of the hearing of this proposal. Please attach additional pages if necessary.*

PERSON 1	REQUESTS: ⊡ AGENDA COPIES ⊡ HEARING PACKAGE HARD COPY ⊡ PUBLIC NOTICE OF HEARING ⊡ HEARING PACKAGE ON CD
NAME Jorge Galvan, Planning Director	COMPANY City of Imperial
MAILING ADDRESS 420 South Imperial Avenue	TELEPHONE NUMBER (760) 355-1152
CITY, STATE, ZIP Imperial, CA 92251	EMAIL ADDRESS jgalvan@cityofimperial.org

PERSON 2	REQUESTS: ⊡ AGENDA COPIES ⊡ HEARING PACKAGE HARD COPY ⊡ PUBLIC NOTICE OF HEARING ⊡ HEARING PACKAGE ON CD
NAME Justina G. Arce, Planning Consultant	COMPANY The Holt Group
MAILING ADDRESS 1601 N. Imperial Avenue	TELEPHONE NUMBER (760) 337-3883
CITY, STATE, ZIP El Centro, CA 92243	EMAIL ADDRESS jarce@theholtgroup.net

NOTICE:

Prior to the effective date of any jurisdictional change (i.e. annexation, detachment, etc.) the governing bodies of all agencies whose service areas or service responsibilities would be altered by such change shall meet to determine the amount of property tax revenues to be exchanged between and among such affected agencies. Notwithstanding any other provisions of law, no such jurisdictional change shall become effective until each county and city included in such negotiation agrees, BY RESOLUTION, to accept the negotiated exchange of property tax revenues.

NOTE:

The resolutions referred to above shall be attached to this application prior to filing with the Local Agency Formation Commission. The Executive Officer of the Local Agency Formation Commission shall not issue a Certificate of Completion (COC) until such resolution is filed with LAFCO.

Wherefore, petitioner(s) request(s) that proceedings be taken in accordance with the provisions of Section 56000, et seq. of the Government Code and herewith affix signature(s) as follows:

*Chief Petitioners (**not to exceed three**):*

PRINT NAME _____ DATE _____

SIGNATURE _____ RESIDENCE ADDRESS _____

PRINT NAME _____ DATE _____

SIGNATURE _____ RESIDENCE ADDRESS _____

PRINT NAME _____ DATE _____

SIGNATURE _____ RESIDENCE ADDRESS _____

FOR LAFCO USE ONLY

Julie Carter
APPLICATION RECEIVED BY

5-18-15
DATE RECEIVED

CHECK THE DOCUMENTS SUBMITTED WITH THE APPLICATION:

- ☐ DEPOSIT
- ☐ INDEMNIFICATION AGREEMENT
- ☐ LEGAL DESCRIPTION
- ☐ ANNEXATION MAP (10 COPIES)

IM 4-15
PROJECT NO. ASSIGNED

DATE ACCEPTED

JH\DEB\S:\LAFCO\Forms\2014 Forms\Application 2014.doc

Updated 06/30/2014

Exhibit A - APN Listing

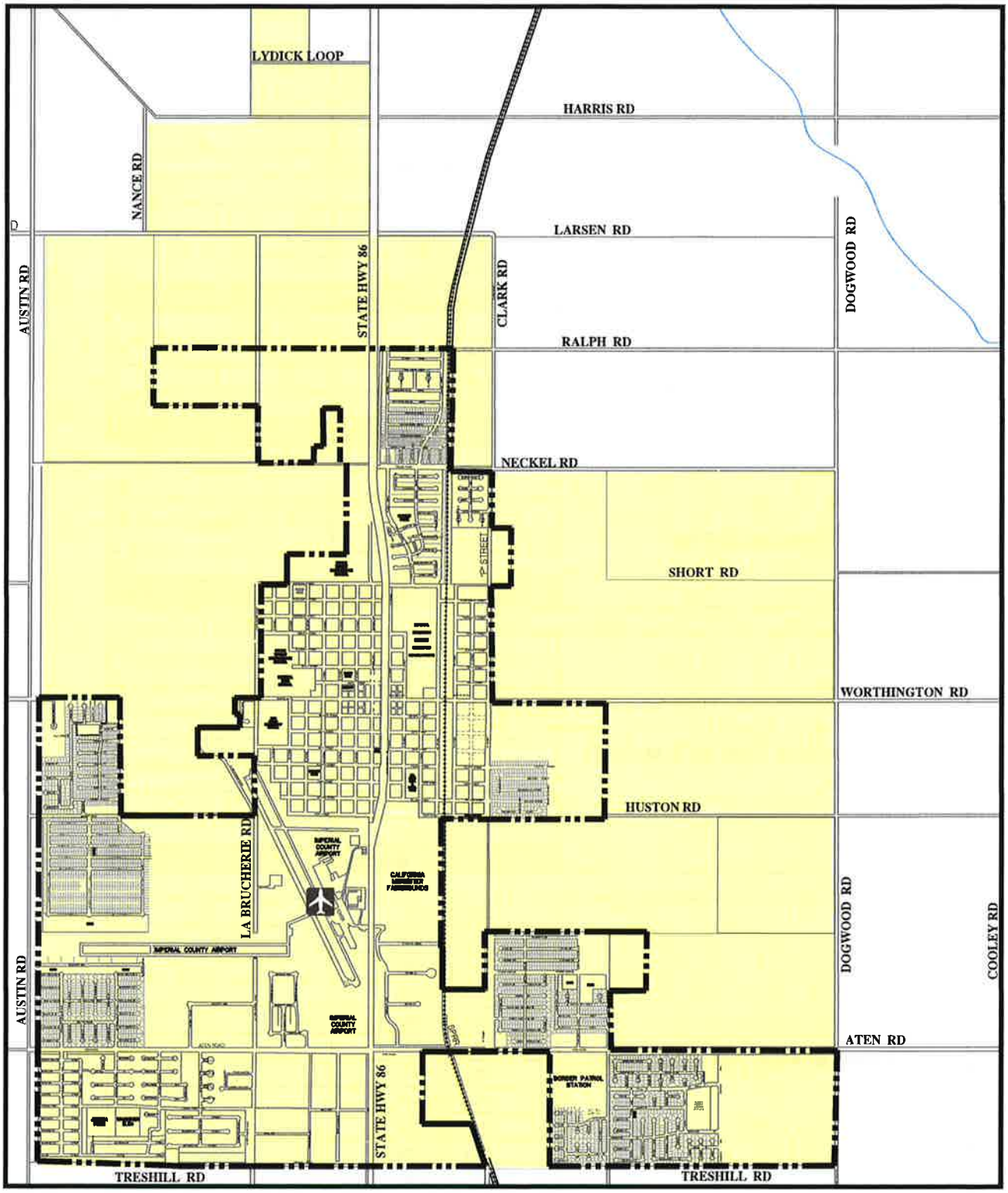
Sphere of Influence	APN	ACRES
N-1 (Barioni Lakes North)	040-320-013	80
	063-010-018	145
	063-010-019	40
	063-010-071	69
	063-010-072	2
	063-010-073	< 1
	063-010-082	33
	Sub-Total	**≈ 370**
N-2 (Barioni Lakes West)	063-010-013	80
	063-010-014	80
	063-010-029	160
	063-010-052	2
	063-010-055	< 1
	063-010-059	68
	063-010-060	< 1
	063-010-061	< 1
	Sub-Total	**≈ 390**
N-3 (Regional Park)	063-010-049	144
	Sub-Total	**≈ 144**
N-4 (Barioni Lakes Estates Phase I)	063-010-021	69
	063-010-082	115
	063-010-081	2
	Sub-Total	**≈ 186**
N-5 (HBC)	044-530-011	5
	044-530-014	3
	044-530-015	7
	044-530-016	2
	044-530-017	1
	044-530-018	17
	044-530-030	23
	044-530-031	12
	044-530-032	53
	044-530-035	40
	Sub-Total	**≈ 163**
N-6 (West Neckel Development)	044-550-004	54
	Sub-Total	**≈ 54**
NE-1 (McFarland Ranch)	044-030-022	< 1
	044-030-023	320
	Sub-Total	**≈ 320**

NE-2 (Sanchez Ranch)	044-200-001	160
	044-200-002	320
	063-090-005	140
	Sub-Total	**≈ 620**

W-1 (Western Developments)	064-013-002	6
	064-013-003	3
	064-013-004	8
	063-020-001	8
	063-020-002	9
	063-020-003	9
	063-020-010	9
	063-020-032	3
	063-020-034	5
	063-260-002	7
	063-260-031	9
	063-260-032	9
	063-260-046	4
	063-270-013	4
	063-270-019	3
	063-031-001	8
	063-031-002	10
	063-031-004	4
	063-031-018	5
	063-031-024	9
	063-031-032	6
	063-032-001	5
	063-033-041	5
	064-020-021	7
	064-020-050	5
	064-240-002	3
	064-240-006	3
	064-240-018	5
	064-240-044	4
	064-254-084	2
	064-254-088	2
	064-254-085	2
	064-254-087	2
	064-254-086	9
	732 APN's < 3 acres each	≈ 699
	Sub-Total	**≈ 891**

SE-1 (Encanto Estates)	044-200-011	320
	Sub-Total	**≈ 320**

SE-2 (East Annexation)	044-200-058	4
	044-200-075	1
	044-200-076	6
	044-200-077	6
	044-200-078	< 1
	044-200-079	5
	044-200-080	<1
	044-200-081	14
	044-200-082	1
	044-200-094	47
	Sub-Total	**≈ 84**
SE-3 (Crown Commercial/Andalusa)	044-200-019	80
	044-200-065	2
	044-200-095	228
	Sub-Total	**≈ 310**
SE-4 (Andalusa East)	044-200-020	80
	044-200-021	37
	044-200-063	3
	044-200-070	40
	Sub-Total	**≈ 160**
SE-5 (NE Corner of Cross Rd & Aten Rd)	044-200-025	160
	044-200-055	4
	044-200-091	98
	044-200-092	4
	044-200-093	36
	044-200-096	12
	044-200-097	3
	044-200-098	3
	Sub-Total	**≈ 320**
SE-6 (South of Aten/East of RR Tracks)	044-220-003	8
	044-220-004	22
	044-220-005	< 1
	044-220-006	5
	044-220-007	5
	044-220-026	14
	044-220-042	5
	044-220-044	10
	044-220-045	10
	044-220-046	64
	044-220-048	17
	Sub-Total	**≈ 160**
	Grand Total	≈ 4,488 Acres



LEGEND:

City Limits

Proposed Sphere of Influence (SOI)

The Holt Group, Inc.
ENGINEERING · PLANNING · SURVEYING
1601 N. Imperial Ave. El Centro, California 92243
(760)337-3883

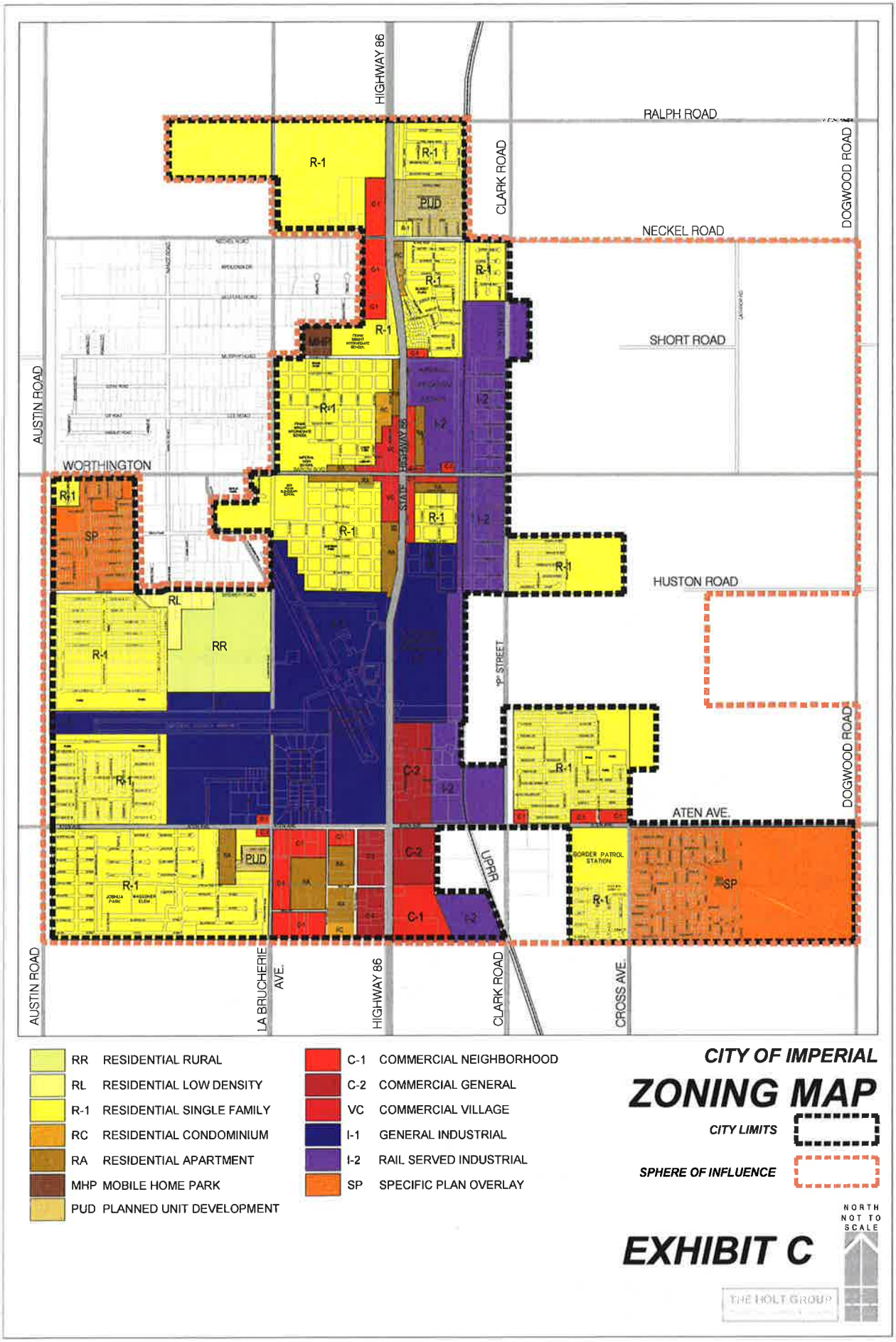
NOT TO SCALE

2015
SPHERE OF INFLUENCE & CITY LIMITS
CITY OF IMPERIAL

EXHIBIT B

THG Project No. 173.132

June 2015



RR	RESIDENTIAL RURAL	C-1	COMMERCIAL NEIGHBORHOOD
RL	RESIDENTIAL LOW DENSITY	C-2	COMMERCIAL GENERAL
R-1	RESIDENTIAL SINGLE FAMILY	VC	COMMERCIAL VILLAGE
RC	RESIDENTIAL CONDOMINIUM	I-1	GENERAL INDUSTRIAL
RA	RESIDENTIAL APARTMENT	I-2	RAIL SERVED INDUSTRIAL
MHP	MOBILE HOME PARK	SP	SPECIFIC PLAN OVERLAY
PUD	PLANNED UNIT DEVELOPMENT		

CITY OF IMPERIAL

ZONING MAP

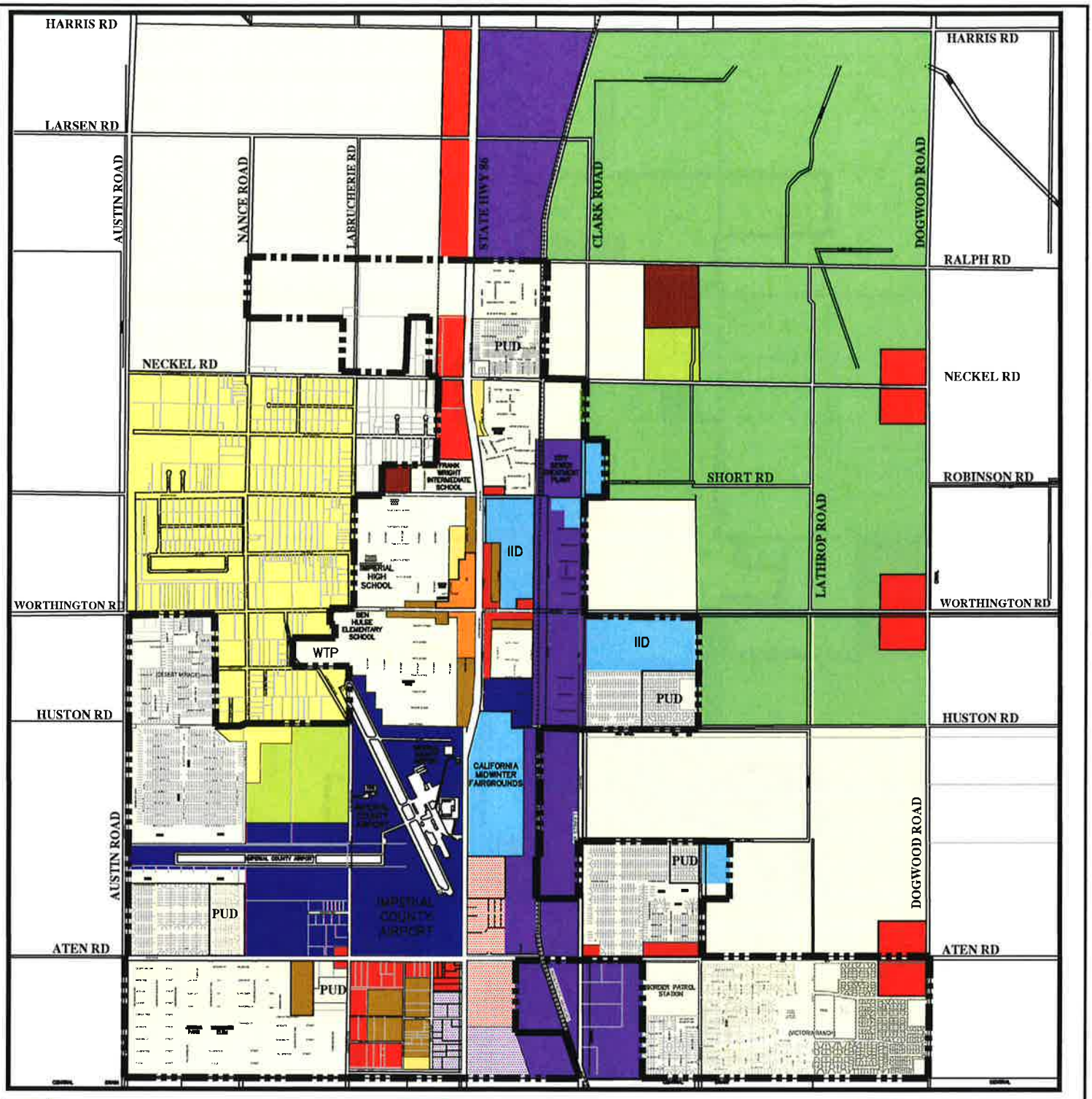
CITY LIMITS

SPHERE OF INFLUENCE

NORTH
NOT TO SCALE

EXHIBIT C

THE HOLT GROUP



- RESIDENTIAL RURAL
- RESIDENTIAL LOW DENSITY
- RESIDENTIAL SINGLE FAMILY
- PUD — PLANNED UNIT DEVELOPMENT
- RESIDENTIAL APARTMENT
- MOBILE HOME PARK
- RESIDENTIAL CONDOMINIUM
- COMMERCIAL NEIGHBORHOOD
- COMMERCIAL OFFICE
- COMMERCIAL VILLAGE
- COMMERCIAL REGIONAL
- GENERAL INDUSTRIAL
- RAIL SERVED INDUSTRIAL
- AGRICULTURE
- PUBLIC USE
- CITY LIMITS

The Holt Group, Inc.
ENGINEERING · PLANNING · SURVEYING
1601 N. Imperial Ave. El Centro, California 92243
(760)337-3883

NOT TO SCALE

CITY OF IMPERIAL
GENERAL PLAN LAND USE MAP

EXHIBIT D

THG Project No. 173.132

June 2015

RECEIVED

MAY 18 2015

Imperial County
LOCAL AGENCY FORMATION COMMISSION

APPLICATION FOR SPHERE OF INFLUENCE

PLEASE PRINT OR TYPE AND PLEASE PROVIDE ALL INFORMATION REQUESTED!

1	CITY / DISTRICT TO BE AMENDED City of Imperial	
2	IF APPLICATION IS BY RESOLUTION	RESOLUTION NO. ( ) DATE (____/____/____)
3	IF APPLICATION IS BY PETITION	CHIEF PETITIONER
4	CURRENT SPHERE (SIZE) AREA 7,507 Acres	PROPOSED INCREASE TO SHPERE AREA 876 Acres
5	CURRENT UNDEVELOPED LAND (AREA) WITHIN SPHERE 5,467 Acres	
6	OTHER DISTRICT (S)/CITY (S) AFFECTED No other City would be affected.	
7	REASON FOR REQUEST Provides for the orderly development & inclusion of all adjacent properties within reasonable distance to be served.	
8	DESCRIBE NEW BOUNDARY West boundary line: Austin Rd.; South boundary line: Treshill Rd.; East boundary line: Dogwood Rd.; North boundary line: Neckel Rd. from Dogwood Rd. to Clark Rd., Larsen Rd. from Clark Rd. to Austin Rd., Harris Rd. from Highway 86 to Nance Rd. and Lydick Loop from Highway 86 to La Brucherie Rd.	
9	DESCRIBE LAND USES WITHIN PROPSED AREA See Pages 28 through 35 of Service Area Plan.	
10	APPLICANT (S) NAME Marlene Best, City Manager	APPLICANT (S) PHONE (760) 355-4373
11	APPLICANT (S) ADDRESS 420 South Imperial Avenue, Imperial, California 92251	
12	CITY/DISTRICT REPRESENTATIVE Jorge Galvan, Planning Director	CITY/DISTRICT PHONE (760) 355-1152
13	CITY/DISTRICT MAILING ADDRESS 420 South Imperial Avenue, Imperial, California 92251	

PLEASE READ AND FOLLOW INSTRUCTIONS AND PROVIDE ALL NECESSARY INFORMATION

14 Marlene A Best — SIGNATURE (APPLICANT) 5/12/15 — DATE

15 Marlene A Best — SIGNATURE (CITY/DISTRICT) 5/12/15 — DATE

DATE RECEIVED 5/18/2015	RECEIVED BY Julie Carter	RECEIPT NO.
APPLICATION REJECTED	PREVIOUS AMENDMENT DATE	FEE / DEPOSIT
CERTIFICATE OF FILING DATE	TENTATIVE HEARING DATE	LAFCO I.D. IM4-15

JH/rs/S:\LAFCO\2009 LAFCO MANUAL\SPHEREAP 2009.DOC