AGENDA

CITY COUNCIL - REGULAR MEETING OF THE BANNING CITY COUNCIL
CITY OF BANNING, CALIFORNIA

January 14, 2025
5:00 p.m.
In Chambers

Council Chambers
99 E. Ramsey Street
Banning, CA 92220

The following information comprises the agenda for the regular meeting of the Banning City Council, a joint meeting of the City Council and Banning Utility Authority, and the Banning City Council sitting in its capacity as the Banning Successor Agency Board.

Per the City of Banning Manual of Procedural Guidelines, matters taken up by the Council before 10 p.m. may be concluded, but no new matters shall be taken up except upon a majority vote of the council members present and voting. Such an extension shall only be valid for one hour and each hour thereafter shall require a renewed action for the meeting to continue.

1. CALL TO ORDER

1.1 **INVOCATION**
Performed by Pastor David Harris of Newhope Missionary Baptist Church

1.2 **PLEDGE OF ALLEGIANCE**

1.3 **ROLL CALL**

2. AGENDA APPROVAL

2.1 **AGENDA APPROVAL**

3. PRESENTATIONS

4. REPORT ON CLOSED SESSION

John Pinkney, City Attorney

5. PUBLIC COMMENTS, CORRESPONDENCE, APPOINTMENTS, AND REPORTS

5.1 PUBLIC COMMENTS

5.2 CORRESPONDENCE

5.3 APPOINTMENTS

City Council Committee Assignments for 2025
Recommendation: Discuss and assign Council Members to serve on various committees to represent the City of Banning in the 2025 calendar year.

5.4 CITY COUNCIL COMMITTEE REPORTS

5.5 CITY MANAGER'S REPORT

5.6 CITY ATTORNEY'S REPORT

5.7 CITY TREASURER'S REPORT

6. CONSENT ITEMS

The following items have been recommended for approval and will be acted upon simultaneously, unless a member of the City Council/Banning Utility Authority/Successor Agency Board wishes to remove an item for separate consideration.

6.1 Approval of the Meeting Minutes for the December 10 and December 20, 2024 City Council Meetings
Recommendation: Approve the minutes of the December 10 and December 20, 2024 City Council Meetings.

6.2 Receive and File Police Department Statistics for the Month of November 2024
Recommendation: Receive and file

6.3 Receive and File Fire Protection Services Statistics for the Month of November 2024
Recommendation: Receive and file.

6.4 Receive and File Code Enforcement Statistics for the Month of November 2024
Recommendation: Receive and file.

6.5 Receive and File Contracts Approved Under the City Manager's Signature Authority and Inventory Reports for November 2024
Recommendation: Receive and file.

6.6 City Council Travel and Conference Expense Report Year to Date Through November 30, 2024
Recommendation: Receive and file

6.7 Consideration of Second Reading and Adoption of Ordinance 1607, Amending Chapter 15.76 of the Banning Municipal Code to Update the City's Participation in the Western Riverside County Transportation Uniform Mitigation Fee (TUMF) Program
Recommendation: Conduct second reading and adopt Ordinance 1607.

6.8 Consideration of Resolution 2025-01, Approving a Memorandum of Understanding (MOU) Between The City of Banning Police Department and The Riverside County Probation Department Post-Release Accountability and Compliance Team (PACT) for FY 2024-2025
Recommendation: Adopt Resolution 2025-01.

6.9 Consider Resolution 2025-02, Approving the Administrative Services Agreement between Riverside County and the City of Banning related to County Service Area 152, National Pollutant Discharge Elimination System Stormwater (NPDES) Assessment
Recommendation: Adopt Resolution 2025-02.

6.10 Consideration of Resolution 2025-03, Awarding a Professional Services Agreement to CASC Engineering Consulting, Inc. for National Pollutant Discharge Elimination System (NPDES) Inspections and Environmental Compliance Services in the Amount of $40,049
Recommendation: Adopt Resolution 2025-03.

6.11 Consideration of Resolution 2025-04, Approving Amendment No. 2 to the Design-Build Agreement with EFS West for the Compressed Natural Gas Fueling Station for an Additional Amount of $730,398 for a Second Compressor

Recommendation: Adopt Resolution 2025-04.

6.12 Consideration of Resolution 2025-05, Authorizing the City Manager, or Designee, to Execute a Subrecipient Grant Agreement between the Western Riverside Council of Governments and the City of Banning for Electric Vehicles and Chargers
Recommendation: Adopt Resolution 2025-05.

6.13 Consideration of Approving Amendment No. 2 to the Renewable Natural Gas Supply Agreement with AmpRenew Offtake I, LLC
Recommendation: Approve Amendment No. 2.

6.14 Accept an Easement from Tri Pointe Homes for Electric Utility Purposes on Accessor's Tract Map No. 37388-1 Highland Home Road, within the Atwell Development for the Maintenance of the City-Owned Electric Distribution System
Recommendation: Staff recommends that City Council accept an easement from Tri Pointe Homes for electric utility purposes for Tract Map No. 37388-1 on Highland Home Road within the Atwell Development for the maintenance of the City owned and operated electric distribution system.

6.15 Accept an Easement from Banning 56, LLC for Electric Utility Purposes on Accessor's Tract Map No. 30906-1 within the Crestwood Communities Development for the Maintenance of the City-Owned Electric Distribution System
Recommendation: Staff recommends that City Council accept an easement from Banning 56, LLC for electric utility purposes for Tract Map No. 30906-1 Lot 1 and Lot 34 within the Crestwood Communities Development for the maintenance of the City-owned and operated electric distribution system.

6.16 Authorize the City Manager to Sign the Notice of Completion for "Well M12A Groundwater Production Well Drilling, Construction, Development and Testing" and Direct the City Clerk to Record the Notice of Completion
Recommendation: Approve the Notice of Completion.

6.17 Consideration of Resolution 2025-08, Amending the Classification & Compensation Plan for the City of Banning
Recommendation: Adopt Resolution 2025-08.

7. PUBLIC HEARINGS

8. REPORTS OF OFFICERS

8.1 Consideration of Resolution 2025-06, Approving an Exclusive Negotiating Agreement with Investel Development LLC for City-Owned Real Property Located at 150 E. Ramsey Street, Banning (APNs 541-181-032, 541-181-033, 541-181-034, AND 541-181-035)
Recommendation: Adopt Resolution 2025-06.

8.2 Consideration of Resolution 2025-07, Reprogramming Community Development Block Grant (CDBG) Funds in the Amount of $268,414 from Fiscal Year 2022/2023 - Sylvan Park improvement Project #2 ($107,000) AND FY 2023-24 - Sylvan Park Improvement Project #3 ($161,414) to Lion's Park Project #2 ($257,414) and Sylvan Park Improvement Project # 1 ($11,000)
Recommendation: Adopt Resolution 2025-07.

8.3 Consideration of City Clerk and City Treasurer Compensation
Recommendation: Provide direction to City Manager regarding compensation of elected City Clerk and City Treasurer.

8.4 Opportunity Village Gift Card Policy
Recommendation: Receive and file.

8.5 Consideration of Zoom Video Conferencing Accessibility for City Council Meetings
Recommendation: Provide direction to the City Manager regarding use of Zoom for City Council meetings.

9. DISCUSSION ITEMS

9.1 City Litigation Update
Recommendation: Receive and file.

10. ANNOUNCEMENTS FROM CITY COUNCIL MEMBERS

11. ITEMS FOR FUTURE AGENDAS

11.1 **NEW ITEMS**

11.2 **EXISTING ITEMS**

1. Update on Community Garden (Flynn)
2. Zencity Contract (Flynn)
3. Developer Presentation on Sunset Crossroads Project (Flynn)
4. All Active Lawsuits against the City (Flynn)
5. Increased Compensation for City Treasurer and City Clerk (Flynn)
6. Ongoing Billing Errors – Electric and Water (Flynn)
7. Contracting Animal Services (Flynn)
8. Code Enforcement Department Citations Process (Miller)
9. Zoom Options for Public Meetings (Royce)
10. Existing Public Benefits Fund Accounting (Royce)
11. Emergency Preparedness (Barrington)

12. ADJOURNMENT

Next Regular Meeting – January 28, 2025

AFFIDAVIT • DECLARACIÓN JURADA

IT IS HEREBY CERTIFIED under the laws of the State of California that the above agenda was posted on the City's website (www.banningca.gov) as well as the Bulletin Board at Banning City Hall, located at 99 E Ramsey Street, Banning, CA 92220, at least 72 hours in advance of the meeting.

Caroline Patton, Administrative City Clerk
Secretario adjunto de la ciudad

PUBLIC NOTICE • NOTICIA PÚBLICA

Meeting Agendas and Notices

Interested in receiving email and/or text notifications of upcoming City Council meetings? Sign up for meeting notifications through the City's website. Pursuant to amended Government Code §54957.5(b), staff reports and other public records related to open session agenda items are available on the City's website (www.banningca.gov/).

Public Comment

Agenda Items

Any member of the public may address this meeting of the City Council on any item appearing on the agenda. A five-minute limitation shall apply to each member of the public and no member of the public shall be permitted to share their time with any other person.

Non-Agenda Items

Any member of the public may address this meeting of the City Council on any item which does not appear on the regular meeting agenda but is of interest to the general public and is an item upon which the City Council may act. A three-minute limitation shall apply to each member of the public and no member shall be permitted to share their time with any other person. No action shall be taken, nor discussion held by the City Council, on any item which does not appear on the agenda, unless the action is otherwise authorized in accordance with the provisions of subdivision (b) of §54954.2 of the Government Code.

Special Assistance/Accessibility Requests

In compliance with the Americans with Disabilities Act, any member of the public may request that the agenda and agenda packet be mailed to them. If you need special assistance to participate in this meeting (such as translation services), please contact the City Clerk's Office. Advanced notification of at least 48 hours prior to the meeting will allow the city to make arrangements to ensure your accessibility.

¿Necesita servicios de traducción para participar? Contacto Oficina del Secretario de la Ciudad.

CONTACT • CONTACTO

City Clerk's Office | 951-922-3102 | CityClerks@banningca.gov
99 East Ramsey Street, Banning, California 92220

CITY OF BANNING
STAFF REPORT

TO:	**CITY COUNCIL**
FROM:	**Douglas Schulze, City Manager**
PREPARED BY:	**Caroline Patton, Administrative City Clerk**
MEETING DATE:	**January 14, 2025**
SUBJECT:	**City Council Committee Assignments for 2025**

RECOMMENDATION:

Discuss and assign Council Members to serve on various committees to represent the City of Banning in the 2025 calendar year.

BACKGROUND:

Annually in January, the City Council assigns its members to regional boards and committees in order to represent the City of Banning and its interests.

JUSTIFICATION:

This is an annual process.

FISCAL IMPACT:

The only fiscal impact is the cost to the City of the City Council members attending meetings of these boards and committees. Some boards/committees offer stipends to their members to offset this cost, but the stipend is paid directly to the member.

ALTERNATIVES:

There are no alternatives to this necessary annual process.

BUDGETED?:

Yes

CONTRACT/AGREEMENT:

No

ATTACHMENTS:

1. Council Assignments_2024_Revised 2024 05 14.pdf
3. Council Assignments_2025 - BLANK.pdf

BANNING CITY COUNCIL

2024 COMMITTEE ASSIGNMENTS

Revised 5/14/2024

COMMITTEE	DAY & TIME OF MEETING	MEMBER	ALTERNATE	STAFF LIAISON
Western Riverside Council of Governments (WRCOG)	1st Mondays 2:00 p.m.	Flynn	Wallace	City Manager
Riverside Transit Agency (RTA)	4th Thursdays 2:00 p.m. (Dark August; Nov and Dec meetings on 3rd Thursday)	Sanchez	Flynn	Public Works Director
Riverside County Transportation Commission (RCTC)	2nd Wednesdays 9:00 a.m.	Happe	Minjares	Public Works Director
Pass Area Transportation NOW Committee	1st Thursdays 12:00 p.m.	Flynn	Wallace	Public Works Director
Regional Conservation Authority (RCA)	1st Mondays 12:30 p.m.	Wallace	Flynn	Community Development Director
San Gorgonio Pass Water Alliance (SGPWA)	4th Wednesdays 5:00 p.m.	Minjares	Flynn	Public Works Director
Southern California Association of Governments (SCAG)	1st Thursdays 10:30 a.m.	Wallace	Flynn	
Community Action Partnership	3rd Thursdays 7:00 p.m.	Wallace	Minjares	
League of California Cities (CalCities)	Quarterly (January, March, May, and July)	Wallace	Flynn	City Manager

BANNING CITY COUNCIL

2024 COMMITTEE ASSIGNMENTS

Revised 5/14/2024

2 x 2 COUNCIL WORKING GROUPS

(meet as needed)

BANNING UNIFIED SCHOOL DISTRICT	MORONGO BAND OF MISSION INDIANS	MT. SAN JACINTO COLLEGE	SAN GORGONIO MEMORIAL HOSPITAL	CITY OF BEAUMONT
Wallace Flynn Staff: City Manager	Sanchez Minjares Staff: City Manager	Minjares Sanchez Staff: City Manager	Flynn Wallace Staff: City Manager	Flynn Minjares Staff: City Manager

STANDING COMMITTEES

(meet as needed)

ECONOMIC DEVELOPMENT	HEALTHY LIVING CITY	DOWNTOWN	BUDGET & FINANCE	HOMELESSNESS ADVISORY
Flynn Sanchez Staff: Economic Development Mgr	Wallace Flynn Staff: Parks & Recreation Director	Flynn Wallace Staff: City Manager	Flynn Wallace Staff: Finance Director	Minjares Sanchez Staff: City Manager

BANNING CITY COUNCIL

2025 COMMITTEE ASSIGNMENTS

COMMITTEE	DAY & TIME OF MEETING	MEMBER	ALTERNATE	STAFF LIAISON
Western Riverside Council of Governments (WRCOG)	1st Mondays 2:00 p.m.			City Manager
Riverside Transit Agency (RTA)	4th Thursdays 2:00 p.m. (Dark August; Nov and Dec meetings on 3rd Thursday)			Public Works Director
Riverside County Transportation Commission (RCTC)	2nd Wednesdays 9:00 a.m.			Public Works Director
Pass Area Transportation NOW Committee	1st Thursdays 12:00 p.m.			Public Works Director
Regional Conservation Authority (RCA)	1st Mondays 12:30 p.m.			Community Development Director
San Gorgonio Pass Water Alliance (SGPWA)	4th Wednesdays 5:00 p.m.			Public Works Director
Southern California Association of Governments (SCAG)	1st Thursdays 10:30 a.m.			
Community Action Partnership	3rd Thursdays 7:00 p.m.			
League of California Cities (CalCities)	Quarterly (January, March, May, and July)			City Manager

BANNING CITY COUNCIL

2025 COMMITTEE ASSIGNMENTS

2 x 2 COUNCIL WORKING GROUPS

(meet as needed)

BANNING UNIFIED SCHOOL DISTRICT	MORONGO BAND OF MISSION INDIANS	MT. SAN JACINTO COLLEGE	SAN GORGONIO MEMORIAL HOSPITAL	CITY OF BEAUMONT
Staff: City Manager	Staff: City Manager	Staff: City Manager	Staff: City Manager	Staff: City Manager

STANDING COMMITTEES

(meet as needed)

ECONOMIC DEVELOPMENT	HEALTHY LIVING CITY	DOWNTOWN	BUDGET & FINANCE	HOMELESSNESS ADVISORY
Staff: Economic Development Manager	Staff: Parks & Recreation Director	Staff: City Manager	Staff: Finance Director	Staff: City Manager

CANNABIS	GENERAL PLAN
Staff: Community Development Director	Staff: Community Development Director

CITY OF BANNING
STAFF REPORT

TO:	**CITY COUNCIL**
FROM:	**Douglas Schulze, City Manager**
PREPARED BY:	**Caroline Patton, Administrative City Clerk** **Doug Schulze, City Manager**
MEETING DATE:	**January 14, 2025**
SUBJECT:	**Approval of the Meeting Minutes for the December 10 and December 20, 2024 City Council Meetings**

RECOMMENDATION:

Approve the minutes of the December 10 and December 20, 2024 City Council Meetings.

BACKGROUND:

After every meeting, the City Clerk's Office prepares meeting minutes. The City Council reviews and approves these minutes either as presented or with modifications.

JUSTIFICATION:

These minutes have been prepared as Action Minutes in accordance with City Council Resolution 1995-21 and Government Code Sections 36814, 40801, and 54953(c)(2).

FISCAL IMPACT:

None

ALTERNATIVES:

1. Approve as recommended.
2. Approve with modifications.

BUDGETED?:

No

CONTRACT/AGREEMENT:

No

ATTACHMENTS:

1. 2024 12 10_Minutes_Regular Meeting.pdf
2. 2024 12 20_Minutes_Special Meeting - Closed Session.pdf
3. 2024 12 20_Minutes_Special Meeting - Workshop.pdf

The following information comprises the minutes for a regular meeting of the City Council, a joint meeting of the Banning City Council and Banning Utility Authority and a joint meeting of the Banning City Council and the Banning City Council sitting in its capacity as the Successor Agency Board.

MINUTES **12/10/2024**
CITY COUNCIL **REGULAR MEETING**

COUNCIL MEMBERS PRESENT: Council Member Sheri Flynn
Council Member David Happe
Mayor Pro Tem Rick Minjares
Mayor Alberto Sanchez
Council Member Colleen Wallace

COUNCIL MEMBERS ABSENT: None

OTHERS PRESENT: Doug Schulze, City Manager
Laurie Sampson, Assistant City Manager
` Serita Young, City Attorney
Caroline Patton, Administrative City Clerk
John Garside, Multimedia Specialist
Art Vela, Director of Public Works
David Newell, Community Development Director
Nate Smith, Deputy Director of Public Works/City Engineer
Vincent Avila, Chief of Police
Barbara Mason, Purchasing Manager
Brandon Smith, Acting Police Captain

1. CALL TO ORDER

Mayor Sanchez called the regular meeting to order at 5:00 p.m.

1.1. Invocation – Reverend Doctor James Baylark performed the invocation.

1.2. Pledge of Allegiance

1.3. Roll Call

COUNCIL MEMBER	PRESENT	ABSENT
Flynn, Sheri	✕	
Happe, David	✕	
Minjares, Rick	✕	
Sanchez, Alberto	✕	
Wallace, Colleen	✕	

2. COUNCIL REORGANIZATION

2.1. Consideration of Resolution 2024-187, Reciting the Facts of the Consolidated General Election Held in the City of Banning on November 5, 2024 and Declaring the Results and Other Related Matters as Provided by Law

Caroline Patton, Administrative City Clerk, presented the staff report.

Motion to adopt Resolution 2024-187.

Motion by Mayor Pro Tem Minjares
Seconded by Mayor Sanchez

COUNCIL MEMBER	YES	NO	ABSTAIN	RECUSE	ABSENT
Flynn, Sheri	✕				
Happe, David	✕				
Minjares, Rick	✕				
Sanchez, Alberto	✕				
Wallace, Colleen	✕				

Motion approved by a vote of 5-0.

2.2. Recognition of Outgoing Elected Officials
- District 1 – Alberto Sanchez
- District 2 – Rick Minjares
- District 4 – David Happe
- City Clerk – Marie Calderon
- City Treasurer – Alejandro Geronimo

2.3. Swearing In Newly Elected Officials
- District 1 – Leroy Miller
- District 2 – Cynthia Barrington
- District 3 – Sheri Flynn
- District 4 – Richard Royce
- City Clerk – Vickie Lopez Sellers
- City Treasurer – Gladys “Sue” Savage

2.4. Annual City Council Reorganization

ELECTION OF MAYOR

Council Member Wallace nominated Council Member Miller.
Council Member Royce nominated Council Member Flynn.

Motion to close nominations.

Motion by Council Member Wallace
Seconded by Council Member Miller

Selection for Mayor:

Barrington, Cynthia	Flynn
Flynn, Sheri	Flynn
Miller, Leroy	Miller
Royce, Richard	Flynn
Wallace, Colleen	Miller

Council Member Flynn was selected as Mayor for a one-year term.

ELECTION OF MAYOR PRO TEM
Council Member Wallace nominated Council Member Miller.
Council Member Barrington nominated Council Member Royce.

Motion to close nominations.

Motion by Council Member Flynn
Seconded by Council Member Royce

Selection for Mayor Pro Tem:

Barrington, Cynthia	Royce
Flynn, Sheri	Royce
Miller, Leroy	Miller
Royce, Richard	Royce
Wallace, Colleen	Miller

Council Member Royce was selected as Mayor Pro Tem for a one-year term.

3. AGENDA APPROVAL

3.1. Approve Agenda

Motion to approve the agenda.

Motion by Council Member Wallace
Seconded by Council Member Miller

COUNCIL MEMBER	YES	NO	ABSTAIN	RECUSE	ABSENT
Barrington, Cynthia	✕				
Flynn, Sheri	✕				
Miller, Leroy	✕				
Royce, Richard	✕				
Wallace, Colleen	✕				

Motion approved by a vote of 5-0.

4. PRESENTATIONS

None

5. PUBLIC COMMENTS, CORRESPONDENCE, APPOINTMENTS, CITY COUNCIL COMMITTEE REPORTS, CITY MANAGER REPORT, AND CITY ATTORNEY REPORT

5.1. PUBLIC COMMENTS
The following individuals addressed City Council during Public Comment:

- Frank Burgess
- Sue Savage
- Bill Lamb
- Bill Hobbs
- Diego Rose

- Alberto Sanchez
- Reverend Aaron Lee
- Juanita Diaz

5.2. CORRESPONDENCE
2 items of correspondence were received and distributed to the City Council and are attached here.

5.3. APPOINTMENTS

INTERVIEWS
- Chris Castorena
- David Ellis
- ~~Michael Gonzales~~ *Not in attendance*
- Gerry Phelps
- ~~Cambria Richardson~~ *Not in attendance*
- Nathaniel Rodriguez
- Brooke Schicke

APPOINTMENTS
Motion to appoint Chris Castorena to Position 3 on the Banning Planning Commission with a term concluding in January 2027.

Motion by Mayor Flynn
Seconded by Council Member Barrington

COUNCIL MEMBER	YES	NO	ABSTAIN	RECUSE	ABSENT
Barrington, Cynthia	✕				
Flynn, Sheri	✕				
Miller, Leroy		✕			
Royce, Richard	✕				
Wallace, Colleen		✕			

Motion approved by a vote of 3-2.

Motion to continue the selection process for Planning Commission Positions 1 & 2 to the January 28, 2025 regular meeting of the City Council.

Motion by Mayor Flynn
Seconded by Council Member Miller

COUNCIL MEMBER	YES	NO	ABSTAIN	RECUSE	ABSENT
Barrington, Cynthia	✕				
Flynn, Sheri	✕				
Miller, Leroy	✕				
Royce, Richard	✕				
Wallace, Colleen		✕			

Motion approved by a vote of 4-1.

5.4. CITY COUNCIL COMMITTEE REPORTS
Council Member Wallace reported on a Regional Conservation Agency (RCA) meeting.

Mayor Flynn reported on a Western Riverside County Council of Governments (WRCOG) meeting and the recent Holiday Parade in town.

5.5. CITY MANAGER REPORT
City Manager Schulze reported on the recent Holiday Parade in town and wished everyone Happy Holidays.

5.6. CITY ATTORNEY REPORT
City Attorney Young had no report.

5.7. CITY TREASURER REPORT
City Treasurer Savage reported on future meetings of the Budget and Finance Committee.

6. CONSENT AGENDA

6.1 Approval of the Meeting Minutes for the November 12, 2024 City Council Meetings
6.2 Receive and File Accounts Payable and Payroll Warrants Issued in the Month of October 2024
6.3 Cash and Investments Report for the Month of October 2024
6.4 Receipts, Disbursements, & Fund Balances Reporting for Fiscal Year 2024-25, Period 4, October 2024
6.5 Receive and File Police Department Statistics for the Month of October 2024
6.6 Receive and File Fire Protection Services Statistics for the Month of October 2024
6.7 Code Enforcement Update and Statistics for the Month of October 2024
6.8 City Council Travel and Conference Expense Report Year to Date Through October 31, 2024
6.9 Receive and File Contracts Approved Under the City Manager's Signature Authority and Inventory Reports for October 2024
6.10 Receive and File Parks and Recreation Report of Monthly Activities through the 1st Quarter of Fiscal Year 2024/2025 – September 2024
6.11 Consideration of Resolution 2024-06 SA, Approving the Establishment of Recognized Obligation Payment Schedule (ROPS) 25-26 A and B for the Period of July 2025 through June 2026 and Approving Certain Related Actions
6.12 Consideration of Resolution 2024-188, Approving Amendment No. 1 to the Design-Build Agreement with EFS West for the Compressed Natural Gas Fueling Station for an Additional Amount of $260,549 for a Standby Diesel Generator
6.13 Consideration of Resolution 2024-189, Adopting the Water Supply Verification for Tentative Tract Map 37388 (Atwell Phase 2B)
6.14 Consideration of Resolution 2024-190, Approving Final Tract Maps 37388, 37388-7, and 37388-8 and Release the Maps for Recordation; Authorize Staff to Sign the Subdivision Improvement Agreements and Final Tract Maps; Accept Faithful Performance and Labor Bonds for Public Improvements
6.15 Consideration of Resolution 2024-191, Approving the Restatement of the City of Banning Section 125 Cafeteria Plan

6.16 Consideration of Resolution 2024-192, Approving an Amendment to the Construction Services Contract with Electric Power Systems International, Inc. in the Amount of $9,220 Related to the San Gorgonio Substation 12kV Extension Project

6.17 Consideration of Resolution 2024-193, Amending the Classification & Compensation Plan for the City of Banning

6.18 Consideration of Resolution 2024-194, Approving A Successor Memorandum of Understanding with the Teamsters Local 1932, Representing the Association of Mid-Management and Professional Employees, Effective July 1, 2024, through December 31, 2026, and Authorizing the City Manager to Finalize and Execute a Successor Agreement

6.19 Consideration of Resolution 2024 -195, Approving A Successor Memorandum of Understanding with the International Brotherhood of Electrical Workers (IBEW) Local 47 Representing the General Unit Employees, Effective July 1, 2024, through December 31, 2026, and Authorizing the City Manager to Finalize and Execute a Successor Agreement

6.20 Authorize the City Manager to Sign the Notice of Completion for Project No. 2024-01, "Citywide Street Overlay" as Complete and Direct the City Clerk to Record the Notice of Completion

6.21 Accept an Easement from Tri Pointe Homes for Electric Utility Purposes on Accessor's Tract Map Nos. 37388 -1 Raintree Place, 37389-3 PA 29, and 37388-2 PA 15B, within the Atwell Development for the Maintenance of the City-Owned Electric Distribution System

Public Comment

- Frank Connolly
- Diego Rose

Motion to adopt consent agenda items 6.1, 6.3 to 6.6, 6.8, 6.10, 6.12 to 6.16, 6.18 to 6.21.

Motion by Mayor Flynn
Seconded by Council Member Wallace

COUNCIL MEMBER	YES	NO	ABSTAIN	RECUSE	ABSENT
Barrington, Cynthia	✕				
Flynn, Sheri	✕				
Miller, Leroy	✕				
Royce, Richard	✕				
Wallace, Colleen	✕				

Motion approved by a vote of 5-0.

6.2 Receive and File Accounts Payable and Payroll Warrants Issued in the Month of October 2024

Barbara Mason, Purchasing Manager, answered City Council questions about the staff report.

Public Comments

- Sue Savage

6.7 Code Enforcement Update and Statistics for the Month of October 2024

David Newell, Community Development Director, answered City Council questions about the staff report.

Public Comments
None

6.9 Receive and File Contracts Approved Under the City Manager's Signature Authority and Inventory Reports for October 2024

Public Comments
None

6.11 Consideration of Resolution 2024-06 SA, Approving the Establishment of Recognized Obligation Payment Schedule (ROPS) 25-26 A and B for the Period of July 2025 through June 2026 and Approving Certain Related Actions

Public Comments
None

Motion to adopt Resolution 2024-06 SA.

Motion by Council Member Wallace
Seconded by Council Member Miller

COUNCIL MEMBER	YES	NO	ABSTAIN	RECUSE	ABSENT
Barrington, Cynthia	✕				
Flynn, Sheri	✕				
Miller, Leroy	✕				
Royce, Richard	✕				
Wallace, Colleen	✕				

Motion approved by a vote of 5-0.

6.17 Consideration of Resolution 2024-193, Amending the Classification & Compensation Plan for the City of Banning

Nicole Jews, Human Resources/Risk Manager, answered questions related to the staff report.

Public Comments
None

Motion to adopt Resolution 2024-193.

Motion by Council Member Wallace
Seconded by Mayor Pro Tem Royce

COUNCIL MEMBER	YES	NO	ABSTAIN	RECUSE	ABSENT
Barrington, Cynthia	✕				

Flynn, Sheri	✕
Miller, Leroy	✕
Royce, Richard	✕
Wallace, Colleen	✕

Motion approved by a vote of 5-0.

7. PUBLIC HEARING(S)

7.1. Consideration of Introduction and First Reading of Ordinance 1607, Amending Chapter 15.76 of the Banning Municipal Code to Update the City's Participation in the Western Riverside County Transportation Uniform Mitigation Fee (TUMF) Program, Consideration and Adoption of Resolution 2024-196, Approving a TUMF Nexus Study to Amend the TUMF Schedule that is Applicable to Development Projects in Banning Pursuant to the Mitigation Fee Act, and Making a Determination of Exemption Under the California Environmental Quality Act

David Newell, Community Development Director, presented the staff report.

Public Comment
None

Administrative City Clerk Patton read the ordinance by title only.

Motion to introduce, read by title only and waive further reading of Ordinance 1607.

Motion by Mayor Flynn
Seconded by Council Member Wallace

COUNCIL MEMBER	YES	NO	ABSTAIN	RECUSE	ABSENT
Barrington, Cynthia	✕				
Flynn, Sheri	✕				
Miller, Leroy	✕				
Royce, Richard	✕				
Wallace, Colleen	✕				

Motion approved by a vote of 5-0.

Motion to adopt Resolution 2024-196.

Motion by Mayor Flynn
Seconded by Council Member Wallace

COUNCIL MEMBER	YES	NO	ABSTAIN	RECUSE	ABSENT
Barrington, Cynthia	✕				
Flynn, Sheri	✕				
Miller, Leroy	✕				
Royce, Richard	✕				
Wallace, Colleen	✕				

Motion approved by a vote of 5-0.

Mayor Flynn announced a recess at 7:17 p.m. The meeting was reconvened at 7:38 p.m.

8. REPORTS OF OFFICERS

8.1 Selection of Firm to Conduct a Citywide Forensic Investigation as the City Council Chosen Finalist from the Request for Proposals for Citywide Forensic Investigation Services and Direct Staff to Bring a Negotiated Contract with Finalist to Council in January 2025

Doug Schulze, City Manager, presented the staff report. Barbara Mason, Purchasing Manager, answered questions about the staff report.

Public Comment
- Sue Savage
- Frank Connolly

8.2. Consideration of Resolution 2024-197, Awarding a Professional Services Agreement to Webb Municipal Finance, LLC for Municipal Assessments Services to Reinstate County Service Area 152, National Pollutant Discharge Elimination System Stormwater Assessment in the amount of $19,650 Including a 10% Contingency, and Updating the City Council on Public Outreach Efforts related to the Reinstatement of the County Service Area 152 Stormwater Assessment

Nate Smith, Deputy Director of Public Works/City Engineer, presented the staff report.

Public Comment
- Frank Connolly

Motion to adopt Resolution 2024-197.

Motion by Mayor Flynn
Seconded by Council Member Wallace

COUNCIL MEMBER	YES	NO	ABSTAIN	RECUSE	ABSENT
Barrington, Cynthia	✕				
Flynn, Sheri	✕				
Miller, Leroy	✕				
Royce, Richard	✕				
Wallace, Colleen	✕				

Motion approved by a vote of 5-0.

8.3. Consideration of Resolution 2024-198, Approving Amendment No. 3 to the Professional Services Agreement with Engineering Resources of Southern California for an additional $1,000,000 for Plan Check, Inspections and Related Administrative Services Recommendation: Adopt Resolution 2024-198

Art Vela, Director of Public Works, presented the staff report.

Public Comment
- Frank Connolly
- Juanita Diaz

Motion to adopt Resolution 2024-198.

Motion by Mayor Flynn
Seconded by Council Member Miller

COUNCIL MEMBER	YES	NO	ABSTAIN	RECUSE	ABSENT
Barrington, Cynthia	✕				
Flynn, Sheri	✕				
Miller, Leroy	✕				
Royce, Richard	✕				
Wallace, Colleen	✕				

Motion approved by a vote of 5-0.

8.4. Consideration of Resolutions 2024-199 and 2024-08 UA, Authorizing Overnight Loans from June 30, 2024, Until July 1, 2024, from the Water and Wastewater Enterprise Funds to Cover Governmental Funds Negative Cash at Fiscal Year End in the Amounts of $1,050,000 and $50,000, Respectively

Doug Schulze, City Manager, presented the staff report.

Public Comment
None

Motion to adopt Resolution 2024-199.

Motion by Mayor Flynn
Seconded by Council Member Wallace

COUNCIL MEMBER	YES	NO	ABSTAIN	RECUSE	ABSENT
Barrington, Cynthia	✕				
Flynn, Sheri	✕				
Miller, Leroy	✕				
Royce, Richard	✕				
Wallace, Colleen	✕				

Motion approved by a vote of 5-0.

Motion to adopt Resolution 2024-08 UA.

Motion by Mayor Flynn
Seconded by Council Member Wallace

COUNCIL MEMBER	YES	NO	ABSTAIN	RECUSE	ABSENT
Barrington, Cynthia	✕				
Flynn, Sheri	✕				
Miller, Leroy	✕				
Royce, Richard	✕				
Wallace, Colleen	✕				

Motion approved by a vote of 5-0.

8.5. Receive and File Corrected Police Statistics for 2024 Year-to-Date

Vincent Avila, Chief of Police, presented the staff report. Acting Captain Brandon Smith assisted in answering questions.

Public Comment
None

9. DISCUSSION ITEM(S)

None

10. ANNOUNCEMENTS FROM LEGISLATIVE BODY MEMBERS

Council Member Wallace announced she would be holding regular Town Hall meetings beginning Saturday.

11. ITEMS FOR FUTURE AGENDAS

11.1. New Items:

1. Ongoing Billing Errors – Electric and Water (Flynn)
2. Contracting Animal Services (Flynn)
3. Code Enforcement Department Citations Process (Miller)
4. Zoom Options for Public Meetings (Royce)
5. Existing Public Benefits Fund Accounting (Royce)
6. Emergency Preparedness (Barrington)

11.1. City Attorney Performance Evaluation

Doug Schulze, City Manager, presented the staff report.

Public Comment
None

This item was added to Future Agenda Items by a consensus of the Council.

11.2. Pending Items:

1. ~~Grow Banning (Sanchez)~~
2. ~~Neighborhood Groups/Identities (Minjares)~~

3. Update on Community Garden (Flynn)
4. Zencity Contract (Flynn)
5. Developer Presentation on Sunset Crossroads Project (Flynn)
6. ~~City Manager Evaluation (Flynn)~~
7. All Active Lawsuits against the City (Flynn)
8. Increased Compensation for City Treasurer and City Clerk (Flynn)
9. ~~SEC Determination regarding Bitcoin (Happe)~~
10. ~~Public Benefits Fund for Water Utility (Happe)~~

Several items were removed from the Future Agenda Items by a consensus of the Council.

12. CLOSED SESSION

12.1 **PUBLIC EMPLOYEE PERFORMANCE EVALUATION**
Pursuant to Government Code section 54957(b)(1)
Title: City Manager

12.2 **CONFERENCE WITH LEGAL COUNSEL - ANTICIPATED LITIGATION**
Potential Initiation of Litigation Pursuant to Paragraph (4) of Subdivision (d) of Section 54956.9 (One Case)
Renewal of Tolling Agreement re: Potential Claim by City Against Southern California Edison for failure to make repairs to the Flume and the failure to maintain delivery of water through the Flume to the City

The meeting was reconvened at 10:13 p.m.

13. REPORT ON CLOSED SESSION

Serita Young, City Attorney, reported that for Agenda Item 12.1 there was no final nor reportable action taken. For Agenda Item 12.2, the Council voted 5-0 to approve an amendment to extend a tolling agreement with Southern California Edison and the Banning Heights Mutual Water Company.

14. ADJOURNMENT

Motion to adjourn.

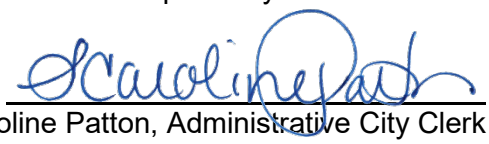
Motion by Mayor Flynn
Seconded by Council Member Wallace

COUNCIL MEMBER	YES	NO	ABSTAIN	RECUSE	ABSENT
Barrington, Cynthia	✕				
Flynn, Sheri	✕				
Miller, Leroy	✕				
Royce, Richard	✕				
Wallace, Colleen	✕				

Motion approved by a vote of 5-0.

The meeting was adjourned at 10:14 p.m.

Minutes Prepared by:



Caroline Patton, Administrative City Clerk

*These minutes have been prepared as **Action Minutes** in accordance with City Council Resolution 1995-21 and Government Code Sections 36814, 40801, and 54953(c)(2).*

This entire meeting and all associated documents may be viewed here:
https://banningca.granicus.com/ViewPublisher.php?view_id=1

ATTACHMENTS:

Exhibit A – Public Comment Received
Exhibit B – Agenda Item 7.1: Staff Presentation

Exhibit A

Petition to the Banning City Council to Create a

Humane Shelter for Stray and Surrendered Animals in Banning

'24 NOV 19 12:18PM

Petition Summary and Background:	The Animal Shelter run by ARE Rescue had their contract terminated on June 30, 2024 by the city council at the recommendation of the Ad Hoc Committee Chair. Contracting with RCAS has been discussed but not secured.
Action Petitioned For:	We, the undersigned, are concerned citizens who urge our city to act quickly to create a humane shelter here in Banning to care for the unserved homeless animals, rather than contract for services with the high kill shelter in Riverside County.

Printed Name:	Address:	Signature:	Check here if you are willing to volunteer time, energy, or resources to create a shelter:
Kathleen Martin	5700 W. Wilson #137	Kathleen Martin	Volunteer
Susan Allen	5700 W. Wilson #98		
Kelly Patterson	5700 W. Wilson #93		
	5700 W Wilson #62		X
Carol Keller	5700 W. Wilson #95	Carol Keller	✓
	5700 W Wilson #111		
	245 Lilac Way	Jeff S. Wilson	
Emmy Reed	5700 W Wilson #8		✓
	5700 W. Wilson #91		✓
Florence Harris	3800 W. Wilson St #319		✓
Balana	1422 E Sth St		
ARMANDO MTZ	515 N. 2ND ST		
Lisa Gonzales		Lisa Gonzales	✓
			✓
Annette Jones	1343 N. Phillips	Annette Jones	✓
Anaya Bell		Anaya Bell	✓
Amara Segundo	1440 American Ave		
	N/A		
Steve Len Timmons	N/A		✓

Please call Kathleen Martin if you have any questions 951 769 3649

Petition to the Banning City Council to Create a

Humane Shelter for Stray and Surrendered Animals in Banning

Petition Summary and Background:	The Animal Shelter run by ARE Rescue had their contract terminated on June 30, 2024 by the city council at the recommendation of the Ad Hoc Committee Chair. Contracting with RCAS has been discussed but not secured.
Action Petitioned For:	We, the undersigned, are concerned citizens who urge our city to act quickly to create a humane shelter here in Banning to care for the unserved homeless animals, rather than contract for services with the high kill shelter in Riverside County.

Printed Name:	Address:	Signature:	Check here if you are willing to volunteer time, energy, or resources to create a shelter:
Connie Hernandez	265 W. Gilman	Connie Hernandez	
ART ANDALAVA	970 W Gilman		✓
Gail Ousley	4133 W Wilson #2 Banning, CA	Gail Ousley	✓ 951 333-3551
Angel Flores	1161 Hargrave St banning		
Laura Walton	687 Blanchard	Laura Walton	✓
Deborah Franklin	1077 E Hoffer St Banning, CA 92220	Deborah Franklin	
Jeff Curry	2604 N. Almond Way	Jeff Curry	
Deborah Masterson	5900 Wilson # 75 Banning	Deborah Masterson	
Emmie Taylor	5900 W. Wilson # 136	Emmie Taylor	
ASHLEY CARVER	—		

Please call Kathleen Martin if you have any questions 951 769 3649

Exhibit A (Continued)

From: Susan Savolainen <sesilverlining@gmail.com>
Sent: Tuesday, December 10, 2024 2:22 PM
To: cityclerks
Subject: Public Comment for City Council meeting of 12/10/24

Dear City Clerk, Council Members,Staff

I am writing to request the Council's aid in removing a menace from our neighborhood. I am speaking of tumbleweeds. For 36 years my neighbors and I have been buried in tumbleweeds on windy days like today. The offending weeds travel from vacant lots and deposit themselves as impenetrable walls in front of our homes and gates. This should not be allowed to happen. The city has the power to stop the trespass of weeds into our neighborhood and here is how:
1). Pass an ordinance that prohibits disking of lands within the city limits. Disking not only creates an environment conducive to growing tumbleweeds, it also causes topsoil to become airborne in high winds which causes particulate pollution.

2). Enforce weed abatement codes. When I managed properties for my former employer I was told that failure to comply with the code would result in a fine, penalty, and the work would be performed by the city's contractor and cost of the work plus an administrative fee would be levied onto the property tax.

These steps would improve the appearance of our city, remove a burden from affected neighborhoods and be a possible revenue stream.

I urge the City Council to adopt the aforementioned measures in the near future.

Thank you,
Susan Savolainen
West Barbour Street resident



BANNING CALIFORNIA

CITY COUNCIL
PUBLIC HEARING ITEM 7.1
DECEMBER 10, 2024

Ordinance 1607 - First Reading of Transportation Uniform Mitigation Fee (TUMF) Program Amendments to Chapter 15.76, and

Resolution 2024-196 for Approval of Nexus Study to Amend TUMF Schedule

BANNING CALIFORNIA

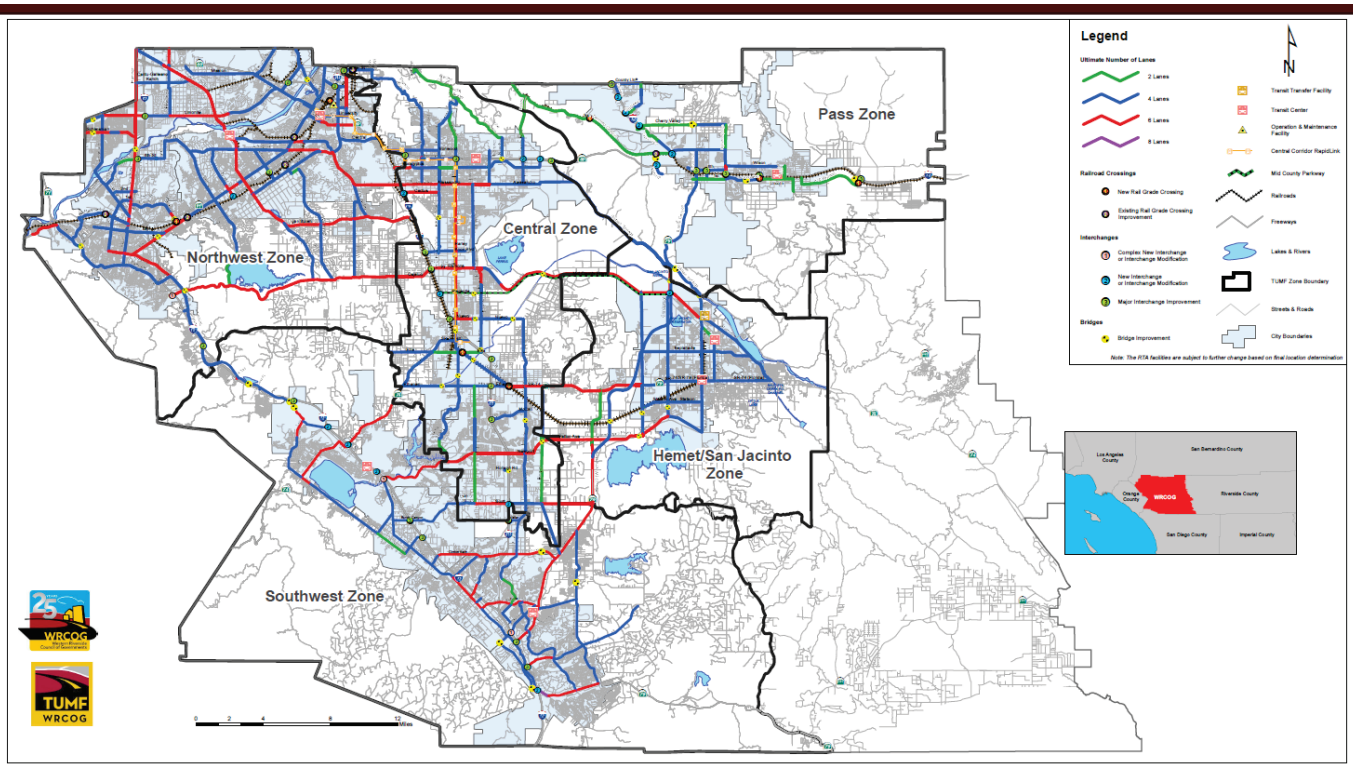
Initial TUMF Program

- City is member jurisdiction of Western Riverside Council of Governments (WRCOG), a joint powers agency comprised of Riverside County & 18 cities
- In 2002-2003, WRCOG member jurisdictions developed a plan whereby shortall in funds needed to enlarge the capacity of the Regional System of Highways and Arterials due to new development could be made up in part by a Transportation Uniform Mitigation Fee (TUMF) on future development
- In support of the initial TUMF Program, the City Council adopted:
  - ✓Resolution 2002-005 on January 29, 2002, approving the concept of a TUMF Program and expressing intent in participating in the development of the TUMF Program
  - ✓Ordinance 1291 on March 25, 2003, to implement the TUMF Program

Current TUMF Program

- WRCOG and the member agencies have made amendments since the implementation of the original TUMF Program
- Chapter 15.76 of the Municipal Code is the current implementing ordinance
- Most recent ordinance amendment was in 2019 (Ordinance 1549) and last fee update occurred in 2022
- The following table shows current TUMF Schedule

Land Use Type	Units	TUMF Fee
Single-Family Residential	DU	$10,104
Multi-Family Residential	DU	$6,580
Retail	SF	$7.72
Service	SF	$4.89
Industrial	SF	$1.86
Class A/B Office	SF	$2.45

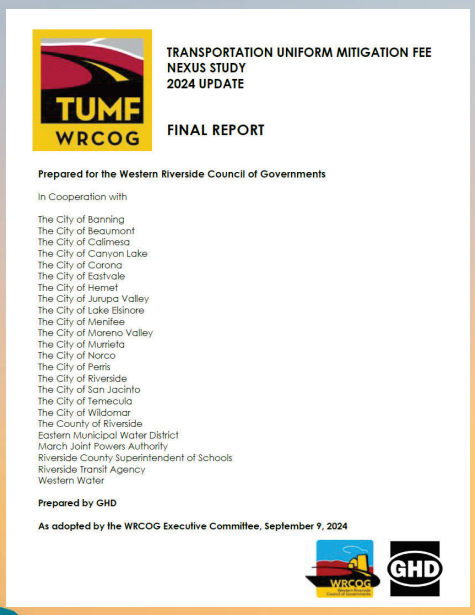


Regional System of Highways and Arterials (RSHA)

Transportation Uniform Mitigation Fee Program | Figure 4.4

Proposed Ordinance Amendments

- Proposed Ordinance would rescind and restate existing text in BMC Chapter 15.76, consistent with past TUMF Program updates
- Overall ordinance remains largely the same with minor revisions:
  - ✓Definitions and references
  - ✓Establishes a new map for Regional System (Exhibit A of Draft Ordinance) and refers to the 2024 Nexus Study (Exhibit B) for basis to collect and fund improvements
  - ✓Update administrative costs to not exceed 2% (currently 1%) of revenue raised by the TUMF Program



TUMF WRCOG

TRANSPORTATION UNIFORM MITIGATION FEE NEXUS STUDY 2024 UPDATE

FINAL REPORT

Prepared for the Western Riverside Council of Governments

In Cooperation with

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

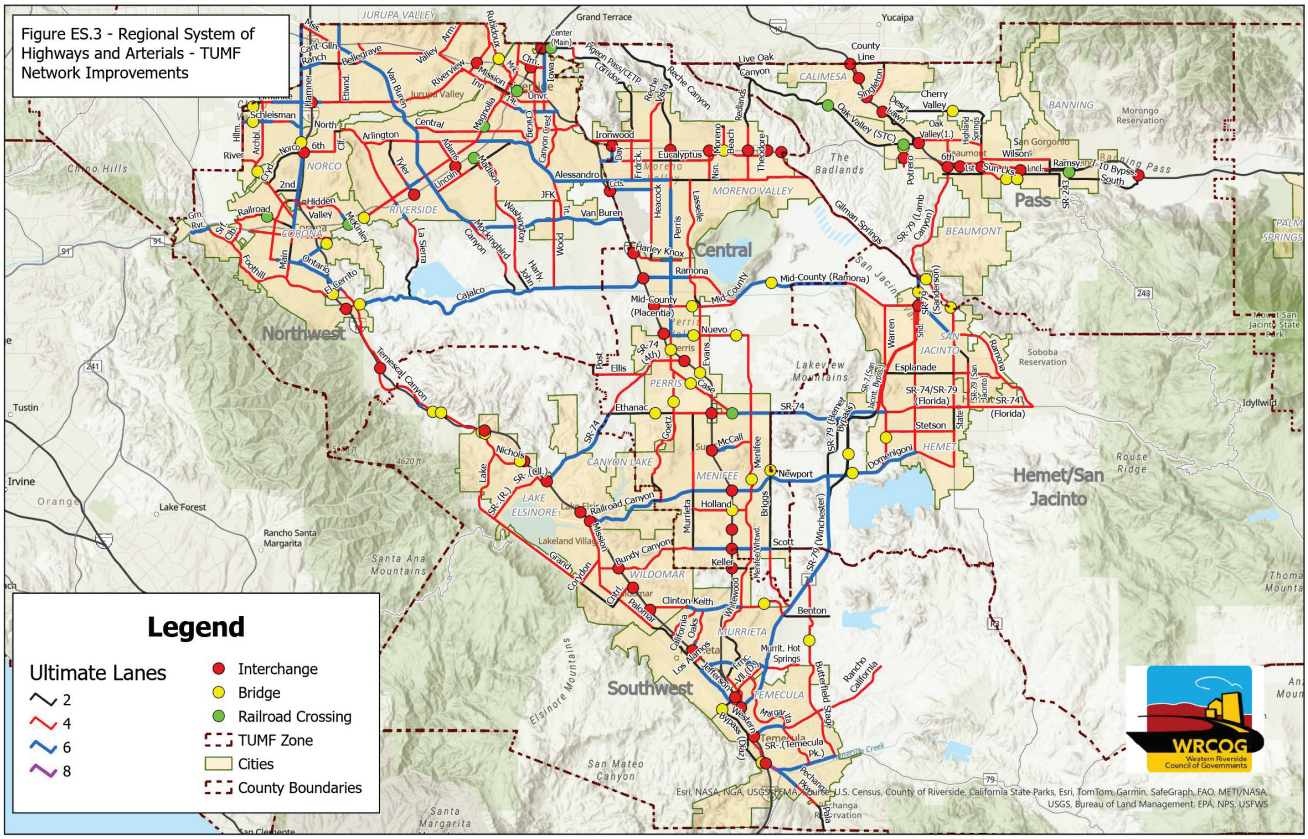
Prepared by GHD

As adopted by the WRCOG Executive Committee, September 9, 2024

WRCOG GHD

2024 Nexus Study

- WRCOG prepared a Nexus Study to comply with Mitigation Fee Act, CA Gov Code Section 66000-66008
- Study finds that there's a reasonable relationship between the future growth and the need for improvements to the TUMF system which results in a need to mitigate these transportation impacts using funds levied through the proposed TUMF Program
- The Study establishes a proportional "fair share" of the improvement cost attributable to new development based on impacts of existing development and the availability of obligated funding through traditional sources



BANNING CALIFORNIA

Comparison of TUMF Schedule Changes

Land Use Type	Units	2022 TUMF	2025 TUMF
Single-Family Residential	DU	$10,104	$12,380 – 1,800 SF or less $13,927 – 1,801-2,300 SF $15,476 – 2,301-2,700 SF $19,344 – 2,701 SF or more
Multi-Family Residential	DU	$6,580	$7,816
Retail	SF	$7.72	$7.72
Service	SF	$4.89	$4.89
Industrial	SF	$1.86	$2.33
Class A/B Office	SF	$2.45	$2.45

Proposed TUMF Schedule

- Draft Resolution establishes new fees:
  1. $12,380 per single family residential unit 1,800 square feet or less
  2. $13,927 per single family residential unit between 1,801 and 2,300 square feet
  3. $15,476 per single family residential unit between 2,301 and 2,700 square feet
  4. $19,344 per single family residential unit greater than 2,700 square feet
  5. $7,816 per multi-family residential unit
  6. $2.33 per square foot of an industrial project
  7. $7.72 per square foot of a retail commercial project
  8. $4.89 per square foot of a service commercial project
  9. $2.45 per square foot of a service Class A and B Office
- Replaces current fee schedule adopted in Resolution 2021-93 and becomes effective April 1, 2025

Fiscal Impact

- Fiscal impact for ordinance and resolution preparation include publication costs ($776) and some City staff time to prepare the staff report and attachments; however, WRCOG prepared most information (nexus study, and templates for staff report, ordinance and resolution) to minimize impacts to City staff
- If approved, the proposed ordinance and resolution will assure the City as a Member Agency of WRCOG imposes and collects its share of development impact fees from development projects consistent with the other member agencies of WRCOG in order to receive benefit of shared funding pool for roadway improvements in the region and City's jurisdiction
- Recent projects benefiting from TUMF Program include Sun Lakes Boulevard Extension, Highland Springs Interchange Improvement, and Sunset Grade Separation, while future projects eligible for funding involve Hargrave Grade Separation, Sunset Interchange Improvements, and the Cabazon Connector Project

Alternatives

- Do not introduce ordinance for first reading or adopt the associated resolution and provide alternative direction to staff
- It should be noted that this alternative may result in the loss of funding for current transportation projects (Sun Lakes Boulevard Extension) and inhibit future transportation improvements, resulting in traffic congestion and unacceptable levels of service. Furthermore, the failure to mitigate growing traffic impacts on the Regional System will substantially impair the ability of public safety services (police and fire) to respond and, thus, adversely affect the public health, safety and welfare

Recommendation

1. Waive full reading and introduce by title only Ordinance 1607 and determine this action is exempt under CEQA:

   AN ORDINANCE OF THE CITY OF BANNING, CALIFORNIA, AMENDING AND SUPERSEDING ORDINANCE NO. 1549 TO UPDATE PARTICIPATION IN THE WESTERN RIVERSIDE COUNTY TRANSPORTATION UNIFORM MITIGATION FEE (TUMF) PROGRAM AND MAKING A DETERMINATION OF EXEMPTION UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

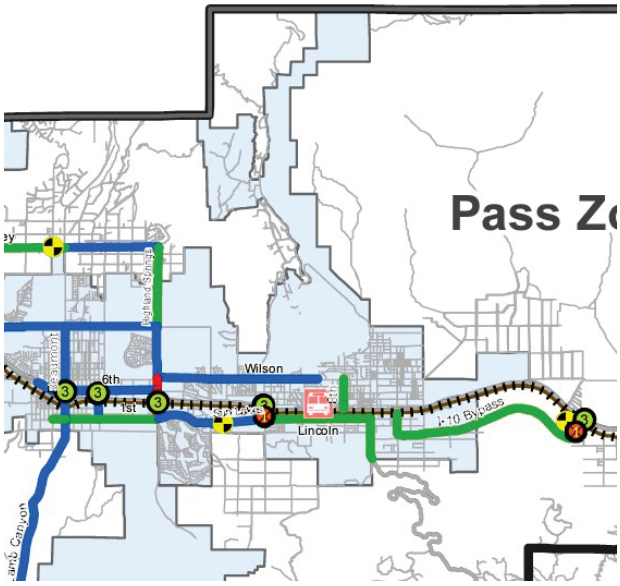
2. Adopt Resolution 2024-196, approving a TUMF Nexus Study to amend the TUMF schedule and determine this action is exempt under CEQA

Questions?

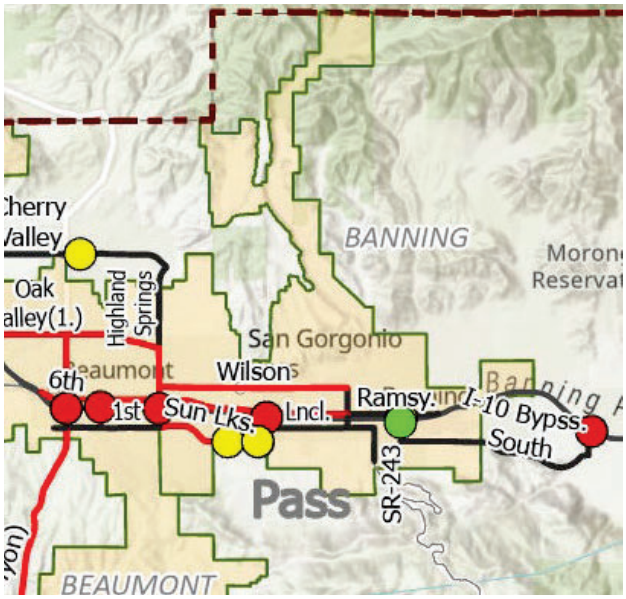
Contact Information
David A. Newell, AICP, Community Development Director
dnewell@banningca.gov

Comparison of Regional System – Banning Area

2017 TUMF Map (Excerpt):



2024 TUMF Map (Excerpt):



The following information comprises the minutes for a special meeting of the City Council, a joint meeting of the Banning City Council and Banning Utility Authority and a joint meeting of the Banning City Council and the Banning City Council sitting in its capacity as the Successor Agency Board.

MINUTES **12/20/2024**
CITY COUNCIL **SPECIAL MEETING**

COUNCIL MEMBERS PRESENT: Council Member Cynthia Barrington
Mayor Sheri Flynn
Council Member Leroy Miller
Mayor Pro Tem Richard Royce
Council Member Colleen Wallace

COUNCIL MEMBERS ABSENT: None

OTHERS PRESENT: Doug Schulze, City Manager
Lincoln Bogard, Administrative Services Director
Vickie Sellers, City Clerk
John Pinkney, SBEMP

1. CALL TO ORDER

Mayor Flynn called the special meeting to order at 4:10 p.m.

1.1 Roll Call

COUNCIL MEMBER	PRESENT:	ABSENT
Barrington, Cynthia	✕	
Flynn, Sheri	✕	
Miller, Leroy	✕	
Royce, Richard	✕	
Wallace, Colleen	✕	

2. PUBLIC COMMENT – *Agenda Items*

None

3. CLOSED SESSION

Doug Schulze, City Manager, read the closed session citations.

3.1 **PUBLIC EMPLOYEE PERFORMANCE EVALUATION**
Pursuant to Government Code Section 54957(b)(1)
Title: City Attorney

3.2 **PUBLIC EMPLOYEE DISCIPLINE/DISMISSAL/RELEASE**
Pursuant to Government Code Section 54957(b)(1)
Title: City Attorney

3.3 **PUBLIC EMPLOYEE APPOINTMENT**
Pursuant to Government Code Section 54957
Title: Interim City Attorney

Upon returning from closed session, Doug Schulze, City Manager, gave the following report:

- For agenda item 3.1, there was discussion amongst Council with no final nor reportable action
- For agenda item 3.2, Council voted to terminate the legal services agreement with effective January 19, 2025 by the following vote:

COUNCIL MEMBER	YES	NO	ABSTAIN	RECUSE	ABSENT
Barrington, Cynthia	✕				
Flynn, Sheri	✕				
Miller, Leroy		✕			
Royce, Richard	✕				
Wallace, Colleen		✕			

Motion approved by a vote of 3-2.

- For agenda item 3.3, there was discussion amongst Council with no final nor reportable action

4. ADJOURNMENT

The Special City Council meeting adjourned at 5:17 p.m.

*These minutes have been prepared as **Action Minutes** in accordance with City Council Resolution 1995-21 and Government Code Sections 36814, 40801, and 54953(c)(2).*

This entire meeting and all associated documents may be viewed here:
https://banningca.granicus.com/ViewPublisher.php?view_id=1

The following information comprises the minutes for a special meeting of the City Council, a joint meeting of the Banning City Council and Banning Utility Authority and a joint meeting of the Banning City Council and the Banning City Council sitting in its capacity as the Successor Agency Board.

MINUTES **12/20/2024**
CITY COUNCIL **SPECIAL MEETING**

COUNCIL MEMBERS PRESENT: Council Member Cynthia Barrington
Mayor Sheri Flynn
Council Member Leroy Miller
Mayor Pro Tem Richard Royce
Council Member Colleen Wallace

COUNCIL MEMBERS ABSENT: None

OTHERS PRESENT: Doug Schulze, City Manager
Lincoln Bogard, Administrative Services Director
Vickie Sellers, City Clerk
John Pinkney, SBEMP Counsel

1. CALL TO ORDER

Mayor Flynn called the special meeting to order at 5:17 p.m.

1.1 Roll Call

COUNCIL MEMBER	PRESENT:	ABSENT
Barrington, Cynthia	✕	
Flynn, Sheri	✕	
Miller, Leroy	✕	
Royce, Richard	✕	
Wallace, Colleen	✕	

2. PUBLIC COMMENT – *Agenda Items*

None

3. WORKSHOP

3.1 Resolution No. 2024-200, Public Employee Appointment - Pursuant to Government Code section 54957 Title: Interim City Attorney

John Pinkney presented to City Council and answered questions.

Public Comments

- Diego Rose
- Sarah
- Sue Savage

Motion to adopt Resolution 2024-200.

Motion by Council Member Barrington
Seconded by Mayor Pro Tem Royce

COUNCIL MEMBER	YES	NO	ABSTAIN	RECUSE	ABSENT
Barrington, Cynthia	✕				
Flynn, Sheri	✕				
Miller, Leroy	✕				
Royce, Richard	✕				
Wallace, Colleen		✕			

Motion approved by a vote of 4-1.

4. ADJOURNMENT

The Special City Council meeting adjourned at 5:50 p.m.

*These minutes have been prepared as **Action Minutes** in accordance with City Council Resolution 1995-21 and Government Code Sections 36814, 40801, and 54953(c)(2).*

This entire meeting and all associated documents may be viewed here:
https://banningca.granicus.com/ViewPublisher.php?view_id=1

CITY OF BANNING
STAFF REPORT

TO:	**CITY COUNCIL**
FROM:	**Douglas Schulze, City Manager**
PREPARED BY:	**Laurie Sampson, Assistant City Manager** **Vincent Avila, Chief of Police**
MEETING DATE:	**January 14, 2025**
SUBJECT:	**Receive and File Police Department Statistics for the Month of November 2024**

RECOMMENDATION:

Receive and file

BACKGROUND:

The Banning Police Department provides statistics to the public and City Council upon request.

JUSTIFICATION:

Statistics tell a city how many police officers need to be on the street, what crimes are being committed, and reveal increases and decreases in specific crimes. Also, cities get funding in part on their crime rates. If a federal crime bill passed, the Government needs to know which cities could benefit the most from those funds, and some cities have been rewarded financially for drastically lowering rates of crime.

FISCAL IMPACT:

None

ALTERNATIVES:

Providing statistics keeps the Council, staff, and residents apprised of current police activities. If the statistics are not presented to the Council on a regular basis, then they should be provided on another platform.

BUDGETED?:

No

CONTRACT/AGREEMENT:

No

ATTACHMENTS:

1. Police Statistics November 2024.pdf

BANNING POLICE DEPARTMENT
NOVEMBER, 2024

CRIME	Nov-24	Nov-23	% CHGE	YTD-24	YTD- 23	% CHGE
PART 1 CRIMES						
Homicide	0	0	0%	5	2	150%
Rape	8	10	-20%	12	17	-29%
Robbery	13	13	0%	19	25	-24%
Assaults Agg/Simp	176	232	-24%	325	420	-23%
Burglary	72	133	-46%	140	248	-44%
Vehicle Theft	67	129	-48%	121	238	-49%
Larceny	167	266	-37%	313	483	-35%
OTHER						
Narcotics	9	4	125%	111	125	-11%
DUI	2	3	-33%	25	18	39%
T/C Non-Injury	22	25	-12%	171	159	8%
T/C Injury	1	3	-67%	37	54	-31%
T/C Fatal	0	0	0%	0	0	0%
Citations	90	74	22%	1109	839	32%
Calls for Service	2821	2770	2%	30363	32627	-7%

Group A Offense Report

Beginning Date: 01/01/2024 **Ending Date: 12/11/2024**

Agency: BANNING PD

Offense	Reported in 2024	Reported in 2023	Percent Change	Offenses Cleared	Percent Cleared	Percent Of Category	Rate Per 100,000*
Murder	5	3	66.67%	1	20.00%	2.30%	15.63
Negligent Manslaughter	0	0	NA	0	0.00%	0.00%	0.00
Justifiable Homicide	0	0	NA	0	0.00%	0.00%	0.00
Non-consensual Sex Offenses:							
Rape	8	10	-20.00%	0	0.00%	3.69%	25.00
Sodomy	0	4	-100.00%	0	0.00%	0.00%	0.00
Sexual Assault with Object	1	3	-66.67%	0	0.00%	0.46%	3.13
Fondling	5	11	-54.55%	2	40.00%	2.30%	15.63
Aggravated Assault	112	114	-1.75%	52	46.43%	51.61%	350.00
Simple Assault	64	118	-45.76%	35	54.69%	29.49%	200.00
Intimidation	12	22	-45.45%	6	50.00%	5.53%	37.50
Kidnapping/Abduction	10	7	42.86%	8	80.00%	4.61%	31.25
Consensual Sex Offenses:							
Incest	0	0	NA	0	0.00%	0.00%	0.00
Statutory Rape	0	0	NA	0	0.00%	0.00%	0.00
Human Trafficking, Commercial Sex Acts	0	0	NA	0	0.00%	0.00%	0.00
Human Trafficking, Involuntary Servitude	0	0	NA	0	0.00%	0.00%	0.00
Crimes Against Persons Total	**217**	**292**	**-25.68%**	**104**	**47.93%**	**24.66%**	**678.13**
Robbery	13	13	0.00%	7	53.85%	2.80%	40.63
Burglary/Breaking & Entering	72	133	-45.86%	12	16.67%	15.48%	225.00
Larceny/Theft Offenses	167	266	-37.22%	18	10.78%	35.91%	521.88
Motor Vehicle Theft	67	129	-48.06%	2	2.99%	14.41%	209.38
Arson	5	0	NA	2	40.00%	1.08%	15.63
Destruction Of Property	111	197	-43.65%	23	20.72%	23.87%	346.88
Counterfeiting/Forgery	6	8	-25.00%	0	0.00%	1.29%	18.75
Fraud Offense	13	60	-78.33%	2	15.38%	2.80%	40.63
Embezzlement	3	8	-62.50%	0	0.00%	0.65%	9.38
Extortion/Blackmail	0	0	NA	0	0.00%	0.00%	0.00
Bribery	0	0	NA	0	0.00%	0.00%	0.00
Stolen Property Offenses	8	14	-42.86%	6	75.00%	1.72%	25.00
Crimes Against Property Total	**465**	**828**	**-43.84%**	**72**	**15.48%**	**52.84%**	**1453.13**
Drug/Narcotic Violations	58	62	-6.45%	55	94.83%	29.29%	181.25
Drug Equipment Violations	76	71	7.04%	72	94.74%	38.38%	237.50
Gambling Offenses	0	0	NA	0	0.00%	0.00%	0.00
Pornography/Obscene Material	3	1	200.00%	0	0.00%	1.52%	9.38
Prostitution	0	0	NA	0	0.00%	0.00%	0.00
Weapons Law Violation	60	45	33.33%	45	75.00%	30.30%	187.50
Animal Cruelty	1	1	0.00%	1	100.00%	0.51%	3.13
Crimes Against Society Total	**198**	**180**	**10%**	**173**	**87.37%**	**22.5%**	**618.75**
Total Group "A" Offenses	**880**	**1,300**	**-32.31%**	**349**	**39.66%**	**100%**	**2750**

Note: *The Rate per 100,000 will be 'NA' when the Adjusted Population Base is Zero.*

CITY OF BANNING
STAFF REPORT

TO:	**CITY COUNCIL**
FROM:	**Douglas Schulze, City Manager**
PREPARED BY:	**Laurie Sampson, Assistant City Manager** **Todd Hopkins, CALFIRE Division Chief**
MEETING DATE:	**January 14, 2025**
SUBJECT:	**Receive and File Fire Protection Services Statistics for the Month of November 2024**

RECOMMENDATION:

Receive and file.

BACKGROUND:

City Council has requested CalFire's Riverside County Division, which provides fire protection services in the City of Banning, provide specific reports to the public and City Council on a monthly basis.

JUSTIFICATION:

Many fire and EMS departments store and analyze statistical data, which can provide a detailed analysis of the types of responses their organization is called to assist. This information is critical to elevating the level of service provided by the fire department.

FISCAL IMPACT:

None

ALTERNATIVES:

Providing statistics keeps the Council, staff, and residents apprised of current fire and paramedic activities. If the statistics are not presented to the Council on a regular basis, then they should be provided on another platform.

BUDGETED?:

No

CONTRACT/AGREEMENT:

No

ATTACHMENTS:

1. Fire Statistics November 2024.pdf

Riverside County Fire Department/ CAL FIRE

Jurisdiction Summary for City of Banning

Bill Weiser

Fire Chief

11/1/2024 to 11/30/2024

Incident Response Activity

***At least 1 Resource Dispatched**

Incident Type	#
Com Fire	1
False Alarm	30
Haz Mat	1
Medical	373
Other Fire	7
Other Misc	1
Public Service Assist	25
Res Fire	2
Ringing Alarm	3
Standby	3
Traffic Collision	17
Vehicle Fire	1
Wildland Fire	1
Incident Total	**465**

Average Enroute to On-Scene Time

***Units Responding Charlie, Delta, Bravo, Echo, Code 3**

<5 Minutes: 249

+5 Minutes: 74

+10 Minutes: 8

+20 Minutes: 0

Average Min: 4.27

% 0 to 5 Min: 75.23

Enroute Time: Unit has been acknowledged as responding.
On-Scene Time: Unit has been acknowledged as being On-Scene.

Transport

***Based on Units with a Transport time**

	0
Total:	**0**

Mutual Aid

***Unit responses**

Jurisdiction Units Responses

Engine	376
Total:	**376**

Mutual Aid Given

Engine	227
Total:	**227**

Mutual Aid Received

	16
Brush	15
Chief	17
Engine	191
Patrol	13
PIO	4
Squad	33
Truck/Quint	2
Total:	**291**

Truck Report

MRFT1 recorded 1 responses in City of Banning from 11/1/2024 1:40:10 PM to 11/30/2024 1:40:10 PM

Q90 recorded 1 responses in City of Banning from 11/1/2024 1:40:10 PM to 11/30/2024 1:40:10 PM

Significant Incidents

24CARRU171627 11/7/2024 12:23:00PM	CAL FIRE Riverside County Fire Department responded to a vegetation fire with victims trapped at the intersection of Williams Street and 14th Street in the city of Banning. The first arriving chief officer reported an abandoned single wide mobile home well involved with fire with extension into the vegetation. There were multiple residences immediately threatened by the fire. Additional resources were requested to the incident along with Banning PD for traffic control. The fire was contained to the vacant parcel of land but extended into nearby commercial trash dumpsters on the adjoining property. No victims were found. Fire crews will be on scene for the next three hours improving control lines and checking for hotspots.
24CARRU182185 11/26/2024 4:45:00AM	CAL Fire/Riverside County Firefighters responded to a reported structure fire at the above address. First Unit at scene reported a single-story- single family dwelling with nothing showing from the exterior. After further investigation there was a fire that started to rear of the home in a patio area and extended into the structure. The fire was contained within minutes of arrival. As a result of the fire one homeowner suffered moderate burns and was transported to local hospital.

CITY OF BANNING
STAFF REPORT

TO: **CITY COUNCIL**

FROM: **Douglas Schulze, City Manager**

PREPARED BY: **Kristine Gutierrez, Community Development Operations Manager**
David Newell, Community Development Director

MEETING DATE: **January 14, 2025**

SUBJECT: **Receive and File Code Enforcement Statistics for the Month of November 2024**

RECOMMENDATION:

Receive and file.

BACKGROUND:

The City's Code Enforcement Division ("Code") is responsible for enforcement of the City's Municipal Code. The Code Enforcement Division staff has managed 1,679 investigated cases year to date (YTD). In addition to the typical code enforcement duties and responsibilities (e.g., unsafe buildings, unpermitted land use, no business license, construction without permit, and unregistered food vendors), Code Enforcement is also responsible for compliance with weed abatement. This Program includes patrol, investigation, noticing, enforcement, and remediation of over 650 vacant lots. A summary of cases for November 2024 and YTD are provided below.

Code Enforcement Statistics for November 2024

	MONTH	YTD
Cases Investigated	81	1,679
Cases Closed	54	1194
All Open Cases	27	467
Citations Paid	$107,007.23	$118,982.23
Weed Abatement	$0	$11,651.28
Notices to Abate	23	210
Red Tagged Properties	0	19
Apply or Release Lien/Pendency	3	29
HDL Inquiries	2	52
Public Records Request	3	97

JUSTIFICATION:

Monthly activity reports provided for informational purposes.

FISCAL IMPACT:

None.

ALTERNATIVES:

Direct staff to provide further information on the statistics.

BUDGETED?:

Yes

CONTRACT/AGREEMENT:

No

CITY OF BANNING
STAFF REPORT

TO:	**CITY COUNCIL**
FROM:	**Douglas Schulze, City Manager**
PREPARED BY:	**Laurie Sampson, Assistant City Manager**
MEETING DATE:	**January 14, 2025**
SUBJECT:	**Receive and File Contracts Approved Under the City Manager's Signature Authority and Inventory Reports for November 2024**

RECOMMENDATION:

Receive and file.

BACKGROUND:

Per Purchasing Policy B-30, 3-105(5), written notification by the Purchasing Officer of all City Manager approved contracts will be provided quarterly to the City Council for review, and 16-107(3), The City Manager, or his designated representative, shall make a monthly written report to the City Council as to all Change Orders approved by the City Manager during the month, and of all possible future Change Orders that may appear probable prior to the next monthly report. At a minimum, the City Manager shall provide the Council with the name and nature of the contract, all Change Orders approved during that month, the reason for the Change Orders, the cumulative amount of the Change Orders for that contract, and any additional information the Council requests.

JUSTIFICATION:

While the policy requires contracts signed under the City Manager's signature authority be submitted to City Council on a quarterly basis, it is staff's intent to submit these reports on a monthly basis to provide continuity with other monthly reports submitted to Council.

FISCAL IMPACT:

None

ALTERNATIVES:

Failure to provide this report to the City Council would result in the City being out of compliance with Purchasing Policy B-30,3-105(5).

BUDGETED?:

No

CONTRACT/AGREEMENT:

No

ATTACHMENTS:

1. 2024-12 Dec 2024 Data CC Meeting (Nov 2024).pdf

Contracts Approved Within City Manager Signature Authority

FOR MONTH OF NOVEMBER 2024					
City Manager Approval Date	Vendor Name	Description of Item/Service	Contact Award Total	Department/ Division	Comments
11/6/2024	West & Associates Engineering	2023 Validated Water Loss Audit	1,450.00	PW - Water	
11/8/2024	Hemet Fence Corp	Commercial Iron Gate at 4740 W Ramsey St	39,745.00	PW - Electric	CUPCCAA
11/27/2024	SCCI, INC DBA Safety Compliance Company	Safety Compliance Services	25,000.00	Citywide	

Change Orders Approved Within City Manager Signature Authority					
FOR MONTH OF NOVEMBER 2024 - NO REPORT					
Date	Vendor Name	Description of Item/Service	Contact Award Total	Change Order	Comments

INVENTORY PURCHASES OVER $25K					
FOR MONTH OF NOVEMBER 2024					
Date	Vendor Name	Description of Item/Service	Amount	Department	Comments
11/27/2024	Anixter, Inc	T-Body Elbow Housing 600 Amp, 750 MCM Com Lug Spade, misc.	$ 34,270.97	PW - Electric	Atwell

CITY OF BANNING
STAFF REPORT

TO:	**CITY COUNCIL**
FROM:	**Douglas Schulze, City Manager**
PREPARED BY:	**Laurie Sampson, Assistant City Manager**
MEETING DATE:	**January 14, 2025**
SUBJECT:	**City Council Travel and Conference Expense Report Year to Date Through November 30, 2024**

RECOMMENDATION:

Receive and file

BACKGROUND:

The City Council attends many events, conferences, and training sessions while serving the City of Banning. The rules for these events and expenses are enforced by the Reimbursement Policy for Elected and Appointed Officials as well as by Policy E-3 Travel and Meeting Policy

JUSTIFICATION:

As part of the Reimbursements Policy for Elected and Appointed Officials each official must briefly report on outside meetings, and all City reimbursement expenditures are subject to disclosure under the Public Records Act and other applicable laws. This monthly report will enable the City to comply with this requirement.

FISCAL IMPACT:

All expenditures under this category are from account 001-1000-411.23-05. As of December 31, 2024, the total charged to this account is $4,168.15.

ALTERNATIVES:

Providing statistics keeps the Council, staff, and residents apprised of current council activities. If the statistics are not presented to the Council on a regular basis, then they should be provided on another platform.

BUDGETED?:

No

CONTRACT/AGREEMENT:

No

ATTACHMENTS:

1. City Council Travel through 11-30-2024.pdf

CITY COUNCIL TRAVEL AND CONFERENCE BUDGET FY2024-2025

ACCOUNT 001-1000-411.23-05

AS OF NOVEMBER 30, 2024

BUDGET		$	31,500.00
WALLACE		$	1,872.93
HAPPE			
SANCHEZ		$	1,012.35
MINJARES			
FLYNN		$	1,282.87
	TOTAL	$	4,168.15
BALANCE AVAILABLE		$	27,331.85

TRAVEL AND CONFERENCE FY 2024-2025

WALLACE C00013

Date	Event	Amount
7/12/2024	Banning Sunrise Breakfast	$ 25.00
7/23/2024	Chad Bianco Luncheon	$ 85.00
7/31/2024	July 2024 Mileage	$ 54.61
8/1/2024	Riverside County Women's Leadership Conference	$ 100.00
8/22/2024	Calimesa State of the City	$ 75.00
8/31/2024	August 2024 Mileage	$ 102.51
9/19/2024	Beaumont Stateof the City	$ 75.00
9/24/2024	San Jacinto State of the City	$ 71.21
9/30/2024	September 2024 Mileage	$ 41.47
10/8/2024	Regional City Managers Presentation	$ 25.00
10/16/2024	League of California Cities Annual Meeting/Meals	$ 115.25
10/16/2024	League of California Cities Annual Meeting/Mileage	$ 116.83
10/18/2024	League ofCalifornia Cities Annual Meeting Hotel/Westin	$ 605.41
10/22/2024	League ofCalifornia Cities Annual Meeting Hotel/Westin	$ 26.01
10/24/2024	League ofCalifornia Cities Annual Meeting Hotel/Riv Division	$ 60.00
10/25/2024	Hemet State of the City	$ 75.00
10/31/2024	October 2024 Mileage	$ 93.47
11/30/2024	November Mileage	$ 126.16
	Total Expenses	$ 1,872.93

TRAVEL AND CONFERENCE FY 2024-2025

SANCHEZ C00016

Date	Event	Amount
8/6/2024	State of the 5th District	$ 100.00
9/19/2024	Beaumont State of the City	$ 75.00
10/16/2024	League of California Cities Annual Meeting/Meals	$ 115.25
10/16/2024	League of California Cities Annual Meeting/Mileage	$ 116.83
10/18/2024	League of California Cities/Hotel Westin	$ 605.41
	Total Expenses	$ 1,012.49

TRAVEL AND CONFERENCE FY 2024-2025

FLYNN C00020

Date	Event	Amount
7/8/2024	Cal Cities Riverside Division Meeting	$ 60.00
7/23/2024	Chad Bianco Luncheon	$ 85.00
7/23/2024	State of the 5th District	$ 100.00
7/31/2024	Cal Cities Riverside Division Meeting/Mileage	$ 14.67
8/22/2024	Calimesa State of the City	$ 75.00
9/24/2024	San Jacinto State of the City	$ 71.21
10/16/2024	League of California Cities Annual Meeting/ Meals	$ 115.25
10/16/2024	League of California Cities Annual Meeting/Travel	$ 131.33
10/18/2024	League of California Cities Annual Meeting/Westin	$ 555.41
10/18/2024	League of California Cities Annual Meeting/Westin	$ 50.00
11/8/2024	Pass EDA Regional City Manager Presentation	$ 25.00
	Total Expenses	$ 1,282.87

CITY OF BANNING
STAFF REPORT

TO:	**CITY COUNCIL**
FROM:	**Douglas Schulze, City Manager**
PREPARED BY:	**David Newell, Community Development Director**
MEETING DATE:	**January 14, 2025**
SUBJECT:	**Consideration of Second Reading and Adoption of Ordinance 1607, Amending Chapter 15.76 of the Banning Municipal Code to Update the City's Participation in the Western Riverside County Transportation Uniform Mitigation Fee (TUMF) Program**

RECOMMENDATION:

Conduct second reading and adopt Ordinance 1607.

BACKGROUND:

The City of Banning is a Member Jurisdiction of the Western Riverside Council of Governments ("WRCOG"), a joint powers agency comprised of the County of Riverside and eighteen (18) cities located in Wester Riverside County. Acting in concert, in 2002-2003 the WRCOG Member Jurisdictions developed a plan whereby the shortfall in funds needed to enlarge the capacity of the Regional System of Highways and Arterials due to new development in Western Riverside County could be made up in part by a Transportation Uniform Mitigation Fee ("TUMF") on future residential, commercial and industrial development. As a Member Jurisdiction of WRCOG and as a TUMF Participating Jurisdiction, the City participated in the preparation of a certain "Western Riverside County Transportation Uniform Fee Nexus Study," ("2002 Nexus Study") later adopted by the WRCOG Executive Committee. Based on the 2002 Nexus Study, the City adopted and implemented an ordinance authorizing the City's participation in a TUMF Program, which was amended in 2019 by Ordinance 1549 and located in Chapter 15.76 ("Western Riverside County Transportation Uniform Mitigation Fee Program") of Title 15 ("Buildings and Construction") of the Banning Municipal Code.

Pursuant to the Mitigation Fee Act (Gov. Code §§ 66000 et seq.), WRCOG has prepared a new nexus study ("2024 Nexus Study") to update the fees. On September 9, 2024 the WRCOG Executive Committee reviewed the 2024 Nexus Study and recommended TUMF Participating Jurisdictions update their fees by amending their applicable TUMF ordinances to reflect changes in the TUMF network and the cost of construction.

On December 10, 2024, the City Council held a hearing on the subject ordinance and draft resolution for a revised TUMF schedule. At the conclusion of this hearing, the Council voted 5-0 to approve to approve both items. This is the second reading of the ordinance, as required by law.

JUSTIFICATION:

The proposed Ordinance provides the legal basis for a revised TUMF schedule. The actual TUMF schedule will be established through the Resolution.

In accordance with the Mitigation Fee Act, the proposed Ordinance and 2024 Nexus Study: (i) identify

the purpose of the revised fees; (ii) identify the use to which the revised fees is to be put, including identification of any facilities to be financed; (iii) determine how there is a reasonable relationship between the fee's use and the type of development project on which the fee is imposed; (iv) determine how there is a reasonable relationship between the need for the public facilities and the type of development project upon which the fees are imposed; and (v) determine how there is a reasonable relationship between the amount of the fees and the cost of the public facilities or portion or the public facility attributable to the development on which the fees are imposed.

The resolution will establish the Fee Schedule for TUMF as follows:

1. $12,380 per single family residential unit 1,800 square feet or less
2. $13,927 per single family residential unit between 1,801 and 2,300 square feet
3. $15,476 per single family residential unit between 2,301 and 2,700 square feet
4. $19,344 per single family residential unit greater than 2,700 square feet
5. $7,816 per multi-family residential unit
6. $2.33 per square foot of an industrial project
7. $7.72 per square foot of a retail commercial project
8. $4.89 per square foot of a service commercial project
9. $2.45 per square foot of a service Class A and B Office

The effective date for the new TUMF Schedule is April 1, 2025.

FISCAL IMPACT:

Fiscal impact for ordinance and resolution preparation include publication costs ($776) and some City staff time to prepare the staff report and attachments; however, WRCOG prepared most information (nexus study, and templates for staff report, ordinance and resolution) to minimize impacts to City staff.

If approved, the proposed ordinance and resolution will assure the City as a Member Agency of WRCOG collects its share of development impact fees from development projects consistent with the other Member Agencies of WRCOG, in order to receive benefits from shared funding pool for roadway improvements in the region and City of Banning. Recent local transportation projects that have benefitted from the City's compliance with and implementation of the TUMF Program include the Sun Lakes Boulevard extension and the Highland Springs Interchange improvement. The City has benefited in the with funding towards the Sunset Grade Separation Project, and future projects eligible for funding include the Hargrave Grade Separation, Sunset Interchange Improvements, and the Cabazon Connector Project.

ALTERNATIVES:

Do not introduce the ordinance or adopt the associated resolution and provide alternative direction to staff. It should be noted that this alternative may result in the loss of funding for current transportation projects (Sun Lakes Boulevard Extension) and inhibit future transportation improvements, resulting in traffic congestion and unacceptable levels of service. Furthermore, the failure to mitigate growing traffic impacts on the Regional System will substantially impair the ability of public safety services (police and fire) to respond and, thus, adversely affect the public health, safety and welfare.

BUDGETED?:

Yes

CONTRACT/AGREEMENT:

No

ATTACHMENTS:

1. Ordinance 1607 TUMF Program.docx
2. Ordinance Exhibit A (Map of the Regional System)

3. Ordinance Exhibit B - TUMFNexusStudy(240909)
4. 2024 11 29_12 06_Affidavit_PHN Ord Summary 1607.pdf

ORDINANCE NO. 1607

AN ORDINANCE OF THE CITY OF BANNING, CALIFORNIA, AMENDING AND SUPERSEDING ORDINANCE NO. 1549 TO UPDATE PARTICIPATION IN THE WESTERN RIVERSIDE COUNTY TRANSPORTATION UNIFORM MITIGATION FEE (TUMF) PROGRAM AND MAKING A DETERMINATION OF EXEMPTION UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

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

WHEREAS, in 2016, the TUMF Nexus Study ("2016 Nexus Study") was updated for the purpose of updating the fees. On July 10, 2017, the WRCOG Executive Committee reviewed the 2016 Nexus Study and TUMF Program and recommended TUMF Participating Jurisdictions amend their applicable TUMF ordinances to reflect changes in the TUMF network and the cost of construction in order to update the TUMF Program; and

WHEREAS, on September 11, 2017, the City adopted Ordinance No. 1514 which adopted the 2016 Nexus Study and updated the TUMF; and

WHEREAS, in 2018, the TUMF Program was altered to adopt a process in which WRCOG calculates and collects TUMF on behalf of member agencies under the Western Riverside County Transportation Uniform Mitigation Fee Program Ordinance of 2018; and

WHEREAS, on August 27, 2019, the City adopted Ordinance No. 1549 allowing WRCOG to calculate and collect TUMF on behalf of the City; and

WHEREAS, WRCOG, with the assistance of TUMF Participating Jurisdictions, has prepared an updated nexus study entitled "Transportation Uniform Mitigation Fee

Nexus Study: 2024 Update" ("2024 Nexus Study") pursuant to California Government Code sections 66000 *et seq*. (the Mitigation Fee Act), for the purpose of updating the fees. On September 9, 2024, the WRCOG Executive Committee reviewed the 2024 Nexus Study and TUMF Program and recommended TUMF Participating Jurisdictions amend their applicable TUMF ordinances to reflect changes in the TUMF network and the cost of construction in order to update the TUMF Program; and

WHEREAS, consistent with its previous findings made in the adoption of Ordinance Nos. 1514 and 1549, the City Council has been informed and advised, and hereby finds, that if the capacity of the Regional System is not enlarged and unless development contributes to the cost of improving the Regional System, the result will be substantial traffic congestion in all parts of Western Riverside County, with unacceptable Levels of Service. Furthermore, the failure to mitigate growing traffic impacts on the Regional System will substantially impair the ability of public safety services (police and fire) to respond and, thus, adversely affect the public health, safety and welfare. Therefore, continuation of a TUMF Program is essential; and

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

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

WHEREAS, the City Council finds and determines that the cost estimates set forth in the new 2024 Nexus Study are reasonable cost estimates for constructing the Regional System improvements and the facilities that compromise the Regional System, and that the amount of the TUMF expected to be generated by new development will not exceed the total fair share cost to such development; and

WHEREAS, the fees collected pursuant to this Ordinance shall be used to help pay for the design, planning, construction of and real acquisition for the Regional System improvements and its facilities as identified in the 2024 Nexus Study. The need for the improvements and facilities is related to new development because such development results in additional traffic and creates the demand for the improvements; and

WHEREAS, the proposed Ordinance establishes a funding mechanism for potential transportation improvements and does not approve the construction nor cause

the construction of any specific transportation improvements within Riverside County. Therefore, as it relates to the California Environmental Quality Act ("CEQA"), the adoption and approval of this Ordinance (and any related update to fees) qualifies for an exemption pursuant to CEQA Guidelines Section 15061(b)(3) because it can be seen with certainty that there is no possibility these proposed amendments and updates may have a significant effect on the environment; and

WHEREAS, by notice duly given and published, on December 10, 2024, the City Council held a public hearing on the 2024 Nexus Study and the fees proposed thereunder and at least ten (10) days prior to this hearing, the City Council made the 2024 Nexus Study available to the public; and

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

The City Council of the City of Banning does hereby ordain as follows:

SECTION 1. All of the above recitals are true and correct and are herein by reference.

SECTION 2. The Council hereby finds that the 2024 Nexus Study proposes a fair and equitable method for distributing a portion of the unfunded costs of improvements and facilities to the Regional system.

SECTION 3. The City Council hereby adopts the 2024 Nexus Study and its findings. The 2024 Nexus Study is attached and incorporated herein as Exhibit "B."

SECTION 4. Chapter 15.76 ("Western Riverside County Transportation Uniform Mitigation Fee Program") of Title 15 ("Building and Construction") of the Banning Municipal Code is hereby amended in its entirety to read as follows:

"**Chapter 15.76 Western Riverside County Transportation Uniform Mitigation Fee Program**

Sections:

15.76.010 Title.

15.76.020 Definitions.

15.76.030 Establishment of the Transportation Uniform Mitigation Fee.

15.76.040 Reimbursements.

15.76.050 Procedures for the Levy, Collection and Disposition of Fees.

15.76.060 Appointment of the TUMF Administrator.

DRAFT

15.76.070 Effect.

15.76.010 Title.

This Ordinance shall be known as the "Western Riverside County Transportation Uniform Mitigation Fee Program Ordinance of 2025" ("Ordinance").

15.76.020 Definitions.

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

A. "Class 'A' Office" means an office building that is typically characterized by high quality design, use of high end building materials, state of the art technology for voice and data, on-site support services/maintenance, and often includes full service ancillary uses such as, but not limited to a bank, restaurant/office coffee shop, health club, printing shop, and reserved parking. The minimum requirements of an office building classified as Class 'A" Office shall be as follows: (i) minimum of three stories (exception will be made for March JPA, where height requirements exist); (ii) minimum of 10,000 square feet per floor; (iii) steel frame construction; (iv) central, interior lobby; and (v) access to suites shall be from inside the building unless the building is located in a central business district with major foot traffic, in which case the first floor may be accessed from the street to provide entrances/ exits for commercial uses within the building.

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

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

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

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

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

(1) The new development being constructed is subject to a long-term lease with a government agency.

(2) The project shall have a deed restriction placed on the property that limits the use to government/public facility for the term of the lease, including all extension options, for a period of not less than 20 years. Any change in the use of the facility from government shall trigger the payment of the TUMF in effect at the time of the change is made.

(3) No less than ninety percent of the total square footage of the building is leased to the government agency during the term of deed restriction the long term and any extensions thereof.

(4) The new development is constructed at prevailing wage rates.

(5) A copy of the lease is provided to the applicable jurisdiction and to WRCOG.

(6) Based on the facts and circumstances WRCOG determines that the intent of the lease is to provide for a long-term government use, and not to evade payment of TUMF.

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

G. "Guest Dwellings" and "Detached Second Units" according to the State of California legal definition as following: 1) Complies with the State of California Department of Housing and Community Development *Accessory Dwelling Unit* Handbook and 2) Are ministerially approved by each jurisdiction's local codes.

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

I. "Industrial Project" means any development project that proposes any industrial or manufacturing use allowed in the following Title 17 zoning classifications: Industrial (I), Airport Industrial (AI), Business Park (BP), or Specific Plan with one of the aforementioned zoning districts used as the base zone.

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

K. "Low Income Residential Housing" means "Residential Affordable Units" for:

(1) rental housing, the units shall be made available, rented and restricted to "lower income households" (as defined in Health and Safety Code Section 50079.5) at an "affordable rent" (as defined in Health and Safety Code Section 50053). Affordable units that are rental housing shall be made available, rented, and restricted to lower income households at an affordable rent for a period of at

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least fifty-five (55) years after the issuance of a certificate of occupancy for new residential development;

(2) for-sale housing, the units shall be sold to "persons or families of low or moderate income" (as defined in Health and Safety Code Section 50093) at a purchase price that will not cause the purchaser's monthly housing cost to exceed "affordable housing cost (as defined in Health and Safety Code Section 50052.5) Affordable units that are for-sale housing units shall be restricted to ownership by persons and families of low or moderate income for at least forty-five (45) years after the issuance of a certificate of occupancy for the new residential development.

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

M. "Multi-Family Residential Unit" means a structure with two or more legal independent residential dwelling units intended for human habitation.

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

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

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

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

R. "Retail Commercial Project" means any development project that proposes any retail commercial activity use not defined as a service commercial project allowed in the following Title 17 zoning classifications: Downtown Commercial (DC), General Commercial (GC), Highway Serving Commercial (HSC), or Specific Plan with one of the aforementioned zones used as the base zone, which can include any eating/dining facility residing on the retail commercial development premises.

S. "Service Commercial Project" means any development project that is predominately dedicated to business activities associated with professional or

administrative services, and typically consists of corporate offices, financial institutions, legal, and medical offices eating/dining facilities, and other uses related to personal or professional services.

T. "Single Family Residential Unit" means each residential dwelling unit development which is situated on one lot which shares no common wall, foundation, or other interconnection with another dwelling unit.

U. "TUMF Administrative Plan" means that the TUMF Administration Plan adopted by the WRCOG Executive Committee May 5, 2003, as amended, setting forth detailed administration procedures and requirements for the TUMF program.

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

15.76.030 Establishment of the Transportation Uniform Mitigation Fee.

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

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

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

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

C. Fee Adjustment. The fee schedule may be periodically reviewed and the amounts adjusted by the WRCOG Executive Committee. By amendment to the Resolution reference is subsection A, above, the fees may be increased or decreased to reflect the changes in actual and estimated costs of the Regional System including,

but not limited to, debt service, lease payments and construction costs. The adjustment of the fees may also reflect changes in the facilities required to be constructed, in estimated revenues received pursuant to this Ordinance, as well as the availability or lack thereof of other funds with which to construct the Regional System. WRCOG shall review the TUMF Program no less than every four (4) years after the effective date of this Ordinance.

D. Purpose. The purpose of the TUMF is to fund those certain improvements to the Regional System as depicted in Exhibit "A" of the ordinance codified in this Chapter and identified in the 2024 Nexus Study, Exhibit "B" of the ordinance codified in this chapter.

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

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

1. Low income residential housing as described in paragraph "K." of Section 15.76.020 and in the TUMF Administrative Plan.

2. Government/public buildings, public schools, and public facilities as described in paragraph "E." of Section 15.76.020 and in the TUMF Administrative Plan. Airports that are public use airports and are appropriately permitted by Caltrans or other state agency.

3. Development Projects which are the subject of a Public Facilities Development Agreement entered into pursuant to Government Code section 65864 *et seq.*, prior to the effective date of Ordinance No. 1344, wherein the imposition of new fees are expressly prohibited, provided that if the term of such a Development Agreement is extended by amendment or by any other manner after the effective date of Ordinance No. 1344, the TUMF shall be imposed.

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

5. Guest Dwellings and Detached Second Units as described in this Ordinance in paragraph "G." of Section 15.76.020 and in the Administrative Plan.

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

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

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

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

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

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

1. Regional Tier

a. Arterial Credits: If a developer constructs arterial improvements identified on the Regional System, the developer shall receive credit for all costs associated with the arterial component based on approved Nexus Study for the Regional System effective at the time the credit agreement is entered into. WRCOG staff must pre-approve any credit agreements that deviate from the standard WRCOG approved format.

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

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

2. Local Tier

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

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

15.76.040 Reimbursements.

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

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15.76.050 Procedures for the Levy, Collection and Disposition of Fees.

A. Authority of the Building Department. The Director of Building & Safety, or his/her designee, is hereby authorized to provide WRCOG with development project specifics for the calculation of TUMF in a manner consistent with the TUMF Administrative Plan.

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

1. All fees collected hereunder shall be collected by WRCOG for deposit, investment, accounting and expenditure in accordance with the provisions of this Ordinance, TUMF Administrative Plan, and the Mitigation Fee Act.

2. The fees shall be paid at the time a certificate of occupancy is issued for the Development Project or upon final inspection, whichever comes first (the "Payment Date"). However this section should not be construed to prevent payment of the fees prior to issuance of an occupancy permit or final inspection. Fees may be paid at the issuance of a building permit, and the fee payment shall be calculated based on the fee in effect at that time, provided the developer tenders the full amount of his/her TUMF obligation. If the developer makes only a partial payment prior to the Payment Date, the amount of the fee due shall be based on the TUMF fee schedule in place on the Payment Date. The fees shall be calculated according to fee schedule set forth in the Ordinance and the calculation methodology set forth in the Fee Calculation Handbook adopted July 14, 2003, as amended from time to time.

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

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

5. Fees shall not be waived.

C. Issuance of Certificate of Occupancy. The City shall not issue a certificate of occupancy for any Development Project until WRCOG has provided written evidence that it has collected the fee.

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

E. Reports to WRCOG. The Community Development Director, or his/her designee, shall prepare and deliver to the Executive Director of WRCOG, periodic reports as will be established under Section 15.76.060.

15.76.060 Appointment of the TUMF Administrator.

WRCOG is hereby appointed as the Administrator of the Transportation Uniform Mitigation Fee Program. WRCOG is hereby authorized to collect all fees generated from the TUMF within the City, and to invest, account for and expend such fees in accordance with the provisions of this Ordinance and the Mitigation Fee Act. The detailed administrative procedures concerning the implementation of this Ordnance shall be contained in the TUMF Administrative Plan . Furthermore, the TUMF Administrator shall use the Fee Calculation Handbook adopted July 14, 2003, as amended from time to time, for the purpose of calculating a developer's TUMF obligation. In addition to detailing the methodology for calculating all TUMF obligations of different categories of new development, the purpose of the Fee Calculation Handbook is to clarify for the TUMF Administrator, where necessary, the definition and calculation methodology for uses not clearly defined in the respective TUMF ordinances.

WRCOG shall expend only that amount of the funds generated from the TUMF for staff support, audit, administrative expenses, and contract services that are necessary and reasonable to carry out its responsibilities and in no case shall the funds expended for salaries and benefits exceed two percent (2%) of the revenue raised by the TUMF Program. The TUMF Administrative Plan further outlines the fiscal responsibilities and limitations of the Administrator.

15.76.070 Effect.

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

SECTION 5. CEQA Determination. The City Council hereby determines, in accordance with Section 15061(b) of the California Environmental Quality Act Guidelines (the "CEQA Guidelines") (14 Cal. Code Regs. § 15000 et seq.) that the Transportation Uniform Mitigation Fee Program as described in this Ordinance is not a "project" within the meaning of Section 15378 and Section 15061(b)(3) of the CEQA Guidelines and is therefore exempt from the requirements of CEQA.

SECTION 6. Severability. If any one or more of the terms, provisions or sections of this Ordinance shall to any extent be judged invalid, unenforceable and/or voidable for any reason whatsoever by a court of competent jurisdiction, then each and all of the remaining terms, provisions and sections of this Ordinance shall not be affected thereby and shall be valid and enforceable.

SECTION 7. No Procedural defense. Prohibition of Jurisdictions from raising procedural defenses, including without limitation a statute of limitations, laches, the California Government Tort Claims Act, and necessary parties in a dispute with WRCOG regarding the matters set forth herein.

SECTION 8. Judicial Review. In accordance with State law, any judicial action or proceeding to attack, review, set aside, void or annul this Ordinance shall be commenced within 180 days of the date of adoption of this Ordinance.

SECTION 9. Ordinance No. 1549. This Ordinance supersedes the provisions of Ordinance No. 1549 provided this Ordinance is not declared invalid or unenforceable by a court of competent jurisdiction. If, for whatever reason, this Ordinance is declared invalid or unenforceable by a court of competent jurisdiction, Ordinance No. 1549 all other related ordinances and polices shall remain in full force and effect.

SECTION 10. Effective Date. This Ordinance shall take effect on April 1, 2025.

PASSED, APPROVED AND ADOPTED this __th day of _____ 2025.

_____
__[NAME]_____, Mayor
City of Banning

ATTEST:

_____
Caroline Patton, Administrative City Clerk
City of Banning

APPROVED AS TO FORM:

_____
Serita Young, City Attorney
Richards, Watson & Gershon

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CERTIFICATION:

I, Caroline Patton, Administrative City Clerk of the City of Banning, California, do hereby certify that Ordinance 1607 was duly introduced at a regular meeting of the City Council of the City of Banning, held on the 10th day of December 2024, and was duly adopted at a regular meeting of said City Council on the __th day of _____ 2025, by the following vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

Caroline Patton, Administrative City Clerk
City of Banning, California

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EXHIBIT "A"

MAP OF REGIONAL SYSTEM

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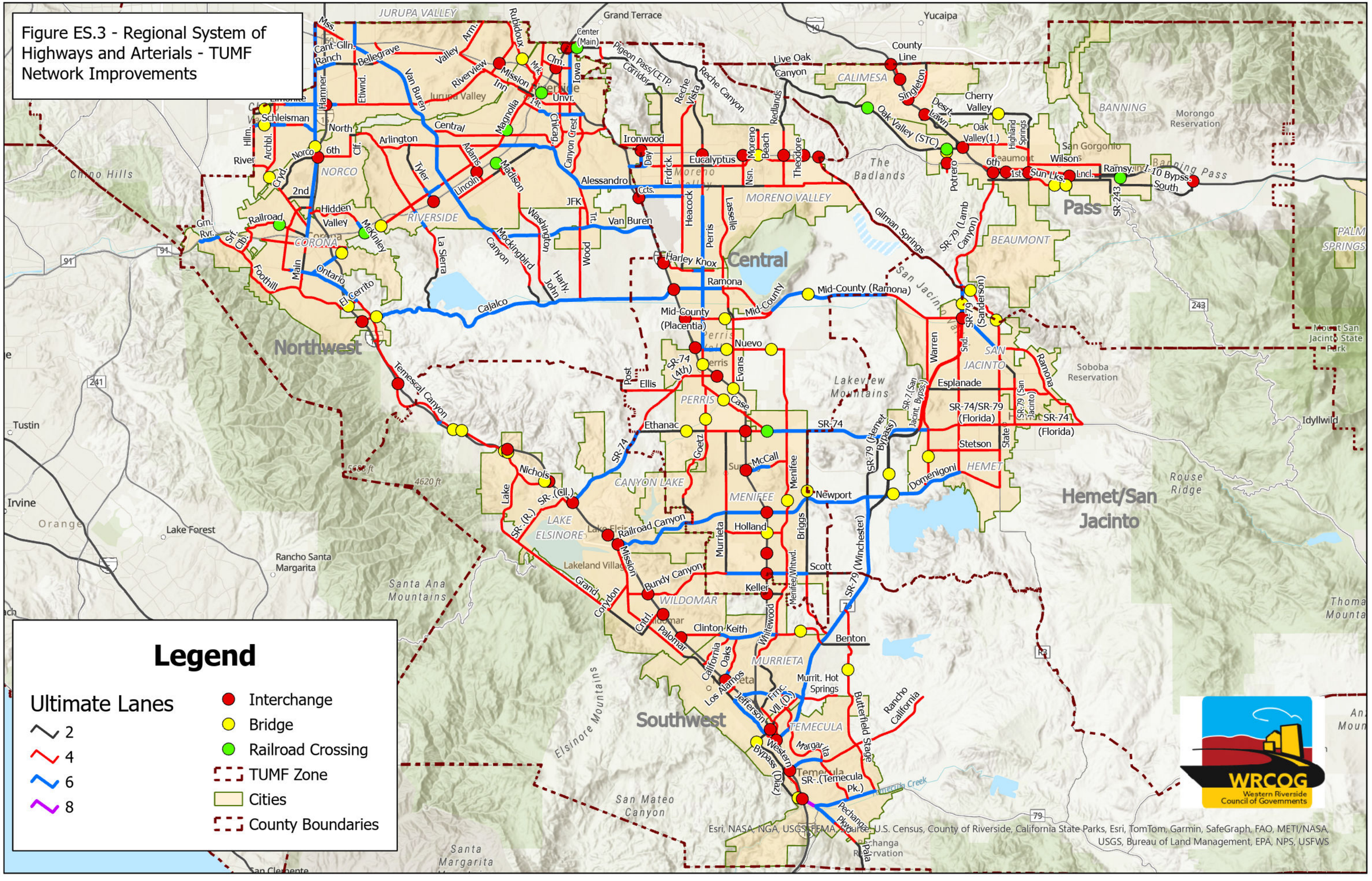
EXHIBIT "B"

NEXUS STUDY

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Figure ES.3 - Regional System of Highways and Arterials - TUMF Network Improvements



TRANSPORTATION UNIFORM MITIGATION FEE NEXUS STUDY 2024 UPDATE

FINAL REPORT

Prepared for the Western Riverside Council of Governments

In Cooperation with

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

Prepared by GHD

As adopted by the WRCOG Executive Committee, September 9, 2024

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ES.0 EXECUTIVE SUMMARY

ES.1 Introduction and Purpose of the Nexus Study

Western Riverside County includes 18 incorporated cities and the unincorporated county covering an area of approximately 2,100 square miles. Through the mid 2000's, this portion of Riverside County was growing at a pace exceeding the capacity of existing financial resources to meet increasing demand for transportation infrastructure. Although the economic recession of the late 2000's, and the associated crises in the mortgage and housing industries, slowed this rate of growth, the regional economy has recovered and the projected rate of development in Western Riverside County remains high. Similarly, the impact of the COVID-19 pandemic on travel demand in the region has also passed, with travel demands, especially for the highway network, surpassing pre-pandemic levels. Continued high growth in households and jobs in Western Riverside County could significantly increase congestion and degrade mobility if substantial investments are not made in transportation infrastructure. This challenge is especially critical for arterial roadways of regional significance, since traditional sources of transportation funding (such as the gasoline tax and local general funds) will not be nearly sufficient to fund the needed improvements.

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

Continued high growth in households and jobs in Western Riverside County could significantly increase congestion and degrade mobility if substantial investments are not made in transportation infrastructure. This challenge is especially critical for arterial roadways of regional significance, since traditional sources of transportation funding (such as the gasoline tax and local general funds) will not be nearly sufficient to fund the needed improvements. While the TUMF cannot fund all necessary transportation system improvements, it is intended to address a current transportation funding shortfall by establishing a new revenue source that ensures future new development will contribute toward addressing its indirect cumulative traffic impacts on regional transportation infrastructure. Funding accumulated through the TUMF Program will be used to construct transportation improvements such as new arterial highway lanes, reconfigured freeway interchanges, railroad grade separations and new regional express bus services that will be needed to accommodate future travel demand in Western Riverside County. By levying a fee on new developments in the region, local agencies will be establishing a mechanism by which developers and in turn new county residents and employees will effectively contribute their "fair share" toward sustaining the regional transportation system.

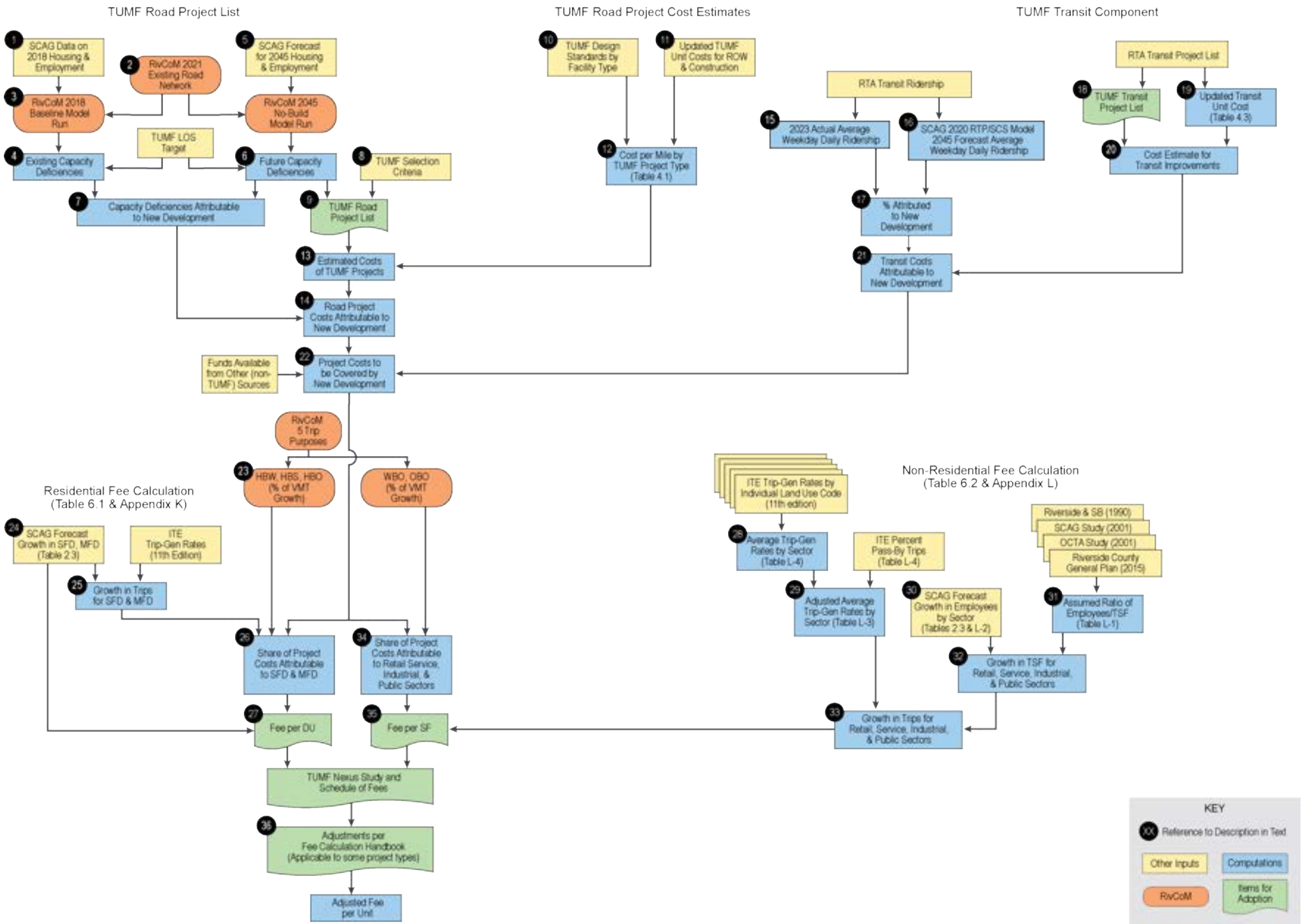
This TUMF Draft Nexus Study is intended to satisfy the requirements of California Government Code Chapter 5 Section 66000-66008 Fees for Development Projects (also known as California Assembly Bill 1600 (AB 1600) or the Mitigation Fee Act) which governs imposing development impact fees in California. The initial WRCOG TUMF Nexus Study was completed in October 2002 and adopted by the WRCOG Executive Committee in November 2002. The results of the first review of the Program were documented in the TUMF Nexus Study 2005 Update adopted by the WRCOG Executive Committee on February 6, 2006. A second comprehensive review of the TUMF Program was adopted by the WRCOG Executive Committee on October 5, 2009. A third comprehensive review of the TUMF Program was conducted following the adoption of the Southern California Association of Governments (SCAG) 2016-2040 Regional Transportation Plan/ Sustainable Communities Strategy (2016 RTP/SCS) on April 7, 2016. The WRCOG TUMF Nexus Study 2016 Update Report was adopted by the WRCOG Executive Committee on July 10, 2017.

On September 3, 2020, SCAG adopted Connect SoCal; The 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments (2020 RTP/SCS). The adoption of the 2020 RTP/SCS confirmed new growth forecasts for the region that provide a foundational element for updating the TUMF program and the associated nexus determination prompting WRCOG to initiate the current program update. These forecasts are also integrated into the Riverside County Transportation Analysis Model (RivCoM) used to forecast the cumulative regional traffic impacts of new development on the arterial highway network in Western Riverside County.

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

This version of the WRCOG TUMF Nexus Study Report documents the results of the fourth comprehensive review of the TUMF Program. This version of the document also incorporates revisions in response to comments received during the formal review of the earlier Draft TUMF Nexus Study 2024 Update. The findings of this report were ultimately adopted by the WRCOG Executive Committee on September 9, 2024.

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



ES.2 Future Growth

In preparation for the 2020 RTP/SCS, SCAG undertook robust stakeholder engagement, including participation by WRCOG, Riverside County and the various cities in Western Riverside County, to develop regional demographic forecasts. Using input from regional stakeholders regarding anticipated patterns and rates of development, SCAG compiled and disseminated the forecasts that were ultimately adopted in 2020. The SCAG forecasts adopted for the 2020 RTP/SCS were subsequently used as the basis for RivCoM and are used as the basis for this TUMF Nexus Study Update.

A major distinction between data used for the TUMF Nexus Study 2016 Update and the SCAG 2020 RTP/SCS data used for this 2024 Update is the change in the base year from 2012 to 2018, as well as the change in the horizon year from 2040 to 2045. This shift in the base year and horizon year demographic assumptions of the program carries through all aspects of the nexus analysis, including the travel demand forecasting, network review and fee calculation.

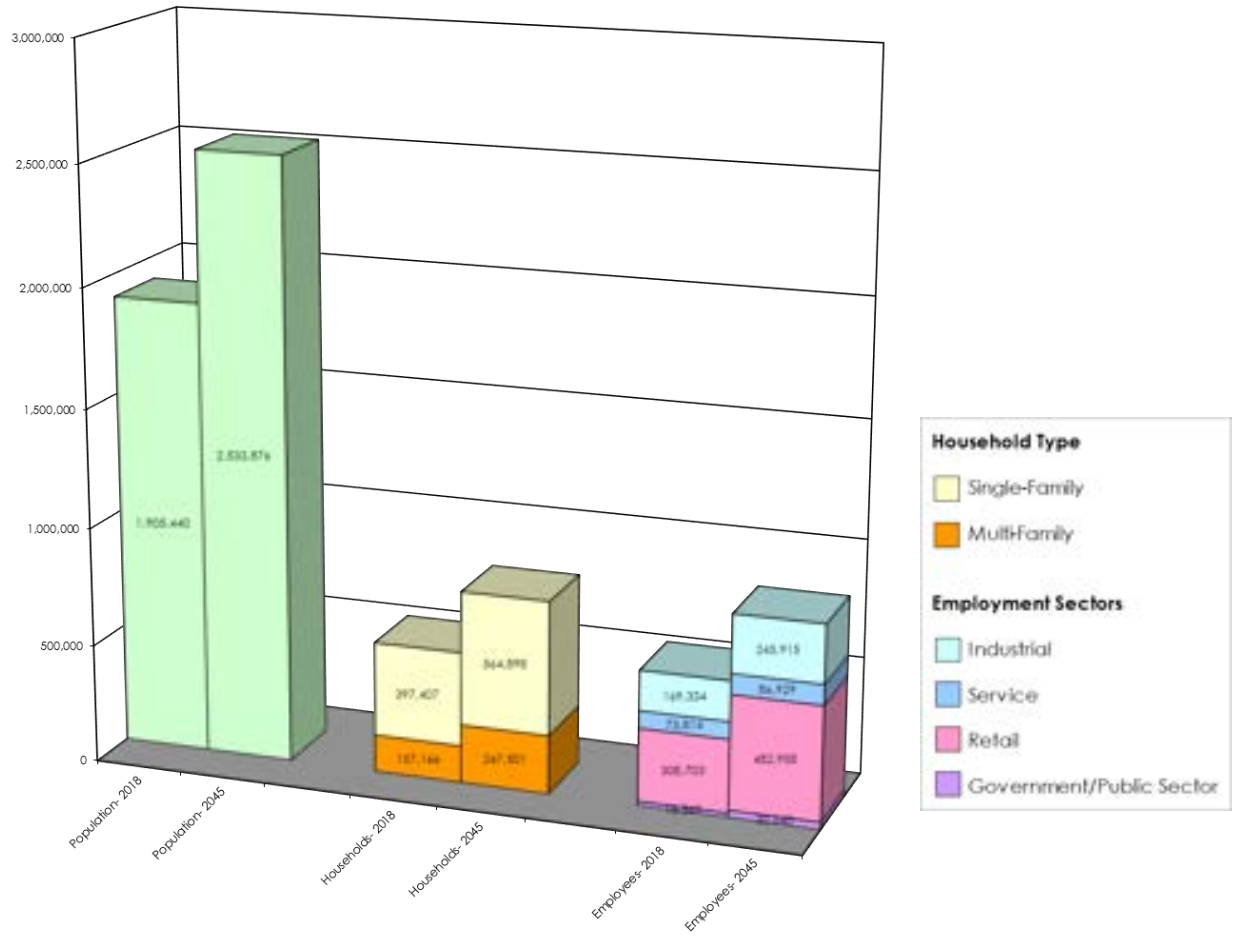
The population of Western Riverside County is projected to increase by 33% in the period between 2018 and 2045. During the same period, employment in Western Riverside County is anticipated to grow by 48%. **Figure ES.2** illustrates the forecast growth in population, household and employment for Western Riverside County.

ES.3 Need for the TUMF

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

As a result of the new development and associated growth in population and employment in Western Riverside County, additional pressure will be placed on the transportation infrastructure, particularly the arterial roadways, with the peak period VMT on the TUMF Network estimated to increase by 38% between 2018 and 2045. By 2045, 37% of the total VMT on the TUMF Network is forecast to be traveling on facilities experiencing peak period LOS E or worse. Without improvements to the arterial highway system, the total vehicle hours of delay (VHD) experienced by area motorists on the TUMF Network will increase over 5.0% per year. The need to improve these roadways and relieve future congestion is therefore directly linked to the future development which generates the travel demand.

Figure ES.2 - Population, Households and Employment in Western Riverside County (2018 to 2045)



As population and employment in Western Riverside County grows because of new development, demand for regional transit services in the region is also expected to grow. Weekday system ridership for RTA bus transit services is approximately 16,575 riders per day in Western Riverside County in 2023. By 2045, bus transit services are forecast to serve approximately 57,282 riders per weekday. This represents an average increase of 1,850 weekday riders each year. Based on this rate of ridership growth, weekday ridership is estimated to increase by 40,707 riders per weekday between 2018 and 2045.

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

ES.4 The TUMF Network

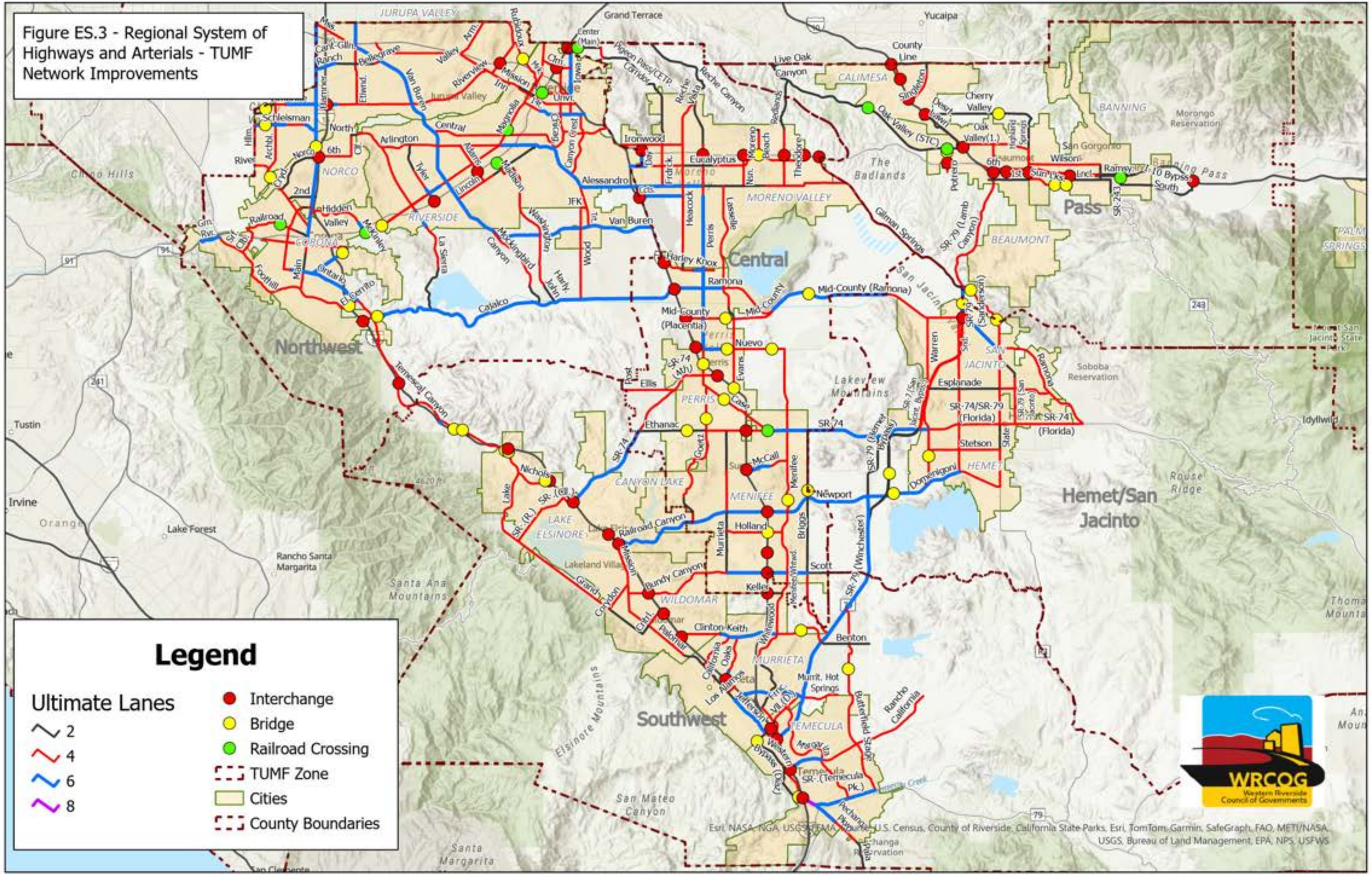
The Regional System of Highways and Arterials (also referred to as the TUMF Network) is the system of roadways that serve inter-community trips within Western Riverside County and therefore are eligible for improvement funding with TUMF funds. Transportation facilities in Western Riverside County that generally satisfied these guidelines were initially identified, and a skeletal regional transportation framework evolved from facilities where several guidelines were observed. Representatives of all WRCOG constituent jurisdictions reviewed this framework in the context of current local transportation plans to define the TUMF Network, which was subsequently endorsed by the WRCOG Public Works Committee, WRCOG Technical Advisory Committee, TUMF Policy Committee and the WRCOG Executive Committee.

The TUMF Network was reviewed as part of the 2024 Nexus Update to ensure facilities generally still met the previously described performance guidelines, and/or that the scope and magnitude of specific improvements to the TUMF Network were roughly proportional to the impacts needing to be mitigated. This review process resulted in the removal of various facilities from the TUMF Network, as well as various changes in the scope and magnitude of specific improvements to the TUMF Network.

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

The total cost of improving the TUMF system is $5.28 billion. Accounting for obligated funds and unfunded existing needs, the estimated maximum eligible value of the TUMF Program is $4.24 billion. The maximum eligible value of the TUMF Program includes approximately $3.87 billion in eligible arterial highway and street related improvements and $154.8 million in eligible transit related improvements. An additional $53.9 million is also eligible as part of the TUMF Program to mitigate the impact of eligible TUMF related arterial highway and street projects on critical native species and wildlife habitat, while $161.2 million is provided to cover the costs incurred by WRCOG to administer the TUMF Program.

Figure ES.3 - Regional System of Highways and Arterials - TUMF Network Improvements



ES.5 TUMF Nexus Analysis

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

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

The split of fee revenues between the backbone and secondary highway networks is related to the proportion of highway vehicle travel that is relatively local (between adjacent communities) and longer distance (between more distant communities but still within Western Riverside County). To estimate a rational fee split between the respective networks, the future travel forecast estimates were aggregated to a matrix of peak period trips between zones. The overall result is that 51.1% of the regional travel is attributable to the backbone network and 48.9% is assigned to the secondary network.

In order to establish the approximate proportionality of the future traffic impacts associated with new residential development and new non-residential development, peak period growth in VMT between 2018 and 2045 was derived from RivCoM and aggregated by trip purpose. It was concluded that home-based person trips represent 77.7% of the total future person trips, and the non-home-based person trips represent 22.3% of the total future person trips.

ES.6 Fair-Share Fee Calculation

The balance of the unfunded TUMF system improvement needs is $4.24 billion which is the maximum value attributable to the mitigation of the cumulative regional transportation impacts of future new development in the WRCOG region and will be captured through the TUMF Program. By levying the uniform fee directly on future new developments (and indirectly on new residents and new employees to Western Riverside County), these transportation system users are assigned their "fair share" of the

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

Of the $4.24 billion in unfunded future improvement needs, 77.7% ($3.30 billion) will be assigned to future new residential development and 22.3% ($946.5 million) will be assigned to future new non-residential development.

ES.7 Conclusions

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

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

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

Table ES.1 - Transportation Uniform Mitigation Fee for Western Riverside County				
Land Use Type	**Units**	**Development Change**	**Fee Per Unit**	**Total Revenue ($ million)**
Single-Family Residential	DU	167,491	**$15,476**	$2,592.0
Multi-Family Residential	DU	90,335	**$7,816**	$706.1
Industrial	SF GFA	61,489,565	**$2.33**	$143.1
Retail	SF GFA	6,557,500	**$11.21**	$73.5
Service	SF GFA	66,735,957	**$9.76**	$651.1
Government/Public	SF GFA	3,420,665	**$23.07**	$78.9
MAXIMUM TUMF VALUE				**$2,961.0**

1.0 INTRODUCTION AND PURPOSE OF THE NEXUS STUDY

1.1 Background

Western Riverside County includes 18 incorporated cities and the unincorporated county covering an area of approximately 2,100 square miles. Through the mid 2000's, this portion of Riverside County was growing at a pace exceeding the capacity of existing financial resources to meet increasing demand for transportation infrastructure. Although the economic recession of the late 2000's, and the associated crises in the mortgage and housing industries, slowed this rate of growth, the regional economy has recovered and the projected rate of development in Western Riverside County remains high. Similarly, the impact of the COVID-19 pandemic on travel demand in the region has also passed, with travel demands, especially for the highway network, surpassing pre-pandemic levels.

Continued high growth in households and jobs in Western Riverside County could significantly increase congestion and degrade mobility if substantial investments are not made in transportation infrastructure. This challenge is especially critical for arterial roadways of regional significance, since traditional sources of transportation funding (such as the gasoline tax and local general funds) will not be nearly sufficient to fund the needed improvements. Development exactions only provide improvements near the development site, and the broad-based county-level funding sources (i.e., Riverside County's half-cent sales tax known as Measure A) designate only a small portion of their revenues for arterial roadway improvements.

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

Regional arterial highways in Western Riverside County are forecast to carry significant traffic volumes by 2045. While some localized fee programs exist to mitigate the local impacts of new development on the transportation system in specific areas, and while these programs are effective locally, they are insufficient in their ability to meet the regional demand for transportation infrastructure. Former Riverside County Supervisor Buster recognized the need to establish a comprehensive funding source to mitigate the cumulative regional transportation impacts of new development on regional arterial highways. The need to establish a comprehensive funding source for arterial highway improvements has evolved into the development of the Transportation Uniform Mitigation Fee (TUMF) for Western Riverside County.

In February 1999, the cities of Temecula, Murrieta and Lake Elsinore, the Western Riverside Council of Governments (WRCOG), the Riverside County Transportation Commission (RCTC) and the Building Industry Association (BIA) met to discuss the

concept of a TUMF. The intent of this effort was to have the southwest area of Western Riverside County act as a demonstration for the development of policies and a process for a regional TUMF Program before applying the concept countywide. From February 1999 to September 2000, the Southwest Area Transportation Infrastructure System Funding Year 2020 (SATISFY 2020) Program progressed with policy development, the identification of transportation improvements, traffic modeling, cost estimates, fee scenarios and a draft Implementation Agreement.

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

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

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

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

1.2 TUMF Nexus Study History

The TUMF Program is implemented through the auspices of WRCOG. As the council of governments for Western Riverside County, WRCOG provides a forum for representatives from 18 cities, the Riverside County Board of Supervisors, the Eastern Municipal Water District, Western Water, the Riverside County Superintendent of Schools, the March Joint Powers Authority and the Riverside Transit Agency to collaborate on issues that affect the entire subregion, such as air quality, solid waste, transportation and the environment. WRCOG strives to "respect local control, provide regional perspective, and make a difference" to elevate the quality of life throughout the subregion. A current list of the standing WRCOG committees and committee membership that oversee the TUMF program is included in **Appendix A.**

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

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

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

On September 3, 2020, SCAG adopted Connect SoCal; The 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments (2020 RTP/SCS). As stated in the plan document "Connect SoCal embodies a collective vision for the region's future, through the horizon year of 2045. It is developed with input from a wide range of constituents and stakeholders within the Counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura, including public agencies, community organizations, elected officials, tribal governments, the business community and the public. Connect SoCal is an important planning document for the region, allowing public agencies who implement transportation projects to do so in a coordinated manner, while qualifying for federal and state funding."

The adoption of the 2020 RTP/SCS confirmed new growth forecasts for the region that were used as the basis to develop the Connect SoCal plan. These forecasts also provide a foundational element for updating the TUMF program and the associated nexus determination prompting WRCOG to initiate the current program update. The 2020 RTP/SCS growth forecasts are used directly in the fee calculation as the basis for determining the anticipated growth in households and employment in the region through the program horizon year of 2045. These forecasts are also integrated into the Riverside County Transportation Analysis Model (RivCoM) used to forecast the cumulative regional traffic impacts of new development on the arterial highway network in Western Riverside County.

Completed in 2021 to succeed the Riverside County Traffic Analysis Model (RIVTAM), RivCoM provides a valuable tool for supporting a variety of transportation planning activities in Riverside County, including the update of the TUMF Nexus Study. RivCoM was developed under the leadership of WRCOG in conjunction with regional partners with the intent to provide jurisdictions in Riverside County with a traffic forecasting tool that, while consistent with the SCAG regional travel demand model, provides a more appropriate level of detail to support transportation planning at the County or City level.

RivCoM is a critical tool for quantifying the cumulative regional traffic impacts of new development as part of the TUMF Nexus Study Update. Utilizing the 2020 RTP/SCS growth forecasts, RivCoM is used to quantify changes in travel demand and traffic conditions on the regional highway network, with a specific focus on the TUMF Network. RivCoM outputs are used to analyze project eligibility and quantify the fair share of traffic growth that is attributable to new development as inputs to determining the fee. The adoption of the Connect SoCal plan and the availability of RivCoM to serve as a critical tool for quantifying network impacts for the TUMF Nexus Study Update were key factors driving the schedule for this update of the fee.

To ensure new development continues to contribute a fair share of the cost to mitigate its cumulative regional transportation impacts in the period between the comprehensive review of program assumptions completed at least every five years, the WRCOG Executive Committee has also established that the TUMF Schedule of Fees will be reviewed annually, and adjusted, as needed, on July 1st to reflect current costs. The revised schedule of fees will typically be recalculated in February of each year based

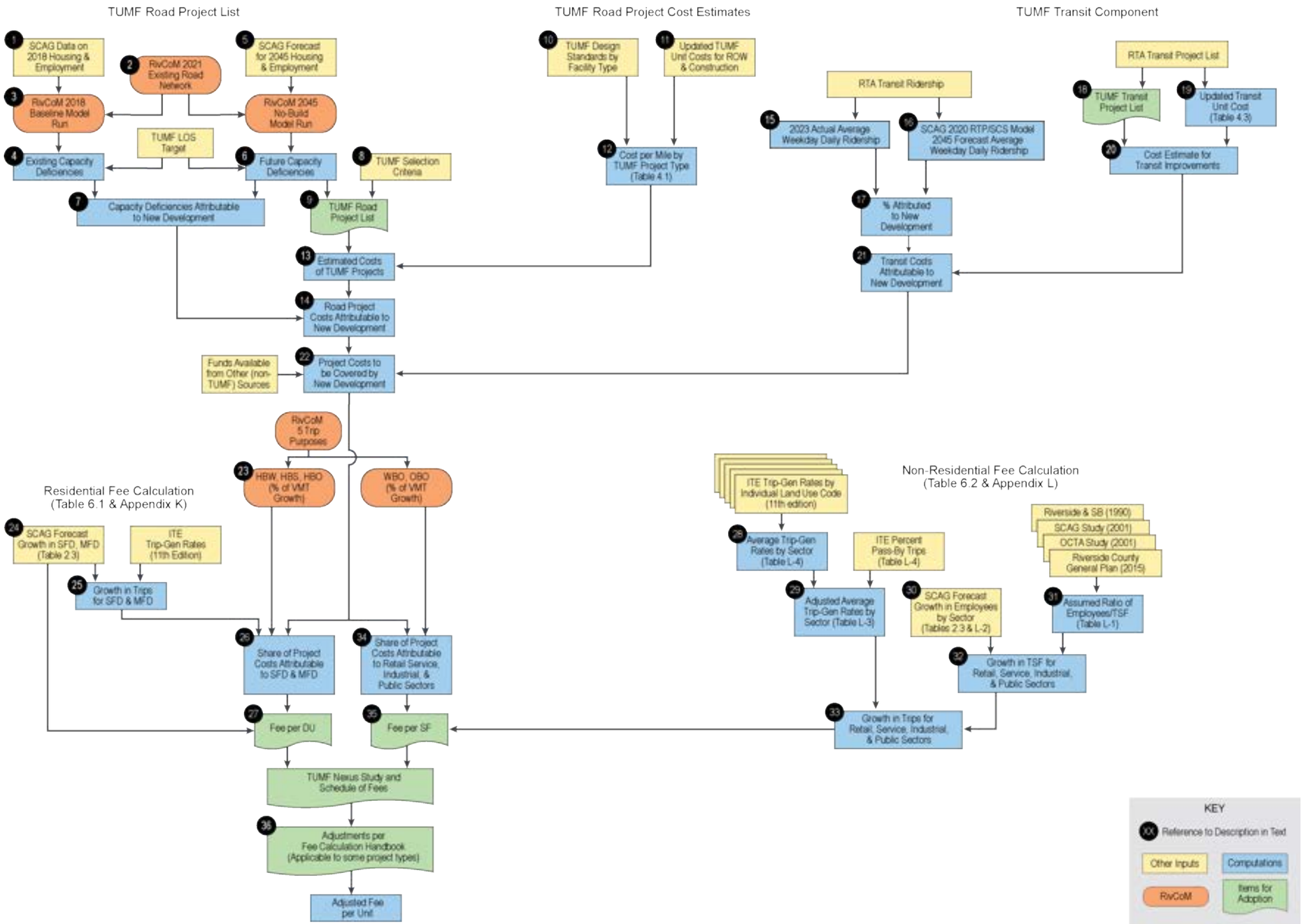
on the percentage increase or decrease in the Engineering News Record (ENR) Construction Cost Index (CCI) for the twelve (12) month period from January of the prior year to January of the current year, and the percentage increase or decrease in the National Association of Realtors (NAR) Median Sales Price of Existing Single Family Homes in the Riverside/San Bernardino Metropolitan Statistical Area for the twelve (12) month period from the 3rd Quarter of the second year prior to the 3rd Quarter of the prior year (to coincide with the publication of the most recently updated index). If approved by the Executive Committee, the resultant percentage change for each of the indices will be applied to the unit cost assumptions for roadway and bus transit costs, and land acquisition costs, respectively, to reflect the combined effects of changes in eligible project costs on the resultant per unit fee for each defined land use category. The most recent annual cost adjustment to the TUMF Schedule of Fees was adopted by the WRCOG Executive Committee on July 12, 2021.

1.3 TUMF Nexus Study Process

In coordination with WRCOG, city and county representatives and other interested parties have reviewed the underlying assumptions of the Nexus Study as part of this comprehensive program review. In particular, the most recent socioeconomic forecasts developed by SCAG as the basis for the 2020 RTP/SCS were incorporated. This use of the most recent SCAG forecasts resulted in a shift of the program base year from 2012 to 2018, as well as a shift in the program horizon year from 2040 to 2045. Furthermore, the TUMF Network was re-examined in detail based on travel demand forecasts derived from the most recent version of the Riverside County Model (RivCoM) to more accurately reflect future project needs to address the cumulative regional impacts of new development in Western Riverside County as well as eliminating those projects having been completed prior to the commencement of the Nexus review in 2021.

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

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



2.3.1. Establish the TUMF Network Project List

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

1) The SCAG 2020 RTP/SCS was developed using housing and employment data for 2018 as its base year. This adopted dataset was integrated into RivCoM providing a critical analytic tool to support the Nexus Study Update.

2) The RivCoM model[1] has datasets available that represent the capacity of the different facilities in the road network for several different study years. For this nexus update, the RivCoM 2018 base network that was developed following the adoption of the SCAG 2020 RTP was selected as the one most closely resembling current conditions. This network was subsequently reviewed and updated, including a detailed review by WRCOG staff and participating jurisdictions, to identify projects that were completed on the arterial network in the period between 2016 and December 2021. The arterial network was then recoded to reflect the changes to the TUMF Network to create a 2021 Existing Network as the base network for analysis. A second version of the base network was also developed adding only those facilities that had been identified on the 2016 TUMF network that did not currently exist and therefore were not represented by a link(s) in RivCoM. The Supplemental 2021 Existing Network was utilized as the basis for assessing only those projects that did not currently exist on the TUMF Network.

3) RivCoM was run using the 2018 socio-economic data (SED) and the 2021 Existing Networks to produce the baseline volumes on the roads in the TUMF Network.

4) The baseline volume-to-capacity (V/C) ratio was then determined. The target LOS for TUMF facilities is "D", meaning that facilities with LOS "E" or "F", i.e. those with a V/C ratio of 0.9 or higher, are deemed to have inadequate capacity. The result of this step is a list of roads that have existing capacity deficiencies.

[1] The macro-level traffic forecasting was conducted using the Riverside County Transportation Analysis Model (RivCoM). RivCoM is consistent of SCAG's six-county model with additional detail (traffic analysis zones and local roads) added within Riverside County. It was developed for use in traffic studies in Riverside County as a replacement for the Riverside County Transportation and Analysis Model (RivTAM) integrating an updated modeling platform to improve run time and reliability, as well as a more focused model area, more detailed network and zone structure, and prost processors to satisfy more recent legislative requirements. RivCoM has both the geographic scope needed to analyze all TUMF facilities and conformity with regional planning assumptions. There is a memorandum of understanding among the jurisdictions of Riverside County that encourages the use of the RivCoM model for use in regional traffic studies.

5) The SCAG 2020 RTP/SCS was developed using housing and employment data for 2045 as its forecast horizon year. This adopted dataset was also used as the future base year for the TUMF update calculation.

6) RivCoM was run using the 2021 Existing Networks with the land use assumptions for 2045. These "Future No-Build" scenarios was used to determine where deficiencies would occur in the roadway system if development occurred as expected but no roadway improvements were implemented.

7) Comparing the existing capacity deficiencies with the future deficiencies showed where new deficiencies would occur that are entirely attributable to growth in households and employment. Comparing the existing and future traffic volume to capacity ratio on the roads that are currently deficient shows the portion of the future deficiency that is attributable to growth.

8) It is generally acknowledged that the TUMF program cannot and should not attempt to fund every roadway improvement needed in Western Riverside County. WRCOG has adopted a set of selection criteria that was used to choose which roadway improvements would be eligible for TUMF funding.

9) The selection criteria were applied to the forecast deficiencies to identify projects for the TUMF Project List. The project list was subsequently reviewed to confirm the eligibility of proposed projects, including projects previously included in the TUMF program, as well as additional projects requested for inclusion as part of the current update. The project list was then subsequently updated to reflect those projects considered eligible for TUMF funding as part of the 2024 Nexus Study Update.

2.3.2. Determine the TUMF Network Project Costs

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

10) The TUMF program has design standards covering the road project components that are eligible for TUMF funding. This ensures that projects in jurisdictions with different design standards are treated equally[2].

11) Current cost values for labor and materials such as cement, asphalt, reinforcing steel, etc., as derived from Caltrans cost database, RCTC and other sources, were tabulated and updated to December 2023. Additionally, the ROW cost components per square foot for various land use types were also updated based on current property valuations in Riverside County as researched by Overland, Pacific and Cutler.

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

12) The cost values for the contributing labor, materials and land components were applied to estimated quantities of these components for the various roadway project types that are eligible under TUMF to generate aggregate unit cost values for each project type (road costs per lane-mile, typical costs per arterial-freeway interchange, bridge costs per linear foot, etc.).

13) The unit costs from the previous step were then applied to the project list to estimate the costs of the improvements on the TUMF project list.

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

2.3.3. Determine the TUMF Transit Component

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

15) Actual average weekday daily ridership for Riverside Transit Agency (RTA) transit bus services was tabulated for 2023.

16) Forecast average weekday daily ridership for RTA bus transit services was retrieved from the SCAG 2020 RTP/SCS Model for horizon year 2045.

17) The growth in ridership between 2023 and 2045 was compared to determine the portion of 2045 average weekday daily ridership that is attributable to existing passengers and the portion attributable to new growth.

18) A proposed transit project list was provided by RTA staff and was reviewed to confirm the validity of the project list to establish a final recommended transit project list to be included as part of the program. The result was the TUMF Transit Project List.

19) RTA provided information on current costs for the listed transit infrastructure.

20) The cost information was then used to determine the cost of the items on the TUMF Transit Project List.

21) The percent attribution from Step 17 was applied to the project cost estimates from the previous step to determine the cost of transit improvements that are attributable to new development.

22) The costs for road and transit projects that are attributable to new development are then combined along with information on other (non-TUMF) funds to determine the total cost for TUMF projects that is to be cover by new development through the imposition of the fees. The available alternate funding sources were reviewed as part of the Nexus update, specifically including the completion of a detailed review of available federal, state and local funding sources administered by RCTC.

2.3.4. Computing the Fee for Residential Developments

Having determined the total project costs to be covered by new development under the TUMF program, it is necessary to divide these costs among different types of developments roughly in proportion to their expected traffic impacts. The following steps describes the process for determining the proportion attributable to new residential development. The approach for accomplishing these steps along with the findings of this analysis are described in detail in **Chapter 5** and **Chapter 6** of this report.

23) California legislation encourages the use of vehicle miles of travel (VMT) as the primary indicator of traffic impacts because it combines the number of vehicle trips and the average length of those trips to reflect the proportional impact to the roadway network. As a result, the methodology for determining the relative distribution of traffic impacts between residential and non-residential uses for the purposes of TUMF utilizes a VMT based approach. The RivCoM 2021 Existing Network and 2045 No-Build model runs were examined to determine the VMT of various trip types that would take place in Western Riverside County (excluding through trips). The results were compared to determine the growth in VMT for each trip type. Per WRCOG policy (based on National Cooperative Highway Research Program (NCHRP) recommended practice) trips originating in or destined for a home are attributed to residential development while trips where neither the origin nor the destination are a home are attributed to non-residential development.

24) The SCAG 2020 RTP/SCS socio-economic forecasts were used to estimate the number of single-family and multi-family dwelling units that will be developed during the 2018 to 2045 period.

25) The Institute of Transportation Engineers' (ITE's) trip generation rates, which come from surveys of existing sites for various development types, were then used to estimate the daily number of trips that will be generated by future single- and multi-family developments that will occur in the region from 2018 to 2045.

26) The cost to be covered by residential development was divided into the portion attributable to new single-family dwellings and portion attributable to new multi-family development to calculate the cost share for each use.

27) The cost share for single-family dwellings and multi-family dwellings was divided by the number of dwellings of each type to determine the fee level required from each new dwelling unit to cover their fair share of the cost to mitigate the impacts of new developments.

2.3.5. Computing the Fee for Non-Residential Developments

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

28) Like many impact fee programs, TUMF groups similar development projects together into general use categories to simplify the administration of the program. TUMF groups the various land use categories found in ITE's Trip Generation Manual into four non-residential categories (industrial, retail, service, and government/public sector) based on the North American Industry Classification System (NAICS), which is also used by the U.S. Census Bureau and SCAG for demographic classifications and is the basis for such classifications in the SCAG Regional Travel Demand Model as well as and the RivCoM model. The ITE trip generation rates for all uses were reviewed for accuracy updated to reflect the most current ITE published rates. The median value for the trip-generation rates for all uses within each category was used in the nexus study to represent the trip-generation characteristics for the category.

29) The trip-generation rates of retail and service uses were adjusted to take into account the share of pass-by trips these uses generate. Pass by trip rates for various retail and service uses were derived from the ITE Trip Generation Manual to determine the median value of all uses as the basis for the adjustment. The ITE pass by trip rates for all uses were reviewed for accuracy and updated to reflect the most current ITE published rates.

30) The SCAG 2020 RTP/SCS socio economic forecasts included non-residential employment for 2018 and 2045. These forecasts were used to estimate the growth in employment in each of the four non-residential uses.

31) The SCAG employment forecasts are denominated in jobs while development applications are typically denominated in square feet of floorspace. The ratio of floorspace per employee was determined as a median value derived from four studies, including a comprehensive study San Bernardino and Riverside Counties conducted in 1990, an OCTA study conducted in 2001, a SCAG study (including a specific focus on Riverside County) conducted in 2001, and the Riverside County General Plan adopted in 2015.

32) The forecast growth in employees was multiplied by the floorspace per employee to produce a forecast of the floorspace that will be developed for each of the four non-residential use types.

33) The trip-generation rate for each of the four uses was multiplied by the forecast of new floorspace to estimate the number of trips generated by each use.

34) The amount of project costs to be covered by non-residential development was split between the four non-residential uses to determine the TUMF cost share for each.

35) The TUMF cost share for each of the four non-residential uses was divided by the forecast growth in floorspace to determine the fee level required from each new square foot of non-residential development to cover their fair share of the cost to mitigate the impacts of new developments.

36) WRCOG has adopted a TUMF Fee Calculation Handbook that allows for fee adjustments to be made to account for unusual circumstances for certain types of residential and non-residential development (fuel filling stations, golf courses, high-cube warehouses, wineries, electric charging stations, etc.) These

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

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

2.0 FUTURE GROWTH

2.1 Recent Historical Trend

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

Despite the impacts of the Great Recession and the associated residential mortgage and foreclosure crisis, and more recently with the shifting of population during and following the COVID-19 pandemic, Western Riverside County has continued to grow due to the availability of relatively affordable residential and commercial property, and a generally well-educated workforce. By 2010, the population of the region had grown to 1.742 million, a further 47% growth in population from 2000. Similarly, total employment in the region had also grown from 2000 to 2010 with 434,000 employees estimated to be working in Western Riverside County. This represents a 12% increase from the 381,000 employees working in the region in 2000.

2.2 Available Demographic Data

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

In preparation for the 2020 RTP/SCS, SCAG undertook robust stakeholder engagement, including participation by WRCOG, Riverside County and the various cities in Western Riverside County, to develop regional demographic forecasts. Using input from regional stakeholders regarding anticipated patterns and rates of development, SCAG compiled and disseminated the forecasts that were ultimately adopted in 2020, including those specific to Western Riverside County. The SCAG forecasts adopted for the 2020 RTP/SCS were subsequently used as the basis for RivCoM and are used as the basis for this TUMF Nexus Study Update.

2.3 Demographic Assumptions Used for the Nexus Study Analysis

A major distinction between data used for the TUMF Nexus Study 2016 Update and the SCAG 2020 RTP/SCS data used for this 2024 Update is the change in the base year from 2012 to 2018, as well as the change in the horizon year from 2040 to 2045. This shift in the base year and horizon year demographic assumptions of the program carries through all aspects of the nexus analysis, including the travel demand forecasting, network review and fee calculation.

The SCAG 2020 RTP/SCS data were compared to the 2016 RTP/SCS data used in the TUMF Nexus Study 2016 Update. As can be seen in **Table 2.1** and **Figure 2.1**, the 2018 data reflects an increase in population and single-family households, and a very slight decline in multi-family households. Employment grew substantially overall, with significant growth in industrial employment, largely attributable to the rapid expansion of warehousing and logistics facilities in Western Riverside County. In contrast, there was a notable decline in government and public sector employment in the region from 2012 to 2018

Table 2.1 - Base Year Socioeconomic Estimates for Western Riverside County

SED Type	2016 Update (2012)	2024 Update (2018)	Change	Percent
Total Population	**1,773,935**	**1,905,440**	**131,505**	**7%**
Total Households	**525,149**	**554,573**	**29,424**	**6%**
Single-Family	366,588	397,407	30,819	8%
Multi-Family	158,561	157,166	-1,395	-1%
Total Employment	**460,787**	**570,420**	**109,633**	**24%**
Industrial	120,736	169,334	48,598	40%
Retail	65,888	73,814	7,926	12%
Service	253,372	308,703	55,331	22%
Government/Public Sector	20,791	18,569	-2,222	-11%

Source: SCAG 2016 RTP/SCS; SCAG 2020 RTP/SCS

Figure 2.1 – Base Year Socioeconomic Estimates for Western Riverside County

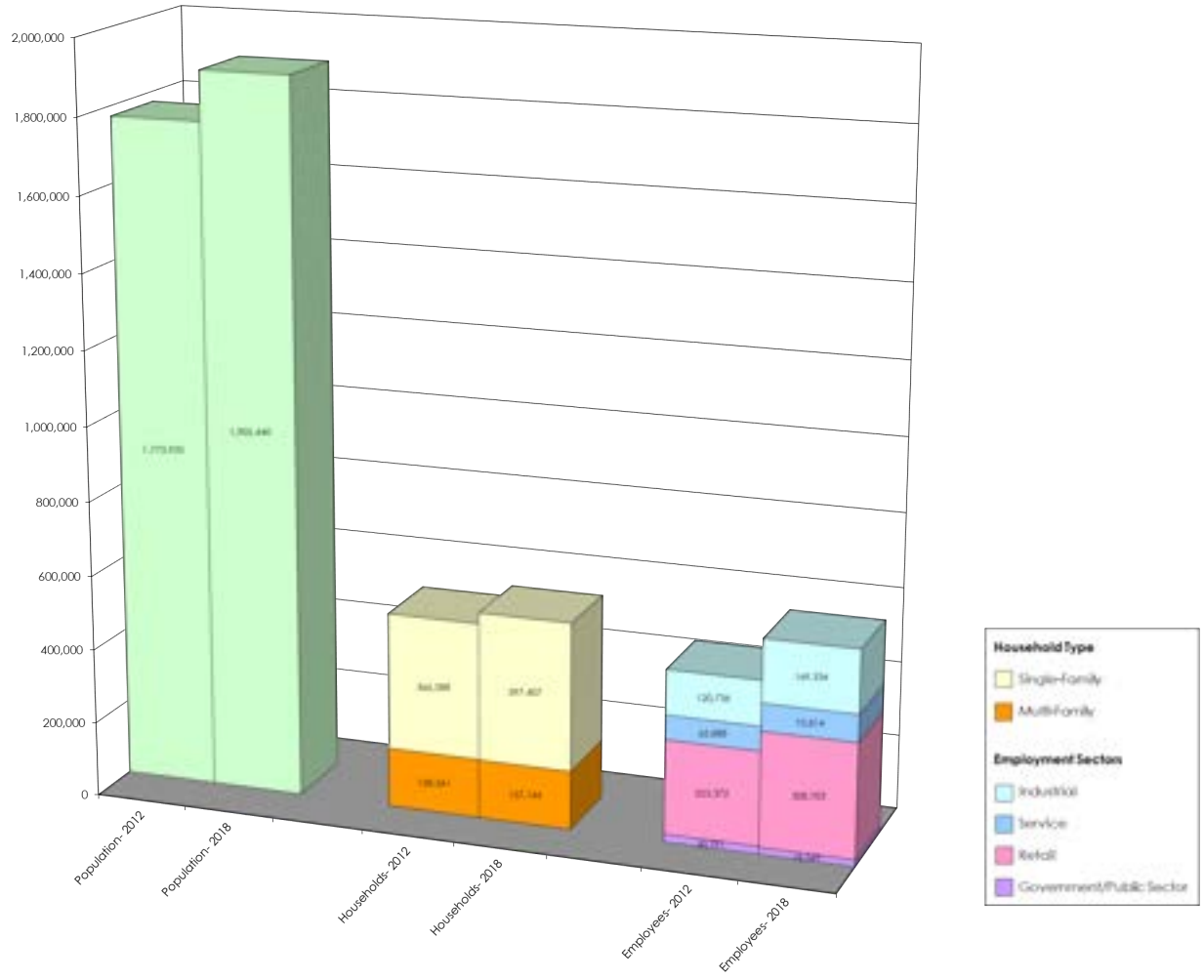


Table 2.2 and **Figure 2.2** compare the socioeconomic forecasts for the program horizon year of 2045 used in the TUMF Nexus Study 2016 Update and 2045 for this study. The most recent forecasts reflect an increase in the horizon year population and households, and a decrease in overall employment in Western Riverside County. The change in employment was not, however, consistent across sectors. The retail employment forecast has decreased approximately 15% from 2040 to 2045, while the industrial employment forecast has increased over 20%. This shift is consistent with the emergence of e-commerce as an alternative to traditional "brick and mortar" retail.

Table 2.2 - Horizon Year Socioeconomic Estimates for Western Riverside County

SED Type	2016 Update (2040)	2024 Update (2045)	Change	Percent
Total Population	**2,429,633**	**2,533,876**	**104,243**	**4%**
Total Households	**775,231**	**812,399**	**37,168**	**5%**
Single-Family	539,631	564,898	25,267	5%
Multi-Family	235,600	247,501	11,901	5%
Total Employment	**861,455**	**846,442**	**-15,013**	**-2%**
TUMF Industrial	201,328	245,915	44,587	22%
TUMF Retail	101,729	86,929	-14,800	-15%
TUMF Service	528,092	482,958	-45,134	-9%
TUMF Government/Public Sector	30,306	30,640	334	1%

Source: SCAG 2016 RTP/SCS; SCAG 2020 RTP/SCS

Figure 2.2 - Horizon Year Socioeconomic Estimates for Western Riverside County

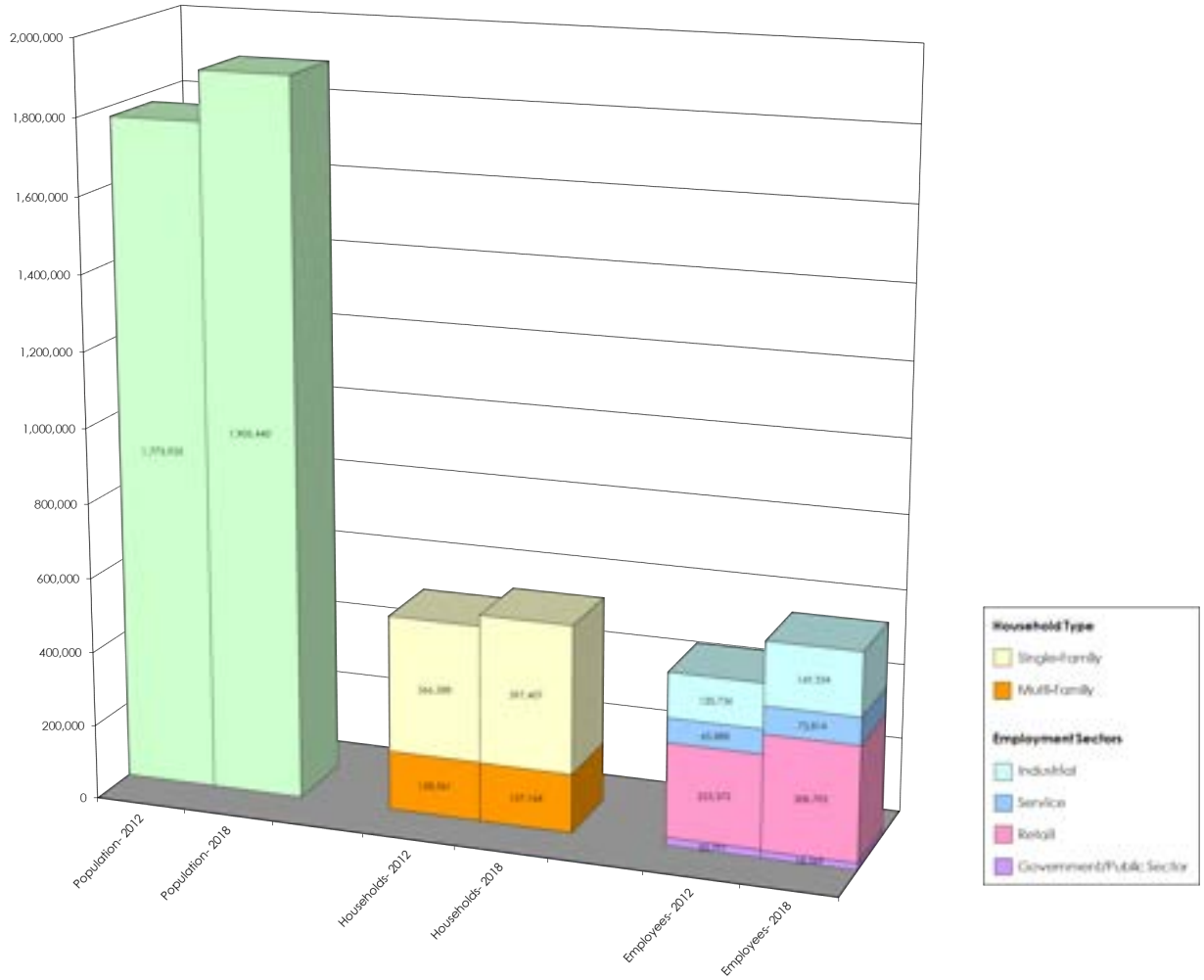


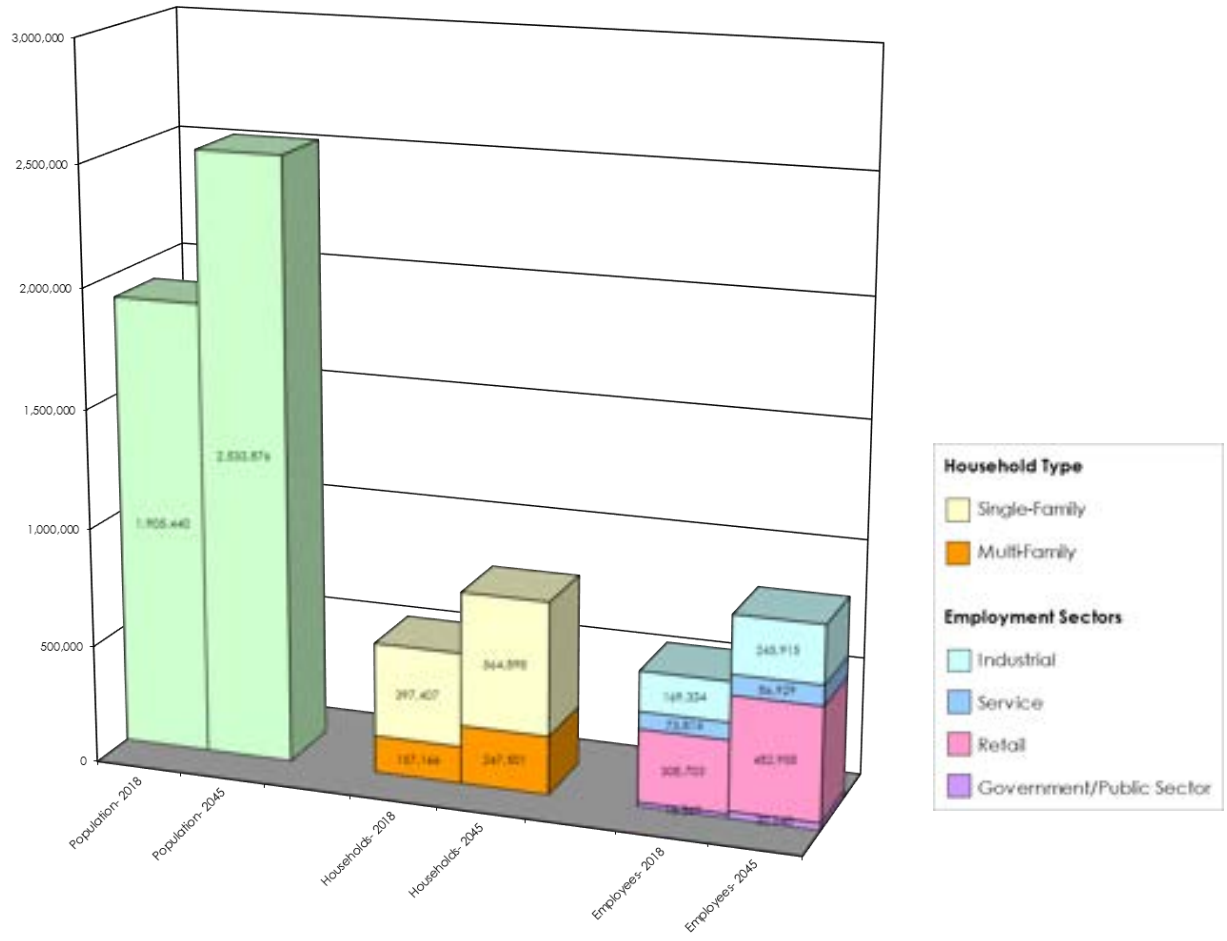
Table 2.3 and **Figure 2.3** summarize the socioeconomic data obtained from SCAG and used as the basis for completing this Nexus Study analysis. The SCAG employment data for 2018 and 2045 was provided for thirteen employment sectors consistent with the California Employment Development Department (EDD) Major Groups including: Farming, Natural Resources and Mining; Construction; Manufacturing; Wholesale Trade; Retail Trade; Transportation, Warehousing and Utilities; Information; Financial Activities; Professional and Business Service; Education and Health Service; Leisure and Hospitality; Other Service; and Government. For the purposes of the Nexus Study, the EDD Major Groups were aggregated to Industrial (Farming, Natural Resources and Mining; Construction; Manufacturing; Wholesale Trade; Transportation, Warehousing and Utilities), Retail (Retail Trade), Service (Information; Financial Activities; Professional and Business Service; Education and Health Service; Leisure and Hospitality; Other Service) and Government/Public Sector (Government). These four aggregated sector types were used as the basis for calculating the fee as described in **Section 6.2**. **Appendix B** provides a table detailing the EDD Major Groups and corresponding North American Industry Classification System (NAICS) Categories that are included in each non-residential sector type.

Table 2.3 - Population, Households and Employment in Western Riverside County (2018 to 2045)

SED Type	2018	2045	Change	Percent
Total Population	**1,905,440**	**2,533,876**	**628,436**	**33%**
Total Households	**554,573**	**812,399**	**257,826**	**46%**
Single-Family	397,407	564,898	167,491	42%
Multi-Family	157,166	247,501	90,335	57%
Total Employment	**570,420**	**846,442**	**276,022**	**48%**
TUMF Industrial	169,334	245,915	76,581	45%
TUMF Retail	73,814	86,929	13,115	18%
TUMF Service	308,703	482,958	174,255	56%
TUMF Government/Public Sector	18,569	30,640	12,071	65%

Source: SCAG 2020 RTP/SCS

Figure 2.3 - Population, Households and Employment in Western Riverside County (2018 to 2045)



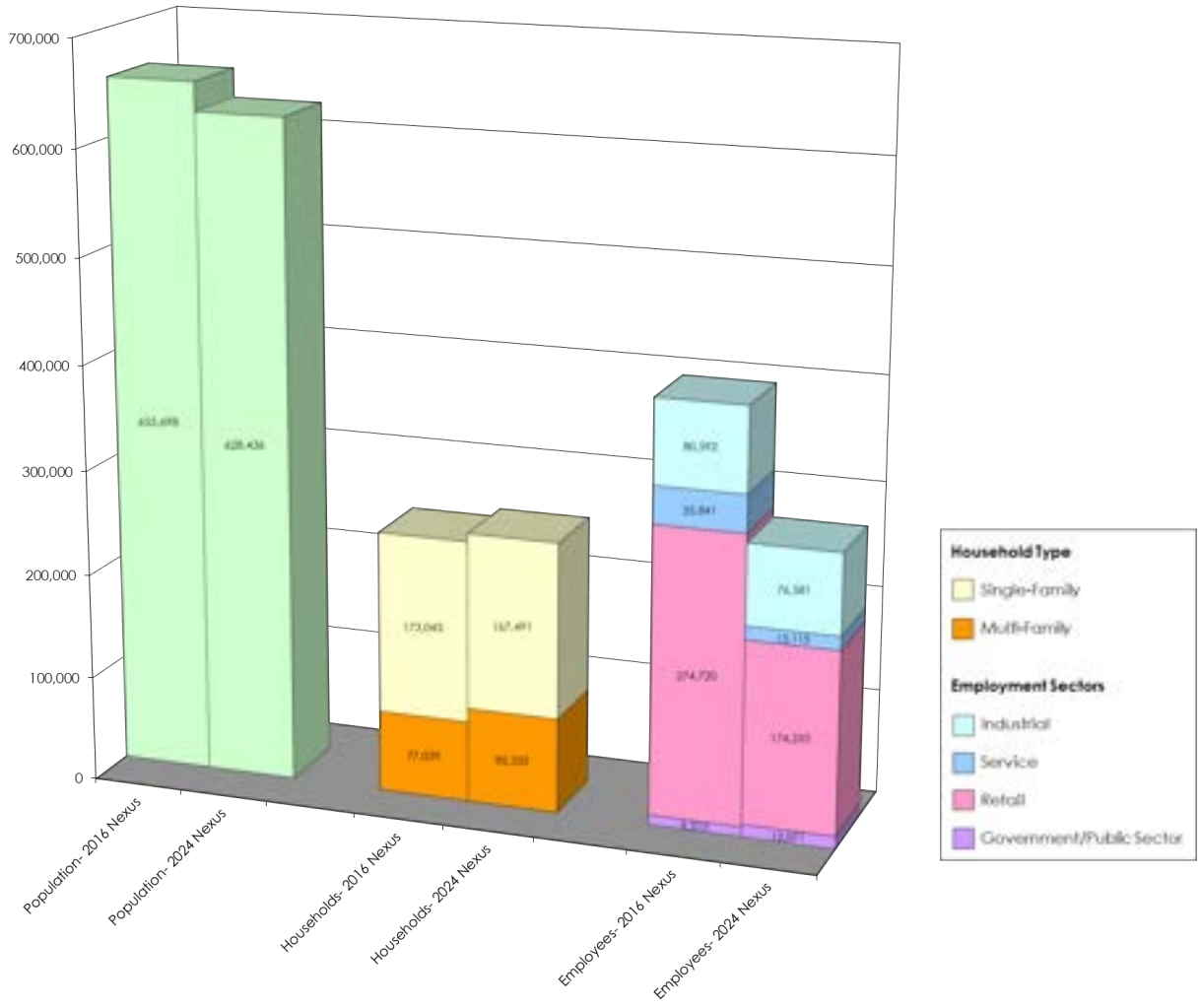
The combined effects of the changes in the base year and horizon year socioeconomic data are modest reductions in the total growth in population and single-family households, but a notable increase in multi-family households. The change in total employment is reduced by 31%, with the most significant reduction in employment growth in the retail sector (-63%), while the industrial sector saw only a slight reduction in total employment growth compared to the 2016 Nexus Update (5%). The Government/public sector employment growth has increased by 27% from the 2016 Nexus Study to the 2024 Nexus Study, although the total number of jobs increased is relatively small as a share of the total employment. **Table 2.4** and **Figure 2.4** provide a comparison of the changes in population, households and employment between the 2016 Nexus Update and the 2024 Nexus Update. The table and figure clearly illustrate the reduction in the rate of growth in Western Riverside County largely attributable to the effects of the economic recession. This reduced rate of growth in the region will serve as the basis for reevaluating the level of impact of new development on the transportation system in the next section, as well as providing the basis for the determination of the fair share fee for each land use type.

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

SED Type	2016 Update (2012-2040)	2024 Update (2018-2045)	Difference	Percent
Total Population	**655,698**	**628,436**	**-27,262**	**-4%**
Total Households	**250,082**	**257,826**	**7,744**	**3%**
Single-Family	173,043	167,491	-5,552	-3%
Multi-Family	77,039	90,335	13,296	17%
Total Employment	**400,668**	**276,022**	**-124,646**	**-31%**
TUMF Industrial	80,592	76,581	-4,011	-5%
TUMF Retail	35,841	13,115	-22,726	-63%
TUMF Service	274,720	174,255	-100,465	-37%
TUMF Government/Public Sector	9,515	12,071	2,556	27%

Source: SCAG 2016 RTP/SCS; SCAG 2020 RTP/SCS

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



3.0 NEED FOR THE TUMF

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

The projected growth in Western Riverside County (33% growth in population and 48% growth in employment in 27 years) and the related growth in VMT can be expected to increase congestion and degrade mobility if substantial investments are not made in the transportation infrastructure. This challenge is especially critical for arterial highways and roadways that carry a significant number of the trips between cities, since traditional sources of transportation improvement funding (such as the gasoline tax and local general funds) will not be nearly sufficient to fund the improvements needed to serve new development. Development exactions generally provide only a fraction of the improvements with those being confined to the area immediately adjacent to the respective development, and the broad-based county-level funding sources (i.e., Riverside County's half-cent sales tax known as Measure A) designate only a small portion of their revenues for arterial roadway improvements.

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

The forecast of future congestion levels is derived from Year 2045 No-Build travel demand forecasts for Western Riverside County developed using RivCoM. The Year 2045 No-Build scenario evaluates the effects of 2045 population, employment and resultant traffic generation on the 2021 existing arterial highway network.

3.1 Future Highway Congestion Levels

To support the evaluation of the cumulative regional impacts of new development on the existing arterial highway system in Western Riverside County, existing (2018) and future (2045) SED were modeled on the existing (2021) arterial highway network using RivCoM. To quantify traffic growth impacts, various traffic measures of effectiveness were calculated for the AM and PM peak periods for each of the two scenarios. The

[3] The Highway Capacity Manual 6th Edition – A Guide for Multimodal Mobility Analysis (Transportation Research Board, National Academy of Sciences, Washington, D.C., 2016, Volume 1 – Concepts, pp 5-3) describes LOS as a "quantitative stratification of performance measure or measures representing quality of service….HCM defines six levels of service, ranging from A to F, for each service measure or combination of measures. LOS A represents the best operating conditions from the traveler's perspective and LOS F the worst."

WRCOG TUMF study area was extracted from the greater regional model network for the purpose of calculating measures for Western Riverside County only. Peak period performance measures for the Western Riverside County TUMF study area included total VMT, total vehicle hours of travel (VHT), total combined vehicle hours of delay (VHD), and total VMT experiencing unacceptable level of service (LOS E). These results were tabulated in **Table 3.1**. Plots of the Network Extents are attached in **Appendix C**.

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

Table 3.1 - Regional Highway System Measures of Performance (2018 Existing to 2045 No-Build)

Measure of Performance*	Peak Periods (Total)			
	2018 Existing	2045 No-Build	% Change	% Annual
VMT - Total ALL FACILITIES	23,284,724	29,897,254	28%	0.9%
VMT - FREEWAYS	13,514,522	15,490,284	15%	0.5%
VMT - ALL ARTERIALS	9,770,202	14,406,970	47%	1.4%
TOTAL - TUMF ARTERIAL VMT	**6,216,985**	**8,597,200**	38%	1.2%
VHT - TOTAL ALL FACILITIES	541,350	915,439	69%	2.0%
VHT - FREEWAYS	263,792	399,128	51%	1.5%
VHT - ALL ARTERIALS	277,558	516,311	86%	2.3%
TOTAL TUMF ARTERIAL VHT	**174,455**	**320,869**	84%	2.3%
VHD - TOTAL ALL FACILITIES	108,900	338,056	210%	4.3%
VHD - FREEWAYS	66,156	170,649	158%	3.6%
VHD - ALL ARTERIALS	42,745	167,407	292%	5.2%
TOTAL TUMF ARTERIAL VHD	**33,249**	**124,863**	276%	5.0%
VMT LOS E - TOTAL ALL FACILITIES	5,605,070	13,369,483	139%	3.3%
VMT LOS E - FREEWAYS	4,725,471	9,316,891	97%	2.5%
VMT LOS E & F - ALL ARTERIALS	879,599	4,052,592	361%	5.8%
TOTAL TUMF ARTERIAL VMT w/ LOS E or worse	**765,782**	**3,184,133**	316%	5.4%
% of TUMF ARTERIAL VMT w/ LOS E or worse	**12%**	**37%**		

* Based on RivCoM 2018 base network and SCAG 2020 RTP/SCS SED with updated 2021 arterial network as existing in December 2021

NOTES:

Volume is adjusted by PCE factor

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

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

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

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

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

The following formulas were used to calculate the respective values:

VMT = Link Distance * Total Daily Volume
VHT = Average Loaded (Congested) Link Travel Time * Total Daily Volume
VHD = VHT – (Free-flow (Uncongested) Link Travel Time * Total Daily Volume)
VMT LOS E or F = VMT (on links where Daily V/C exceeded 0.90)

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

The calculated values were compared to assess the total change between 2018 Existing and 2045 No-Build scenarios, and the average annual change between 2018 Existing and 2044 No-Build. As can be seen from the RivCoM outputs summarized in **Table 3.1**, the additional traffic generated by new development will cause peak period VMT on the arterial highway network to increase by approximately 47% by the year 2045 (approximately 1.4% per year). In the absence of additional improvements to the transportation network in Western Riverside County, the growth in VMT will cause congestion on the highway system to increase almost exponentially, with the most significant increase in congestion observed on the arterial highway system that includes the TUMF Network. Many facilities will experience a significant increase in vehicle delay and deterioration in LOS to unacceptable levels because of new development and the associated growth in traffic. According to the Highway Capacity Manual 6th Edition – A Guide for Multimodal Mobility Analysis (Transportation Research Board, National Academy of Sciences, Washington, D.C., 2016), "LOS E describes operation at or near capacity. Operations…at this level are highly volatile because there are virtually no usable gaps within the traffic stream, leaving little room to maneuver within the traffic stream. Any disruption to the traffic stream, such as vehicles entering…or a vehicle changing lanes, can establish a disruption wave that propagates throughout the upstream traffic stream….the physical and psychological comfort afforded drivers is poor."

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

[4] Congestion Management Program for Riverside County – Executive Summary (Riverside County Transportation Commission, 2011) Page ES-3, ES-1

program follows the guidance of the Highway Capacity Manual in establishing LOS E as the threshold for unacceptable level of service, and subsequently as the basis for measuring system performance and accounting for existing needs. This approach ensures a more conservative accounting of existing system needs as part of the determination of the "fair share" of mitigating the cumulative regional impacts of future new development on the transportation system.

The continuing need for a mitigation fee on new development is shown by the adverse impact that new development will have on Western Riverside County's transportation infrastructure, and particularly the arterial highway network. As a result of the new development and associated growth in population and employment in Western Riverside County, additional pressure will be placed on the transportation infrastructure with the total peak period VMT on the Western Riverside County Regional System of Highways and Arterials (RSHA; also referred to as the TUMF Network) estimated to increase by approximately 38% or 1.2% compounded annually.

As shown in **Table 3.1**, the peak period VMT on arterial facilities within the TUMF Network experiencing LOS E or worse will increase by approximately 316% or 5.4% compounded annually in Western Riverside County in the period between 2018 and 2045. By 2045, 37% of the total VMT on the TUMF arterial highway system is forecast to be traveling on facilities experiencing daily LOS E or worse. Without improvements to the TUMF arterial highway system, the total vehicle hours of delay (VHD) experienced by area motorists on TUMF arterial highways during the peak periods will increase by approximately 5.0% per year. The combined influences of increased travel demand and worsened LOS that manifest themselves in severe congestion and delay highlighting the continuing need to complete substantial capacity expansion on the TUMF arterial highway system to mitigate the cumulative regional impact of increased travel demand resulting from new development.

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

3.2 Future Transit Utilization Levels

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

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

In 2023, RTA reported average weekday daily ridership of 16,575 on their network of buses[5]. The SCAG 2020 RTP/SCS forecasts for RTA average weekday daily ridership in 2045 is 57,282. These values were used to represent the existing and future transit trips consistent with the analysis of highway trips described in **Section 3.1**. The existing and future transit ridership were compared to assess the impact of new development on transit demand. Average weekday daily ridership would be expected to grow by 40,707 between 2023 and 2045, or an average increase of 1,850 weekday daily riders each year. Average weekday daily system ridership is summarized in **Appendix D**.

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

3.3 The TUMF Concept

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

[5] RTA, like most public transportation agencies, have seen significant short-term declines in transit ridership resulting from changes in travel demands, mode choice and trip distribution following the COVID-19 pandemic. RTA's 2016 actual average weekday daily ridership was 30,700. Post COVID-19, the RTA actual average weekday daily ridership in 2023 was 16,575, a decline of almost 50% of pre-pandemic ridership levels. These levels would be expected to continue to recover toward pre-pandemic levels as potential riders resume more regular work schedules, and apprehension toward the use of transit services for public health reasons wane.

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

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

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

In summary, the TUMF concept includes the following:

- A uniform fee that is levied on new development throughout Western Riverside County.

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

- A portion of the fee is used to fund capacity improvements on a backbone system of arterial roadways that serve longer-distance trips within the region; a portion of the fee is returned to the subregion or zone in which it was generated to fund capacity improvements on a secondary system of arterial roadways that link the communities in that area; and a portion of the fee is used to fund improvements to regional bus transit services that serve trips between the communities within the region.

4.0 THE TUMF NETWORK

4.1 Identification of the TUMF Roadway Network

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

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

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

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

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

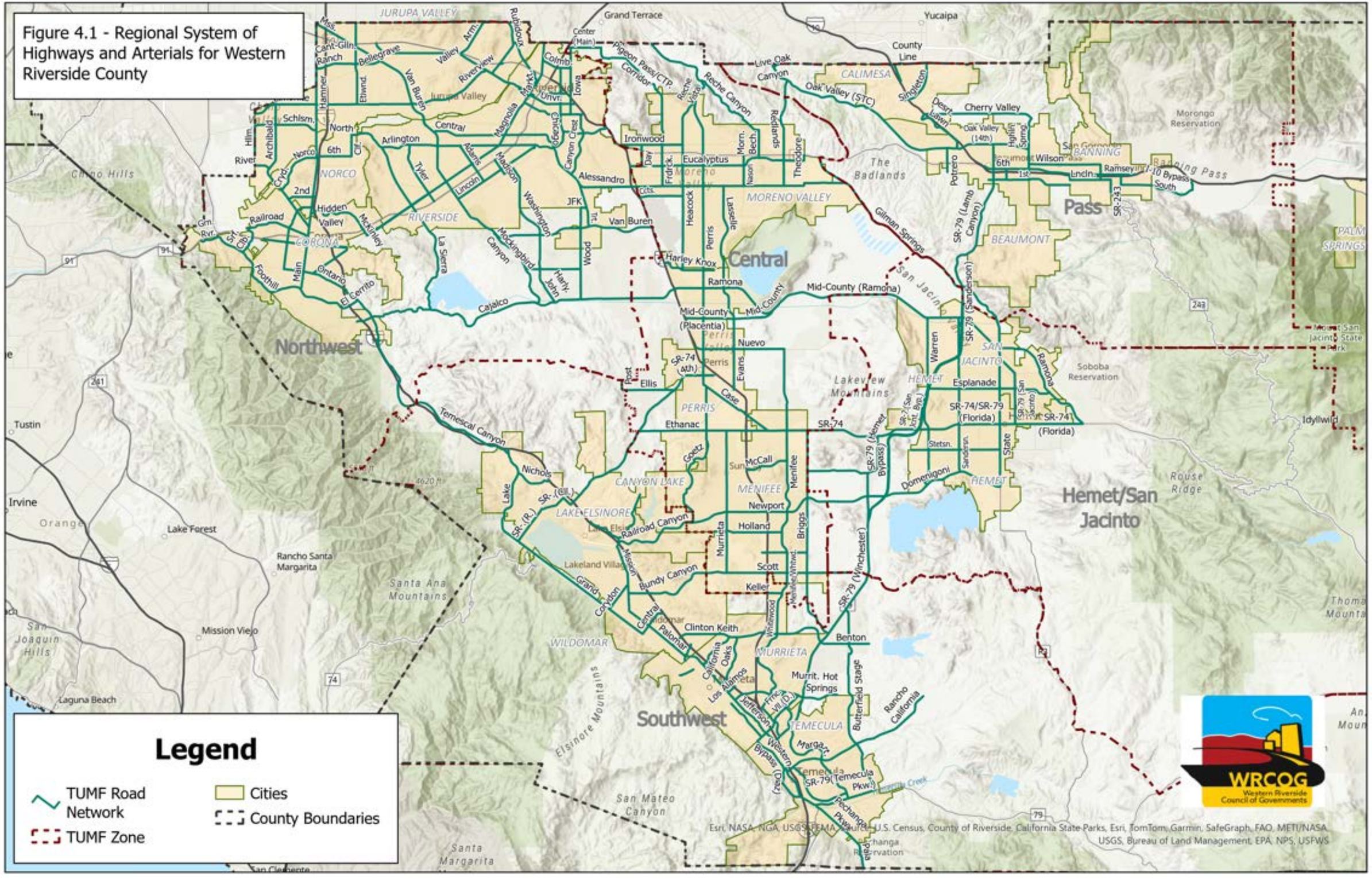
[6] Since pass-through trips have no origin or destination in Western Riverside County, new development within Western Riverside County cannot be considered responsible for mitigating the impacts of pass-through trips. The impact of pass-through trips and the associated cost to mitigate the impact of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

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

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

The TUMF Network was reviewed as part of the 2024 Nexus Update to ensure facilities generally still met the previously described performance guidelines, and/or that the scope and magnitude of specific improvements to the TUMF Network were roughly proportional to the impacts needing to be mitigated. This review process resulted in the removal of various facilities from the TUMF Network, as well as various changes in the scope and magnitude of specific improvements to the TUMF Network. The resulting TUMF Network used as the basis for this Nexus Update is discussed in **Section 4.3** of this report.

Figure 4.1 - Regional System of Highways and Arterials for Western Riverside County



4.2 Backbone Network and Secondary Network

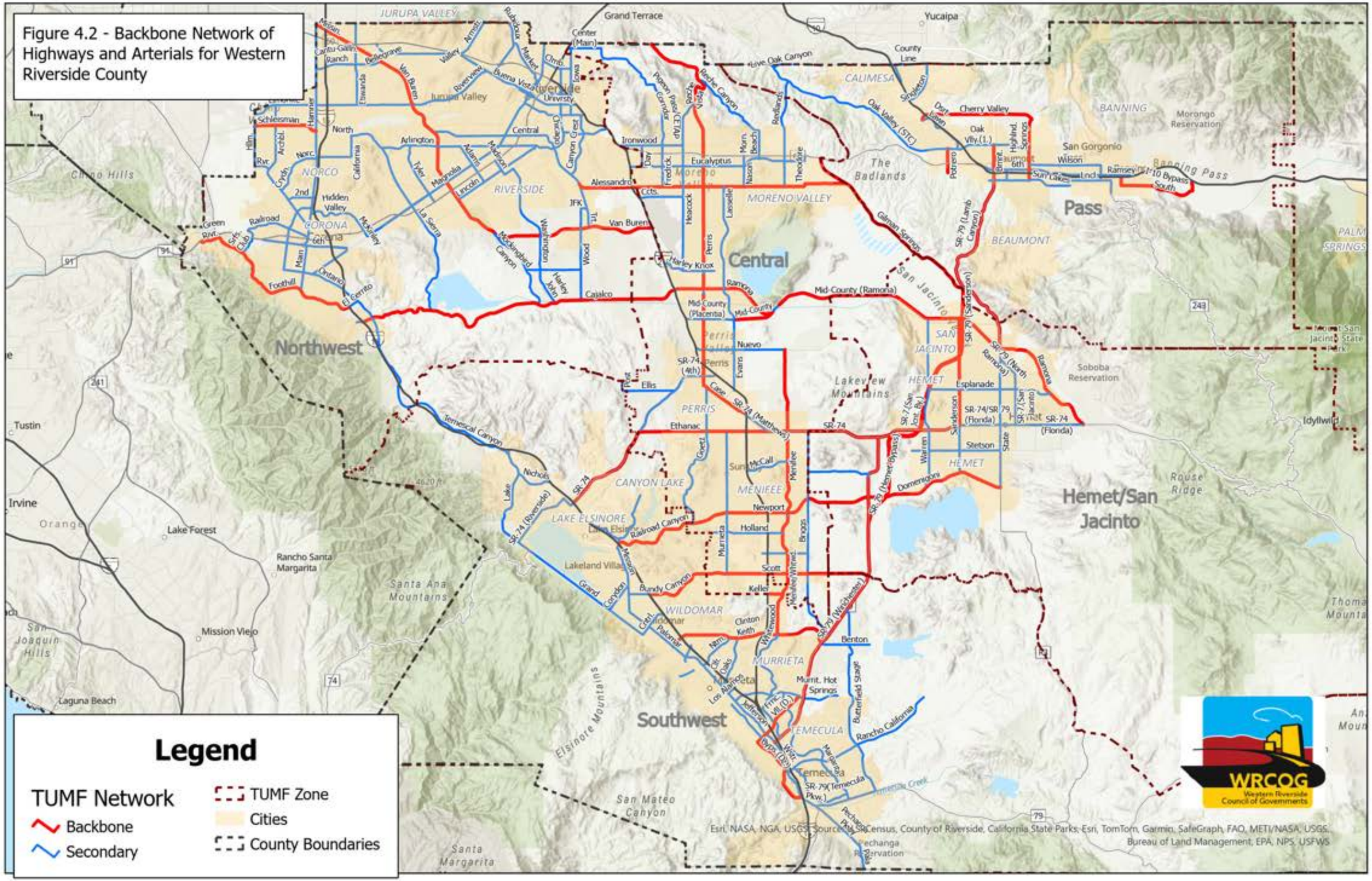
As indicated previously, the TUMF roadway network was refined to distinguish between facilities of "Regional Significance" and facilities of "Zonal Significance." Facilities of Regional Significance were identified as those that typically are proposed to have a minimum of six lanes at general plan build-out[7], extend across and/or between multiple Area Planning Districts[8], and are forecast to carry at least 25,000 vehicles per day in 2045. The Facilities of Regional Significance have been identified as the "backbone" highway network for Western Riverside County. A portion of the TUMF fee is specifically designated for improvement projects on the backbone system. The backbone network is illustrated in **Figure 4.2**.

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

[7] Although facilities were identified based on the minimum number of lanes anticipated at general plan buildout, in some cases it was determined that there was not sufficient demand for all additional lanes on some facilities until beyond the current timeframe of the TUMF Program (2045). As a result, only a portion of the additional lanes on these facilities have currently been identified for funding with TUMF revenues, reflecting the cumulative impact of new development through the current duration of the TUMF Program.

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

Figure 4.2 - Backbone Network of Highways and Arterials for Western Riverside County



Legend

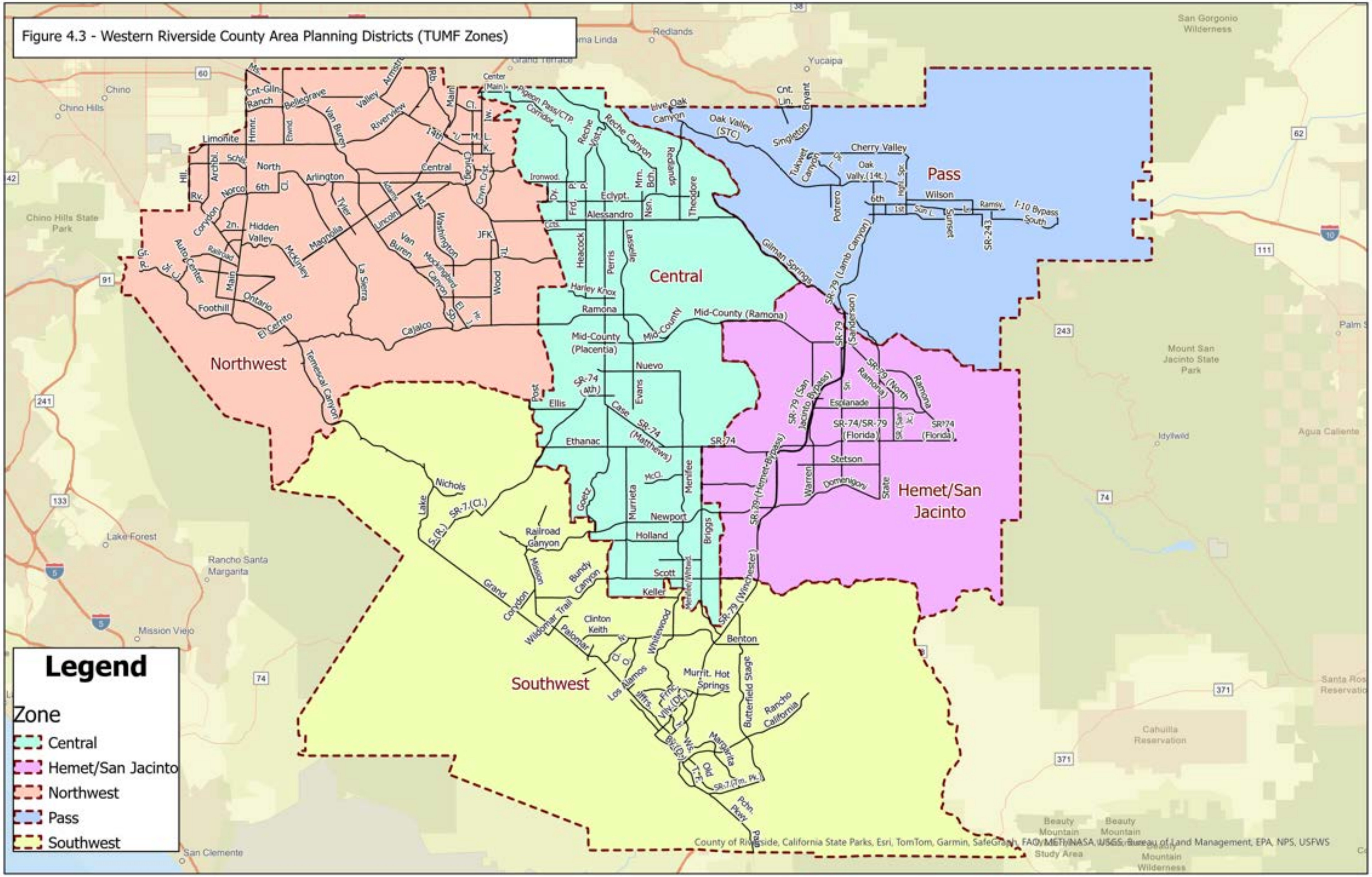
TUMF Network

- Backbone
- Secondary

- TUMF Zone
- Cities
- County Boundaries

WRCOG Western Riverside Council of Governments

Figure 4.3 - Western Riverside County Area Planning Districts (TUMF Zones)



County of Riverside, California State Parks, Esri, TomTom, Garmin, SafeGraph, FAO, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USFWS

4.3 Future Roadway Transportation Needs

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

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

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

As part of the 2024 TUMF Nexus Update, the original unit cost categories were revised to generate entirely new unit cost values based on the most recent available construction cost, labor cost and land acquisition cost values for comparable projects within Riverside County. The recalculation of the TUMF unit cost components was completed

[9] Parsons Brinckerhoff/Coachella Valley Association of Governments, 1999, Regional Arterial Cost Estimate (RACE)

[10] TKC/Western Riverside Council of Governments, 2000, SATISFY 2020 Summary of Cost Estimates

as part of the 2024 Nexus Update to reflect the effects of significant changes in materials, labor and land acquisition costs including the influences of supply chain disruptions during and following the COVID-19 pandemic, and the elevated rates of inflation prevailing in the past few years. **Appendix F** provides a detailed outline of the assumptions and methodology leading to the revised TUMF unit cost assumptions developed as part of the 2024 Nexus Update. A new category was also added to the cost assumptions to facilitate the use of intelligent transportation systems (ITS) to enhance traffic flows in arterial corridors that require mitigation but cannot accommodate construction of addition lane capacity.

Section 8.5.1 of the Riverside County Integrated Project (RCIP) Multiple Species Habitat Conservation Plan (MSHCP) adopted by the Riverside County Board of Supervisors on June 17, 2003, states that "each new transportation project will contribute to Plan implementation. Historically, these projects have budgeted 3% - 5% of their construction costs to mitigate environmental impacts." This expectation is reiterated in the Western Riverside County Multiple Species Habitat Conservation Plan Nexus Fee Study Update (Economic & Planning Systems, Inc., October 2020) Section 6 which indicates that "about 44% of the revenue for the program" is expected to be derived from non-fee sources, including " the Measure A sales tax which is authorized through 2039 and other transportation funding sources such as the Transportation Uniform Mitigation Fees (TUMF)." Consistent with the MSHCP Nexus Report, an amount equal to 5% of the construction cost for new TUMF network lanes, bridges and railroad grade separations will be specifically included as part of TUMF Program with revenues to be provided to the Western Riverside County Regional Conservation Authority (RCA) for the acquisition of land identified in the MSHCP. The relevant sections of the MSHCP document and the most recent MSHCP Nexus Report are included in **Appendix F**.

Table 4.1 summarizes the unit cost estimate assumptions used to develop the TUMF network cost estimate as part of the current Nexus Update. **Table 4.1** also includes a comparison of the original TUMF unit cost assumptions and the 2016 Nexus Study unit cost assumptions that demonstrates the significant increases in unit costs observed during recent years. In most cases the unit cost assumptions have more than doubled from those used for the 2016 Nexus Study. Cost estimates are provided in current year values as indicated.

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

Table 4.1 - Unit Costs for Arterial Highway and Street Construction

Component Type	Original Cost Assumptions as published October 18, 2002	Cost Assumptions per 2016 Nexus Study July 10, 2017	**Cost Assumptions per 2024 Nexus Update**	Description
Terrain 1	$550,000	$692,000	**$1,132,000**	Construction cost per lane mile - level terrain
Terrain 2	$850,000	$878,000	**$1,740,000**	Construction cost per lane mile - rolling terrain
Terrain 3	$1,150,000	$1,064,000	**$2,350,000**	Construction cost per lane mile - mountainous terrain
Landuse 1	$900,000	$2,509,000	**$7,830,000**	ROW cost factor per lane mile - urban areas
Landuse 2	$420,000	$2,263,000	**$5,440,000**	ROW cost factor per lane mile - suburban areas
Landuse 3	$240,000	$287,000	**$490,000**	ROW cost factor per lane mile - rural areas
Interchange 1	n/a	$50,032,000	**$84,190,000**	Complex new interchange/interchange modification cost
Interchange 2	$20,000,000	$25,558,000	**$43,490,000**	New interchange/interchange modification total cost
Interchange 3	$10,000,000	$12,343,000	**$22,550,000**	Major interchange improvement total cost
Bridge 1	$2,000	$3,180	**$4,800**	Bridge total cost per lane per linear foot
RRXing 1	$4,500,000	$6,376,000	**$18,200,000**	New Rail Grade Crossing per lane
RRXing 2	$2,250,000	$2,733,000	**$6,900,000**	Existing Rail Grade Crossing per lane
ITS 1			**$686,400**	Infrastructure for ITS of roadway segments per route mile
Planning	10%	10%	**10%**	Planning, preliminary engineering and environmental assessment costs based on construction cost only
Engineering	25%	25%	**25%**	Project study report, design, permitting and construction oversight costs based on construction cost only
Contingency	10%	10%	**10%**	Contingency costs based on total segment cost
Administration		4%	**4%**	TUMF program administration based on total TUMF eligible network cost
MSHCP		5%	**5%**	TUMF component of MSHCP based on total TUMF eligible construction cost

As indicated in **Table 2.4** and **Figure 2.4**, the anticipated rate of forecasted growth in Western Riverside County has been reduced by 4% for population, 3% for single-family residential and 31% for employment. This reduced rate of forecasted socioeconomic growth has a commensurate impact on the forecasted daily traffic in the region as demonstrated by the 2016 Nexus Study VMT compared to the 2024 Nexus Update VMT in **Table 4.2**. As shown in the table, the forecast peak period VMT on the TUMF arterial network in the year 2045 as the basis for the 2024 Nexus Update is more than 5% less than the comparable peak period VMT for 2040 used for the 2016 Nexus Study.

Table 4.2 – Forecasted Daily Traffic in Western Riverside County

Measure of Performance	2024 Nexus Update		2016 Nexus Study	
	Peak Period		Peak Period	
	2018 Existing	2045 No-Build	2012 Existing	2040 No-Build
VMT - Total ALL FACILITIES	23,284,724	29,897,254	19,532,437	29,277,587
VMT - FREEWAYS	13,514,522	15,490,284	11,019,155	14,487,570
VMT - ALL ARTERIALS	9,770,202	14,406,970	8,513,282	14,790,016
TOTAL - TUMF ARTERIAL VMT	**6,216,985**	**8,597,200**	**5,585,202**	**9,089,495**

Source: RivCoM 2018 base network and SCAG 2020 RTP/SCS SED with updated 2021 arterial network as existing in December 2021; RivTAM 2012 network and SCAG 2016 RTP/SCS SED with updated 2015 arterial network completed by WSP, September 2016

As a result of the reduced forecast traffic growth in the region, it is anticipated that the cumulative regional impacts of new development on the arterial highway and transit systems in the region is also reduced necessitating a reduction in the projects identified on the TUMF Network to mitigate the impacts of new development. As part of the 2024 Nexus Update, the list of proposed improvements included in the initial Nexus Study and validated during the subsequent Nexus updates was reviewed for accuracy and, where necessary, amended to remove or modify projects that have changed in need to mitigate impacts based on changes in the patterns of growth and travel demand within the region. Projects completed since the adoption of the 2016 Nexus Update were also removed from the network to reflect the fact that mitigation at these locations is no longer required. The specific network changes were screened by the WRCOG Public Works Committee for consistency with TUMF network guidelines including travel demand and traffic performance.

Based on the findings of the network screening, elements of specific projects were revised to reflect necessary network corrections and modifications to project assumptions. A matrix summarizing the disposition of the requests received as part of the 2024 TUMF Nexus Update was developed and is included in **Appendix G**.

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

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

All eligible improvement types, except for ITS, provide additional capacity to Network facilities to accommodate future traffic growth generated by new development in Western Riverside County. ITS provides the ability to improve traffic flows along corridors

where capacity expansion is not possible. Following the comprehensive update of the TUMF Program, the estimated total cost to improve the RSHA for Western Riverside County is $4.84 billion with this cost including all arterial highway and street planning, engineering, design, right-of-way acquisition and capital construction costs, but not including transit, MSHCP or program administration costs that will be subsequently described. It should be noted that the full cost to improve the TUMF Network cannot be entirely attributed to new development and must be adjusted to account for the previous obligation of other funds to complete necessary improvements and unfunded existing needs. **Sections 4.5** and **4.6** describe the adjustments to the total TUMF Network improvement need to account for existing needs and obligated funds.

In addition to the arterial highway and street improvement costs indicated above, the TUMF Nexus Update included specific consideration for the TUMF Program obligation to the MSHCP program to mitigate the impact of TUMF network improvements on species and habitat within Western Riverside County. The TUMF obligation to MSHCP was calculated at a rate of 5% of the total construction (capital) cost of new lane segments, bridges and railroad grade separations on the TUMF Network. The total obligation to the MSHCP as indicated in the TUMF Network cost fee table is approximately $64.6 million, although the total obligation specific to the TUMF program is reduced to account for MSHCP obligations associated with improvements addressing existing needs and therefore excluded from TUMF.

The TUMF 2024 Nexus Update similarly includes specific consideration of the costs associated with WRCOG administration of the TUMF Program. The average cost for WRCOG to administer the TUMF Program was calculated at a rate of 4% of the total eligible cost of new lane segments (including interchanges, bridges and railroad grade separations) on the TUMF Network and new transit services. Administration costs incurred by WRCOG include direct salary, fringe benefit and overhead costs for WRCOG staff assigned to administer the program and support participating jurisdictions, and costs for consultant, legal and auditing services to support the implementation of the TUMF program. The total cost for WRCOG administration of the TUMF Program as indicated in the TUMF Network cost fee table is approximately $161.2 million.

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

4.4 Public Transportation Component of the TUMF System

In addition to the roadway network, public transportation plays a key role in serving future travel demand in the region. Public transportation serving inter-community trips is generally provided in the form of public bus transit services and in particular express bus or other high frequency services between strategically located community transit centers. In Western Riverside County, these bus transit services are typically provided by

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

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

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

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

Express bus routes and other high-frequency bus transit routes and corridors in Western Riverside County that generally satisfied the respective guidelines were identified by RTA. Updated cost estimates for improving the infrastructure serving public transportation, including construction of transit centers and transfer facilities, express bus stop upgrades, and capital improvements needed to develop express bus and other high frequency bus transit service within the region were also provided by RTA. The updated transit unit cost data provided by RTA are shown in **Table 4.3**.

Table 4.3 - Unit Costs for Transit Capital Expenditures

Component Type*	Original Cost Assumptions as published October 18, 2002	Cost Assumptions per 2016 Nexus Study July 10, 2017	**Cost Assumptions per 2024 Nexus Update**	Description
Transit Center 1		$6,000,000	**$7,465,000**	Relocation/expansion of existing Regional Transit Center with up to 14 bus bays and park and ride
Transit Center 2	$6,000,000	$9,000,000	**$11,195,000**	New Regional Transit Center with up to 14 bus bays and park and ride
Transfer Facility		$1,000,000	**$1,245,000**	Multiple route transfer hub
O & M Facility		$50,000,000	**$62,186,000**	Regional Operations and Maintenance Facility
Green Technology			**$100,000**	ZEB technology enhancements
Bus Stop	$10,000	$40,000	**$50,000**	Bus Stop Amenities Upgrade on TUMF Network
BRT Service Capital	$540,000	$60,000	**$75,000**	BRT/Limited Stop Service Capital (per stop**)
Vehicle Fleet 1* **			**$160,000**	Small Sized Bus/Van Contract Operated
Vehicle Fleet 2		$155,000	**$300,000**	Medium Sized Bus Contract Operated
Vehicle Fleet 3	$325,125	$585,000	**$1,271,000**	Large Sized Bus Directly Operated
COA Study		$950,000	**$1,150,000**	Comprehensive Operational Analysis Study component of Nexus Study Update

* Transit Cost Component Types were restructured as part of the 2016 Nexus Update in accordance with the RTA Comprehensive Operational Analysis (January 2015)

** BRT Service Capital Cost Assumption was based on a per mile unit prior to the 2016 Nexus Update. 2016 Nexus Update uses a per stop unit cost for BRT Service Capital

*** Vehicle Fleet component was restructured as part of the 2024 Nexus Update with the inclusion of Small Sized Bus/Van Contract Operated as Vehicle Fleet 1 and subsequent renumbering of Vehicle Fleet 2 and 3, respectively

The estimated total cost for future RTA bus transit services to accommodate forecast transit demand is approximately $217.9 million with this cost including all planning, engineering, design and capital improvement costs. Detailed transit component cost estimates are included in **Section 4.7**. The full cost to improve RTA bus transit services cannot be entirely attributed to new development and must be adjusted to account for existing needs. **Section 4.6** describes the adjustments to the total transit cost to account for existing needs.

4.5 Existing Obligated Funding

For some of the facilities identified in the TUMF network, existing obligated funding has previously been secured through traditional funding sources to complete necessary improvements. Since funding has been obligated to provide for the completion of needed improvements to the TUMF system, the funded cost of these improvements will not be recaptured from future developments through the TUMF Program. As a result, the TUMF network cost was adjusted accordingly to reflect the availability of obligated funds.

To determine the availability of obligated funds, WRCOG staff, in conjunction with RCTC staff, completed a review of the current Federal Transportation improvement Program (FTIP) to identify TUMF eligible projects that were also programmed to receive funding from alternate sources. A table summarizing the obligated funds for segments of the TUMF network is included in **Appendix H**. A total of $382.9 million in obligated funding was identified for improvements to the TUMF system. The estimated total TUMF network project cost was subsequently reduced by this amount.

4.6 Unfunded Existing Improvement Needs

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

To account for existing need in the TUMF Network, the cost for facilities identified as currently experiencing LOS E or F was adjusted. This was done by identifying the portion of any segment of the TUMF Network with a volume to capacity (v/c) ratio of greater than 0.9 (the threshold for LOS E) in the RivCoM 2018 Existing scenario and extracting the share of the overall facility cost to improve that portion. This cost adjustment provides for the mitigation of incremental traffic growth on those TUMF segments with an existing high level of congestion. The following approach was applied to account for incremental traffic growth associated with new development as part of the existing need methodology:

1. Facilities with an existing need were identified by reviewing the RivCoM 2018 Existing scenario assigned traffic on the 2021 existing network and delineating

those facilities included on the TUMF Cost Fee Summary Table that have an average directional v/c exceeding 0.90[11].

a. Weighted directional v/c values were used to determine existing need for network segments, which was calculated by:
    i. Determining the length for the portion of each segment (model link), and calculating the ratio of link length to the overall segment length
    ii. Generating the average directional v/c for each link, for both directions in AM and PM periods, and multiplying by link/segment length ratio
    iii. Determining the maximum peak-period peak-direction v/c for each link, representing the highest directional v/c in either AM or PM
    iv. Calculating weighted average v/c for each TUMF segment, based on the sum of all weighted max v/c values of each link within a segment

b. A similar method was used to determine existing need for spot improvements including interchanges, railroad crossings and bridges. However, no weighting was used in the calculation of existing need for spot improvements. For these facilities, the peak-period peak-direction v/c values (highest directional v/c in either AM or PM) were utilized in the existing need calculation. This was based on the individual link within a network segment where a bridge or railroad crossing is located, or on- and off-ramps in the case of interchanges.

2. Initial costs of addressing the existing need were calculated by estimating the share of a particular roadway segments "new lane" cost, or individual spot improvement cost (including all associated ROW and soft costs).

3. Incremental growth in v/c was determined by comparing the average directional exisitng year v/c for the TUMF facilities (delineated under step one) with the horizon year v/c for the corresponding segments and spot improvements calculated based on the RivCoM 2045 No-Build scenario assigned traffic on the 2021 existing network using the same methodology as the existing year v/c.

[11] The RivCoM 2021 Existing Network used for the TUMF Nexus Study analyses reflects the RivCoM 2018 base year network augmented to include highways facilities on the TUMF Network as they existed in December 2021. A second version of the base network was also developed adding only those facilities that had been identified on the 2016 TUMF Nexus study 2040 Build scenario that did not currently exist in December 2021 and therefore were not represented by a link(s) in the RivCoM base network. The Supplemental 2021 Existing Network was utilized as the basis for determining existing and future v/c for only those projects that did not currently exist on the 2021 TUMF Network.

4. The proportion of the incremental growth attributable to new development was determined by dividing the result of step three with the total 2045 No-Build scenario v/c exceeding LOS E.

5. For those segments experiencing a net increase in v/c over the base year, TUMF will 'discount' the cost of existing need improvements by the proportion of the incremental v/c growth through 2045 No-Build compared to the 2018 Baseline v/c (up to a maximum of 100%).

The unfunded cost of existing highway improvement needs (including the related MSHCP obligation) totals $582.6 million. **Appendix H** includes a detailed breakdown of the existing highway improvement needs on the TUMF network, including the associated unfunded improvement cost estimate for each segment and spot improvement experiencing unacceptable LOS.

For transit service improvements, the cost to provide for existing demand was determined by multiplying the total transit component cost by the share of future transit trips representing existing demand. The cost of existing transit service improvement needs is $63.0 million representing 28.9% of the TUMF transit component. **Appendix H** includes tables reflecting the calculation of the existing transit need share and the existing transit need cost.

4.7 Maximum TUMF Eligible Cost

A total of $382.9 million in obligated funding was identified for improvements to the TUMF system. Since these improvements are already funded with other available revenue sources, the funded portion of these projects cannot also be funded with TUMF revenues. Furthermore, the total cost of the unfunded existing improvement need is $646.9 million. These improvements are needed to mitigate existing transportation deficiencies and therefore their costs cannot be assigned to new development through TUMF.

Based on the estimated costs described in **Sections 4.3** and **4.4**, the total value to complete the identified TUMF network and transit improvements, and administer the program is $5.28 billion. Having accounted for obligated funds and unfunded existing needs as described in **Sections 4.5** and **4.6**, respectively, the estimated maximum eligible value of the TUMF Program is $4.24 billion. The maximum eligible value of the TUMF Program includes approximately $3.87 billion in eligible arterial highway and street related improvements and $154.8 million in eligible transit related improvements. An additional $53.9 million is eligible as part of the TUMF Program to mitigate the impact of eligible TUMF related arterial highway and street projects on critical native species and wildlife habitat, while $161.2 million is provided to cover the costs incurred by WRCOG to administer the TUMF Program.

Figure 4.4 illustrates the various improvements to the RSHA included as part of the TUMF network cost calculation. **Table 4.4** summarizes the TUMF network cost calculations for each of the individual segments. This table also identifies the maximum eligible TUMF share for each segment having accounted for obligated funding and unfunded

existing need. A detailed breakdown of the individual cost components and values for the various TUMF Network segments is included in **Appendix H**. **Table 4.5** outlines the detailed transit component cost estimates. It should be noted that the detailed cost tables (and fee levels) are subject to regular review and updating by WRCOG and therefore WRCOG should be contacted directly to obtain the most recently adopted version of these tables (and to confirm the corresponding fee level).

Figure 4.4 - Regional System of Highways and Arterials - TUMF Network Improvements

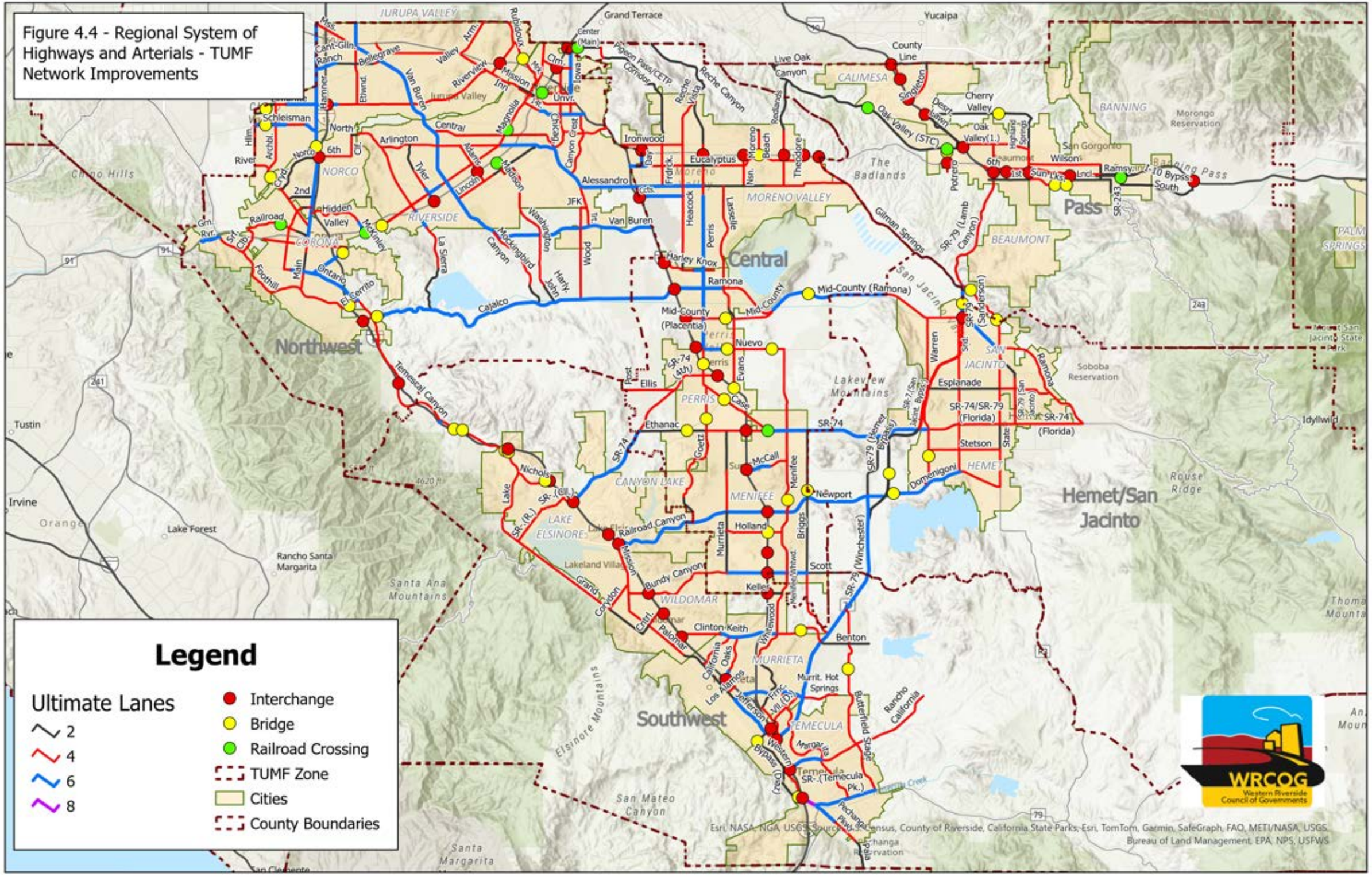


Table 4.4 - TUMF Network Cost Estimates

AREA PLAN DIST	CITY	STREETNAME	SEGMENTFROM	SEGMENTTO	TOTAL COST	MAXIMUM TUMF SHARE
Central	Menifee	Ethanac	Goetz	Murrieta	$0	$0
Central	Menifee	Ethanac	Murrieta	I-215	$0	$0
Central	Menifee	Ethanac	I-215	interchange	$32,698,000	$32,698,000
Central	Menifee	Ethanac	Sherman	Matthews	$2,674,000	$2,674,000
Central	Menifee	Ethanac	BNSF San Jacinto Branch	railroad crossing	$105,560,000	$105,560,000
Central	Menifee	Menifee	SR-74 (Pinacate)	Simpson	$1,307,000	$1,307,000
Central	Menifee	Menifee	Salt Creek	bridge	$4,384,000	$4,384,000
Central	Menifee	Menifee	Simpson	Aldergate	$0	$0
Central	Menifee	Menifee	Aldergate	Newport	$0	$0
Central	Menifee	Menifee	Newport	Holland	$0	$0
Central	Menifee	Menifee	Holland	Garbani	$0	$0
Central	Menifee	Menifee	Garbani	Scott	$4,353,000	$4,353,000
Central	Menifee	Menifee/Whitewood	Scott	Murrieta City Limit	$0	$0
Central	Menifee	Newport	Goetz	Murrieta	$0	$0
Central	Menifee	Newport	Murrieta	I-215	$1,130,000	$1,130,000
Central	Menifee	Newport	I-215	Menifee	$0	$0
Central	Menifee	Newport	Menifee	Lindenberger	$0	$0
Central	Menifee	Newport	Lindenberger	SR-79 (Winchester)	$0	$0
Central	Menifee	Scott	I-215	Briggs	$8,635,000	$8,635,000
Central	Menifee	Scott	I-215	interchange	$0	$0
Central	Menifee	Scott	Sunset	Murrieta	$4,388,000	$4,388,000
Central	Menifee	Scott	Murrieta	I-215	$16,949,000	$12,949,000
Central	Menifee	SR-74	Matthews	Briggs	$8,254,000	$8,254,000
Central	Moreno Valley	Alessandro	I-215	Perris	$13,420,000	$13,420,000
Central	Moreno Valley	Alessandro	Perris	Nason	$0	$0
Central	Moreno Valley	Alessandro	Nason	Moreno Beach	$0	$0
Central	Moreno Valley	Alessandro	Moreno Beach	Gilman Springs	$18,019,000	$18,019,000
Central	Moreno Valley	Gilman Springs	SR-60	Alessandro	$7,291,000	$7,291,000
Central	Moreno Valley	Gilman Springs	SR-60	interchange	$0	$0
Central	Moreno Valley	Perris	Reche Vista	Ironwood	$0	$0
Central	Moreno Valley	Perris	Ironwood	Sunnymead	$0	$0
Central	Moreno Valley	Perris	SR-60	interchange	$32,698,000	$11,192,000
Central	Moreno Valley	Perris	Sunnymead	Cactus	$0	$0
Central	Moreno Valley	Perris	Cactus	Harley Knox	$0	$0
Central	Moreno Valley	Reche Vista	Country	Heacock	$7,486,000	$3,799,000
Central	Perris	11th/Case	Perris	Goetz	$4,582,000	$4,582,000
Central	Perris	Case	Goetz	I-215	$20,876,000	$20,876,000
Central	Perris	Case	San Jacinto River	bridge	$1,740,000	$1,235,000
Central	Perris	Ethanac	Keystone	Goetz	$6,056,000	$6,056,000
Central	Perris	Ethanac	San Jacinto River	bridge	$5,568,000	$5,568,000
Central	Perris	Ethanac	I-215	Sherman	$5,316,000	$5,316,000
Central	Perris	Goetz	Case	Ethanac	$1,507,000	$999,000
Central	Perris	Goetz	San Jacinto River	bridge	$5,568,000	$3,398,000
Central	Perris	Mid-County (Placentia)	I-215	Perris	$15,655,000	$15,655,000
Central	Perris	Mid-County (Placentia)	I-215	interchange	$0	$0
Central	Perris	Mid-County (Placentia)	Perris	Evans	$22,985,000	$22,985,000
Central	Perris	Mid-County (Placentia)	Perris Valley Storm Channel	bridge	$8,352,000	$8,352,000
Central	Perris	Perris	Harley Knox	Ramona	$0	$0
Central	Perris	Perris	Ramona	Citrus	$7,063,000	$7,063,000
Central	Perris	Perris	Citrus	Nuevo	$0	$0
Central	Perris	Perris	Nuevo	11th	$6,927,000	$6,927,000
Central	Perris	Perris	I-215 overcrossing	bridge	$0	$0
Central	Perris	Ramona	I-215	Perris	$5,039,000	$5,039,000
Central	Perris	Ramona	I-215	interchange	$32,698,000	$7,725,000
Central	Perris	Ramona	Perris	Evans	$0	$0
Central	Perris	Ramona	Evans	Mid-County (2,800 ft E of Rider)	$0	$0
Central	Perris	SR-74 (4th)	Ellis	I-215	$0	$0
Central	Unincorporated	Ethanac	SR-74	Keystone	$4,666,000	$4,666,000
Central	Unincorporated	Gilman Springs	Alessandro	Bridge Road	$30,601,000	$30,601,000
Central	Unincorporated	Menifee	Nuevo	SR-74 (Pinacate)	$16,684,000	$16,684,000
Central	Unincorporated	Mid-County	Evans	Ramona (2,800 ft E of Rider)	$12,156,000	$12,156,000
Central	Unincorporated	Mid-County (Ramona)	Ramona (2,800 ft E of Rider)	Pico Avenue	$0	$0
Central	Unincorporated	Mid-County (Ramona)	Pico Avenue	Bridge Road	$47,769,000	$47,769,000
Central	Unincorporated	Mid-County (Ramona)	San Jacinto River	bridge	$36,192,000	$36,192,000
Central	Unincorporated	Reche Canyon	San Bernardino County	Reche Vista	$0	$0
Central	Unincorporated	Reche Vista	Reche Canyon	Country	$0	$0
Central	Unincorporated	Scott	Briggs	SR-79 (Winchester)	$0	$0
Central	Unincorporated	SR-74	Ethanac	Ellis	$0	$0
Northwest	Corona	Cajalco	I-15	Temescal Canyon	$0	$0
Northwest	Corona	Cajalco	I-15	interchange	$0	$0
Northwest	Corona	Foothill	Paseo Grande	Lincoln	$0	$0
Northwest	Corona	Foothill	Wardlow Wash	bridge	$0	$0
Northwest	Corona	Foothill	Lincoln	California	$0	$0
Northwest	Corona	Foothill	California	I-15	$0	$0
Northwest	Corona	Green River	SR-91	Dominguez Ranch	$0	$0
Northwest	Corona	Green River	Dominguez Ranch	Palisades	$0	$0
Northwest	Corona	Green River	Palisades	Paseo Grande	$0	$0
Northwest	Eastvale	Schleisman	San Bernardino County	600' e/o Cucamonga Creek	$648,000	$648,000
Northwest	Eastvale	Schleisman	Cucamonga Creek	bridge	$0	$0
Northwest	Eastvale	Schleisman	600' e/o Cucamonga Creek	Harrison	$866,000	$866,000
Northwest	Eastvale	Schleisman	Harrison	Sumner	$488,000	$488,000
Northwest	Eastvale	Schleisman	Sumner	Scholar	$7,625,000	$7,625,000
Northwest	Eastvale	Schleisman	Scholar	A Street	$119,000	$119,000
Northwest	Eastvale	Schleisman	A Street	Hamner	$209,000	$209,000

Table 4.4 - TUMF Network Cost Estimates (continued)

AREA PLAN DIST	CITY	STREETNAME	SEGMENTFROM	SEGMENTTO	TOTAL COST	MAXIMUM TUMF SHARE
Northwest	Jurupa Valley	Van Buren	SR-60	Bellegrave	$23,928,000	$10,461,000
Northwest	Jurupa Valley	Van Buren	Bellegrave	Santa Ana River	$60,900,000	$0
Northwest	Riverside	Alessandro	Arlington	Trautwein	$2,410,000	$2,410,000
Northwest	Riverside	Arlington	La Sierra	Magnolia	$0	$0
Northwest	Riverside	Arlington	Magnolia	Alessandro	$46,465,000	$46,465,000
Northwest	Riverside	Van Buren	Santa Ana River	SR-91	$5,230,000	$4,392,000
Northwest	Riverside	Van Buren	SR-91	Mockingbird Canyon	$39,493,000	$21,292,000
Northwest	Riverside	Van Buren	Wood	Trautwein	$0	$0
Northwest	Riverside	Van Buren	Trautwein	Orange Terrace	$7,574,000	$7,574,000
Northwest	Unincorporated	Alessandro	Trautwein	Vista Grande	$0	$0
Northwest	Unincorporated	Alessandro	Vista Grande	I-215	$0	$0
Northwest	Unincorporated	Cajalco	El Sobrante	Harley John	$10,580,000	$9,817,000
Northwest	Unincorporated	Cajalco	Harley John	Harvil	$166,492,000	$166,492,000
Northwest	Unincorporated	Cajalco	Harvil	I-215	$1,238,000	$1,238,000
Northwest	Unincorporated	Cajalco	Temescal Canyon	La Sierra	$49,596,000	$35,953,000
Northwest	Unincorporated	Cajalco	Temescal Wash	bridge	$4,872,000	$1,907,000
Northwest	Unincorporated	Cajalco	La Sierra	El Sobrante	$96,453,000	$96,453,000
Northwest	Unincorporated	Van Buren	Mockingbird Canyon	Wood	$67,429,000	$67,429,000
Northwest	Unincorporated	Van Buren	Orange Terrace	I-215	$0	$0
Pass	Banning	Highland Springs	Wilson (8th)	Sun Lakes	$0	$0
Pass	Banning	Highland Springs	I-10	interchange	$63,061,000	$32,516,000
Pass	Banning	Highland Springs	Oak Valley (14th)	Wilson (8th)	$0	$0
Pass	Banning	Highland Springs	Cherry Valley	Oak Valley (14th)	$0	$0
Pass	Banning	I-10 Bypass South	I-10	Morongo Trail (Apache Trail)	$50,110,000	$50,110,000
Pass	Banning	I-10 Bypass South	I-10	interchange	$63,061,000	$63,061,000
Pass	Banning	I-10 Bypass South	San Gorgonio	bridge	$4,176,000	$4,176,000
Pass	Banning	I-10 Bypass South	UP/Hargrave	railroad crossing	$52,780,000	$52,780,000
Pass	Beaumont	Beaumont	Oak Valley (14th)	I-10	$0	$0
Pass	Beaumont	Potrero	Oak Valley (San Timoteo Canyon)	SR-60	$1,100,000	$1,100,000
Pass	Beaumont	Potrero	SR-60	interchange	$63,061,000	$29,561,000
Pass	Beaumont	Potrero	UP	railroad crossing	$40,020,000	$40,020,000
Pass	Beaumont	Potrero	Noble Creek	bridge	$0	$0
Pass	Beaumont	Potrero	SR-60	4th	$0	$0
Pass	Beaumont	SR-79 (Beaumont)	I-10	California	$0	$0
Pass	Beaumont	SR-79 (Beaumont)	I-10	interchange	$63,061,000	$7,408,000
Pass	Calimesa	Cherry Valley	I-10	interchange	$63,061,000	$59,773,000
Pass	Calimesa	Cherry Valley	Roberts St	Roberts Rd	$3,053,000	$3,053,000
Pass	Unincorporated	Cherry Valley	Bellflower	Noble	$6,411,000	$6,411,000
Pass	Unincorporated	Cherry Valley	Highland Springs	Bellflower	$0	$0
Pass	Unincorporated	Cherry Valley	Noble	Roberts St	$0	$0
Pass	Unincorporated	Cherry Valley	San Timoteo Wash	bridge	$0	$0
Pass	Unincorporated	SR-79 (Lamb Canyon)	California	Gilman Springs	$0	$0
San Jacinto	Hemet	Domenigoni	Warren	Sanderson	$7,726,000	$7,726,000
San Jacinto	Hemet	Domenigoni	Sanderson	State	$0	$0
San Jacinto	Hemet	SR-74	Winchester	Warren	$35,208,000	$35,208,000
San Jacinto	San Jacinto	Mid-County (Ramona)	Warren	Sanderson	$0	$0
San Jacinto	San Jacinto	Mid-County (Ramona)	Sanderson/SR-79 (Hemet Bypass)	interchange	$0	$0
San Jacinto	San Jacinto	Ramona	Sanderson	State	$0	$0
San Jacinto	San Jacinto	Ramona	State	Main	$0	$0
San Jacinto	San Jacinto	Ramona	Main	Cedar	$31,518,000	$26,928,000
San Jacinto	San Jacinto	Ramona	Cedar	SR-74	$0	$0
San Jacinto	Unincorporated	Domenigoni	SR-79 (Winchester)	Warren	$13,508,000	$13,508,000
San Jacinto	Unincorporated	Domenigoni	San Diego Aqueduct	bridge	$4,176,000	$4,176,000
San Jacinto	Unincorporated	Gilman Springs	Bridge	Sanderson	$0	$0
San Jacinto	Unincorporated	Mid-County (Ramona)	Bridge	Warren	$9,221,000	$9,221,000
San Jacinto	Unincorporated	SR-74	Briggs	SR-79 (Winchester)	$15,417,000	$15,417,000
San Jacinto	Unincorporated	SR-79 (Hemet Bypass)	SR-74 (Florida)	Domenigoni	$13,901,000	$13,901,000
San Jacinto	Unincorporated	SR-79 (Hemet Bypass)	San Diego Aqueduct	bridge	$4,176,000	$4,176,000
San Jacinto	Unincorporated	SR-79 (Hemet Bypass)	Domenigoni	Winchester	$6,542,000	$6,542,000
San Jacinto	Unincorporated	SR-79 (San Jacinto Bypass)	Mid-County (Ramona)	SR-74 (Florida)	$56,690,000	$56,690,000
San Jacinto	Unincorporated	SR-79 (Sanderson)	Gilman Springs	Ramona	$6,899,000	$2,555,000
San Jacinto	Unincorporated	SR-79 (Sanderson)	San Jacinto River	bridge	$19,488,000	$7,651,000
San Jacinto	Unincorporated	SR-79 (Winchester)	Domenigoni	Keller	$65,022,000	$65,022,000

Table 4.4 - TUMF Network Cost Estimates (continued)

AREA PLAN DIST	CITY	STREETNAME	SEGMENTFROM	SEGMENTTO	TOTAL COST	MAXIMUM TUMF SHARE
Southwest	Canyon Lake	Goetz	Railroad Canyon	Newport	$0	$0
Southwest	Canyon Lake	Railroad Canyon	Canyon Hills	Goetz	$0	$0
Southwest	Lake Elsinore	Railroad Canyon	I-15	Canyon Hills	$0	$0
Southwest	Lake Elsinore	Railroad Canyon	I-15	interchange	$0	$0
Southwest	Lake Elsinore	SR-74	I-15	interchange	$63,061,000	$24,162,000
Southwest	Murrieta	Clinton Keith	Copper Craft	Toulon	$0	$0
Southwest	Murrieta	Clinton Keith	Toulon	I-215	$2,076,000	$2,076,000
Southwest	Murrieta	Clinton Keith	I-215	Whitewood	$0	$0
Southwest	Murrieta	French Valley (Date)	Murrieta Hot Springs	Winchester Creek	$7,321,000	$7,321,000
Southwest	Murrieta	French Valley (Date)	Winchester Creek	Margarita	$0	$0
Southwest	Murrieta	Whitewood	Menifee City Limit	Keller	$0	$0
Southwest	Murrieta	Whitewood	Keller	Clinton Keith	$0	$0
Southwest	Temecula	French Valley (Cherry)	Jefferson	Diaz	$3,929,000	$3,929,000
Southwest	Temecula	French Valley (Cherry)	Murrieta Creek	bridge	$5,846,000	$5,846,000
Southwest	Temecula	French Valley (Date)	Margarita	Ynez	$0	$0
Southwest	Temecula	French Valley (Date)	Ynez	Jefferson	$5,010,000	$5,010,000
Southwest	Temecula	French Valley (Date)	I-15	interchange	$122,076,000	$122,076,000
Southwest	Temecula	SR-79 (Winchester)	Murrieta Hot Springs	Jefferson	$2,697,000	$2,697,000
Southwest	Temecula	SR-79 (Winchester)	I-15	interchange	$0	$0
Southwest	Temecula	Western Bypass (Diaz)	Cherry	Rancho California	$2,285,000	$2,285,000
Southwest	Temecula	Western Bypass (Vincent Moroga)	Rancho California	SR-79 (Front)	$23,629,000	$23,629,000
Southwest	Temecula	Western Bypass (Vincent Moroga)	I-15	interchange	$0	$0
Southwest	Temecula	Western Bypass (Vincent Moroga)	Murrieta Creek	bridge	$4,176,000	$4,176,000
Southwest	Unincorporated	Benton	SR-79	Eastern Bypass	$0	$0
Southwest	Unincorporated	Clinton Keith	Whitewood	SR-79	$5,539,000	$5,539,000
Southwest	Unincorporated	Clinton Keith	Warm Springs Creek	bridge	$0	$0
Southwest	Unincorporated	SR-74	I-15	Ethanac	$27,699,000	$26,347,000
Southwest	Unincorporated	SR-79 (Winchester)	Keller	Thompson	$34,213,000	$34,213,000
Southwest	Unincorporated	SR-79 (Winchester)	Thompson	La Alba	$27,699,000	$27,699,000
Southwest	Unincorporated	SR-79 (Winchester)	La Alba	Hunter	$7,854,000	$3,042,000
Southwest	Unincorporated	SR-79 (Winchester)	Hunter	Murrieta Hot Springs	$595,000	$442,000
Southwest	Wildomar	Bundy Canyon	I-15	Monte Vista	$1,362,000	$1,362,000
Southwest	Wildomar	Bundy Canyon	Monte Vista	Sunset	$24,818,000	$24,818,000
Southwest	Wildomar	Bundy Canyon	I-15	interchange	$32,698,000	$24,613,000
Southwest	Wildomar	Clinton Keith	Palomar	I-15	$0	$0
Southwest	Wildomar	Clinton Keith	I-15	Copper Craft	$5,030,000	$0
Subtotal					$2,331,921,000	$1,961,707,000

Table 4.4 - TUMF Network Cost Estimates (continued)

AREA PLAN DIST	CITY	STREETNAME	SEGMENTFROM	SEGMENTTO	TOTAL COST	MAXIMUM TUMF SHARE
Central	Menifee	Briggs	Newport	Scott	$0	$0
Central	Menifee	Briggs	SR-74 (Pinacate)	Simpson	$2,991,000	$2,991,000
Central	Menifee	Briggs	Simpson	Old Newport	$5,430,000	$5,430,000
Central	Menifee	Briggs	Salt Creek	bridge	$8,352,000	$8,352,000
Central	Menifee	Garbani	I-215	interchange	$63,061,000	$42,483,000
Central	Menifee	Goetz	Juanita	Lesser Lane	$11,378,000	$11,378,000
Central	Menifee	Goetz	Newport	Juanita	$0	$0
Central	Menifee	Holland	Murrieta	Bradley	$15,708,000	$15,708,000
Central	Menifee	Holland	Bradley	Haun	$11,439,000	$11,439,000
Central	Menifee	Holland	Haun	Antelope	$9,456,000	$9,456,000
Central	Menifee	Holland	I-215 overcrossing	bridge	$9,744,000	$9,744,000
Central	Menifee	Holland	Antelope	Menifee	$3,844,000	$3,844,000
Central	Menifee	McCall	I-215	Aspel	$5,354,000	$5,354,000
Central	Menifee	McCall	I-215	interchange	$0	$0
Central	Menifee	McCall	Aspel	Menifee	$2,288,000	$2,288,000
Central	Menifee	Murrieta	Ethanac	McCall	$0	$0
Central	Menifee	Murrieta	McCall	Newport	$7,967,000	$7,967,000
Central	Menifee	Murrieta	Newport	Bundy Canyon	$0	$0
Central	Moreno Valley	Cactus	I-215	Heacock	$5,617,000	$5,617,000
Central	Moreno Valley	Cactus	I-215	interchange	$0	$0
Central	Moreno Valley	Day	Ironwood	SR-60	$0	$0
Central	Moreno Valley	Day	SR-60	interchange	$0	$0
Central	Moreno Valley	Day	SR-60	Eucalyptus	$0	$0
Central	Moreno Valley	Eucalyptus	I-215	Towngate	$8,843,000	$8,843,000
Central	Moreno Valley	Eucalyptus	Towngate	Frederick	$0	$0
Central	Moreno Valley	Eucalyptus	Frederick	Heacock	$0	$0
Central	Moreno Valley	Eucalyptus	Heacock	Kitching	$0	$0
Central	Moreno Valley	Eucalyptus	Kitching	Moreno Beach	$0	$0
Central	Moreno Valley	Eucalyptus	Moreno Beach	Theodore	$0	$0
Central	Moreno Valley	Frederick	SR-60	Alessandro	$0	$0
Central	Moreno Valley	Heacock	Cactus	San Michele	$0	$0
Central	Moreno Valley	Heacock	Reche Vista	Cactus	$0	$0
Central	Moreno Valley	Heacock	San Michele	Harley Knox	$0	$0
Central	Moreno Valley	Ironwood	SR-60	Day	$0	$0
Central	Moreno Valley	Ironwood	Day	Heacock	$0	$0
Central	Moreno Valley	Lasselle	Alessandro	John F Kennedy	$0	$0
Central	Moreno Valley	Lasselle	John F Kennedy	Oleander	$0	$0
Central	Moreno Valley	Moreno Beach	Reche Canyon	SR-60	$18,797,000	$18,797,000
Central	Moreno Valley	Moreno Beach	SR-60 overcrossing	bridge	$0	$0
Central	Moreno Valley	Nason	SR-60	Alessandro	$0	$0
Central	Moreno Valley	Pigeon Pass	Ironwood	SR-60	$0	$0
Central	Moreno Valley	Pigeon Pass/CETAP Corridor	Hidden Springs	Ironwood	$0	$0
Central	Moreno Valley	Reche Canyon	Moreno Valley City Limit	Locust	$0	$0
Central	Moreno Valley	Redlands	Locust	Alessandro	$39,789,000	$39,789,000
Central	Moreno Valley	Redlands	SR-60	interchange	$32,698,000	$32,698,000
Central	Moreno Valley	Theodore	SR-60	Eucalyptus	$3,966,000	$3,966,000
Central	Moreno Valley	Theodore	SR-60	interchange	$32,698,000	$32,698,000
Central	Perris	Ellis	Goetz	Evans	$9,526,000	$9,526,000
Central	Perris	Evans	Oleander	Ramona	$0	$0
Central	Perris	Evans	Ramona	Morgan	$0	$0
Central	Perris	Evans	Morgan	Rider	$0	$0
Central	Perris	Evans	Rider	Placentia	$0	$0
Central	Perris	Evans	Placentia	Nuevo	$6,492,000	$6,492,000
Central	Perris	Evans	Nuevo	Ellis	$17,705,000	$17,705,000
Central	Perris	Evans	San Jacinto River	bridge	$11,136,000	$11,136,000
Central	Perris	Evans	I-215	bridge	$8,352,000	$8,352,000
Central	Perris	Goetz	Lesser	Ethanac	$7,845,000	$7,845,000
Central	Perris	Harley Knox	I-215	Indian	$0	$0
Central	Perris	Harley Knox	I-215	interchange	$0	$0
Central	Perris	Harley Knox	Indian	Perris	$0	$0
Central	Perris	Harley Knox	Perris	Redlands	$0	$0
Central	Perris	Nuevo	I-215	Murrieta	$16,971,000	$16,971,000
Central	Perris	Nuevo	I-215	interchange	$32,698,000	$19,736,000
Central	Perris	Nuevo	Murrieta	Dunlap	$4,367,000	$4,367,000
Central	Perris	Nuevo	Perris Valley Storm Channel	bridge	$0	$0
Central	Perris	SR-74 (Matthews)	I-215	Ethanac	$0	$0
Central	Perris	SR-74 (Matthews)	I-215	interchange	$32,698,000	$21,835,000
Central	Unincorporated	Center (Main)	I-215	Mt Vernon	$0	$0
Central	Unincorporated	Center (Main)	I-215	interchange	$32,698,000	$11,912,000
Central	Unincorporated	Center (Main)	BNSF	railroad crossing	$20,010,000	$20,010,000
Central	Unincorporated	Ellis	Post	SR-74	$11,550,000	$11,550,000
Central	Unincorporated	Mount Vernon/CETAP Corridor	Center	Pigeon Pass	$2,582,000	$2,582,000
Central	Unincorporated	Nuevo	Dunlap	Menifee	$8,737,000	$2,505,000
Central	Unincorporated	Nuevo	San Jacinto River	bridge	$5,568,000	$5,568,000
Central	Unincorporated	Pigeon Pass/CETAP Corridor	Hidden Springs	Mount Vernon	$8,106,000	$8,106,000
Central	Unincorporated	Post	Santa Rosa Mine	Ellis	$0	$0
Central	Unincorporated	Reche Canyon	Reche Vista	Moreno Valley City Limit	$0	$0
Central	Unincorporated	Redlands	San Timoteo Canyon	Locust	$0	$0

Table 4.4 - TUMF Network Cost Estimates (continued)

AREA PLAN DIST	CITY	STREETNAME	SEGMENTFROM	SEGMENTTO	TOTAL COST	MAXIMUM TUMF SHARE
Northwest	Corona	6th	SR-91	Magnolia	$0	$0
Northwest	Corona	Auto Center	Railroad	SR-91	$0	$0
Northwest	Corona	Cajalco	Bedford Canyon	I-15	$0	$0
Northwest	Corona	Hidden Valley	Norco Hills	McKinley	$0	$0
Northwest	Corona	Lincoln	Parkridge	Ontario	$0	$0
Northwest	Corona	Magnolia	6th	Sherborn	$7,054,000	$6,419,000
Northwest	Corona	Magnolia	Temescal Creek	bridge	$4,176,000	$3,580,000
Northwest	Corona	Magnolia	Sherborn	Rimpau	$0	$0
Northwest	Corona	Magnolia	Rimpau	Ontario	$0	$0
Northwest	Corona	Main	Grand	Ontario	$0	$0
Northwest	Corona	Main	Ontario	Foothill	$0	$0
Northwest	Corona	Main	Hidden Valley	Parkridge	$5,314,000	$4,389,000
Northwest	Corona	Main	Parkridge	SR-91	$0	$0
Northwest	Corona	Main	SR-91	S. Grand	$0	$0
Northwest	Corona	McKinley	Hidden Valley	Promenade	$0	$0
Northwest	Corona	McKinley	Promenade	SR-91	$0	$0
Northwest	Corona	McKinley	SR-91	Magnolia	$0	$0
Northwest	Corona	McKinley	Arlington Channel	bridge	$0	$0
Northwest	Corona	McKinley	BNSF	railroad crossing	$105,560,000	$0
Northwest	Corona	Ontario	I-15	El Cerrito	$13,451,000	$13,451,000
Northwest	Corona	Ontario	Lincoln	Buena Vista	$0	$0
Northwest	Corona	Ontario	Buena Vista	Main	$0	$0
Northwest	Corona	Ontario	Main	Kellogg	$0	$0
Northwest	Corona	Ontario	Kellogg	Fullerton	$0	$0
Northwest	Corona	Ontario	Fullerton	Rimpau	$0	$0
Northwest	Corona	Ontario	Rimpau	I-15	$0	$0
Northwest	Corona	Railroad	Auto Club	Buena Vista	$0	$0
Northwest	Corona	Railroad	BNSF	railroad crossing	$40,020,000	$40,020,000
Northwest	Corona	Railroad	Buena Vista	Main (at Grand)	$0	$0
Northwest	Corona	River	Corydon	Main	$0	$0
Northwest	Corona	Serfas Club	SR-91	Green River	$0	$0
Northwest	Eastvale	Archibald	Remington	River	$3,382,000	$3,382,000
Northwest	Eastvale	Hamner	Mission	Bellegrave	$0	$0
Northwest	Eastvale	Hamner	Bellegrave	Amberhill	$199,000	$199,000
Northwest	Eastvale	Hamner	Amberhill	Limonite	$2,787,000	$2,787,000
Northwest	Eastvale	Hamner	Limonite	Schleisman	$991,000	$991,000
Northwest	Eastvale	Hamner	Schleisman	Santa Ana River	$5,533,000	$3,675,000
Northwest	Eastvale	Hellman	Schleisman	Walters	$419,000	$419,000
Northwest	Eastvale	Hellman	Walters	River	$21,503,000	$21,503,000
Northwest	Eastvale	Hellman	Cucamonga Creek	bridge	$3,828,000	$3,828,000
Northwest	Eastvale	Limonite	I-15	Eastvale Gateway	$289,000	$289,000
Northwest	Eastvale	Limonite	I-15	interchange	$0	$0
Northwest	Eastvale	Limonite	Eastvale Gateway	Hamner	$255,000	$255,000
Northwest	Eastvale	Limonite	Hamner	Sumner	$1,094,000	$1,094,000
Northwest	Eastvale	Limonite	Sumner	Harrison	$497,000	$497,000
Northwest	Eastvale	Limonite	Harrison	Archibald	$0	$0
Northwest	Eastvale	Limonite	Archibald	Hellman (Keller SBD Co.)	$2,208,000	$2,208,000
Northwest	Eastvale	Limonite	Cucamonga Creek	bridge	$13,920,000	$0
Northwest	Eastvale	River	Hellman	Archibald	$5,948,000	$5,948,000
Northwest	Jurupa Valley	Armstrong	San Bernardino County	Valley	$6,192,000	$6,192,000
Northwest	Jurupa Valley	Bellegrave	Cantu-Galleano Ranch	Van Buren	$464,000	$464,000
Northwest	Jurupa Valley	Cantu-Galleano Ranch	Wineville	Bellegrave	$793,000	$793,000
Northwest	Jurupa Valley	Etiwanda	Philadelphia	SR-60	$1,515,000	$989,000
Northwest	Jurupa Valley	Etiwanda	SR-60	Limonite	$0	$0
Northwest	Jurupa Valley	Limonite	I-15	Wineville	$0	$0
Northwest	Jurupa Valley	Limonite	Wineville	Etiwanda	$0	$0
Northwest	Jurupa Valley	Limonite	Etiwanda	Van Buren	$2,981,000	$2,981,000
Northwest	Jurupa Valley	Limonite	Van Buren	Clay	$0	$0
Northwest	Jurupa Valley	Limonite	Clay	Riverview	$0	$0
Northwest	Jurupa Valley	Market	Rubidoux	Santa Ana River	$5,181,000	$0
Northwest	Jurupa Valley	Market	Santa Ana River	bridge	$13,920,000	$6,204,000
Northwest	Jurupa Valley	Mission	Milliken	SR-60	$0	$0
Northwest	Jurupa Valley	Mission	SR-60	Santa Ana River	$0	$0
Northwest	Jurupa Valley	Riverview	Limonite	Mission	$0	$0
Northwest	Jurupa Valley	Rubidoux	Pine	Mission	$0	$0
Northwest	Jurupa Valley	Rubidoux	SR-60	interchange	$32,698,000	$9,051,000
Northwest	Jurupa Valley	Valley	Armstrong	Mission	$0	$0
Northwest	Norco	1st	Parkridge	Mountain	$0	$0
Northwest	Norco	1st	Mountain	Hamner	$0	$0
Northwest	Norco	2nd	River	I-15	$0	$0
Northwest	Norco	6th	Hamner	California	$0	$0
Northwest	Norco	6th	I-15	interchange	$32,698,000	$3,489,000
Northwest	Norco	Arlington	Crestview	Fairhaven	$4,342,000	$4,342,000
Northwest	Norco	California	Arlington	6th	$15,237,000	$12,525,000
Northwest	Norco	Corydon	River	5th	$0	$0
Northwest	Norco	Hamner	Santa Ana River	bridge	$33,408,000	$11,455,000
Northwest	Norco	Hamner	Santa Ana River	Hidden Valley	$49,591,000	$49,591,000
Northwest	Norco	Hidden Valley	I-15	Norco Hills	$0	$0
Northwest	Norco	Hidden Valley	Hamner	I-15	$0	$0
Northwest	Norco	Norco	Corydon	Hamner	$0	$0
Northwest	Norco	North	California	Crestview	$0	$0
Northwest	Norco	River	Archibald	Corydon	$1,743,000	$1,109,000

Table 4.4 - TUMF Network Cost Estimates (continued)

AREA PLAN DIST	CITY	STREETNAME	SEGMENTFROM	SEGMENTTO	TOTAL COST	MAXIMUM TUMF SHARE
Northwest	Riverside	14th	Market	Martin Luther King	$0	$0
Northwest	Riverside	1st	Market	Main	$0	$0
Northwest	Riverside	3rd	SR-91	I-215	$1,941,000	$1,941,000
Northwest	Riverside	3rd	BNSF	railroad crossing	$105,560,000	$30,560,000
Northwest	Riverside	Adams	Arlington	SR-91	$0	$0
Northwest	Riverside	Adams	SR-91	Lincoln	$0	$0
Northwest	Riverside	Adams	SR-91	interchange	$32,698,000	$3,262,000
Northwest	Riverside	Arlington	Fairhaven	La Sierra	$0	$0
Northwest	Riverside	Buena Vista	Santa Ana River	Redwood	$0	$0
Northwest	Riverside	Canyon Crest	Martin Luther King	Central	$0	$0
Northwest	Riverside	Canyon Crest	Central	Country Club	$0	$0
Northwest	Riverside	Canyon Crest	Country Club	Via Vista	$4,996,000	$1,593,000
Northwest	Riverside	Canyon Crest	Via Vista	Alessandro	$0	$0
Northwest	Riverside	Central	Chicago	I-215/SR-60	$0	$0
Northwest	Riverside	Central	SR-91	Magnolia	$0	$0
Northwest	Riverside	Central	Alessandro	SR-91	$0	$0
Northwest	Riverside	Central	Van Buren	Magnolia	$0	$0
Northwest	Riverside	Chicago	Alessandro	Spruce	$0	$0
Northwest	Riverside	Chicago	Spruce	Columbia	$0	$0
Northwest	Riverside	Columbia	Main	Iowa	$0	$0
Northwest	Riverside	Columbia	I-215	interchange	$32,698,000	$9,050,000
Northwest	Riverside	Iowa	Center	3rd	$30,272,000	$30,272,000
Northwest	Riverside	Iowa	3rd	University	$0	$0
Northwest	Riverside	Iowa	University	Martin Luther King	$0	$0
Northwest	Riverside	JFK	Trautwein	Wood	$1,880,000	$1,880,000
Northwest	Riverside	La Sierra	Arlington	SR-91	$0	$0
Northwest	Riverside	La Sierra	SR-91	Indiana	$192,000	$192,000
Northwest	Riverside	La Sierra	Indiana	Victoria	$778,000	$778,000
Northwest	Riverside	Lemon (NB One way)	Mission Inn	University	$0	$0
Northwest	Riverside	Lincoln	Van Buren	Jefferson	$0	$0
Northwest	Riverside	Lincoln	Jefferson	Washington	$0	$0
Northwest	Riverside	Lincoln	Washington	Victoria	$0	$0
Northwest	Riverside	Madison	SR-91	Victoria	$853,000	$853,000
Northwest	Riverside	Madison	BNSF	railroad crossing	$20,010,000	$20,010,000
Northwest	Riverside	Magnolia	BNSF Railroad	Tyler	$0	$0
Northwest	Riverside	Magnolia	BNSF	railroad crossing	$0	$0
Northwest	Riverside	Magnolia	Tyler	Harrison	$0	$0
Northwest	Riverside	Magnolia	Harrison	14th	$0	$0
Northwest	Riverside	Main	1st	San Bernardino County	$0	$0
Northwest	Riverside	Market	14th	Santa Ana River	$9,491,000	$9,491,000
Northwest	Riverside	Martin Luther King	14th	I-215/SR-60	$24,031,000	$24,031,000
Northwest	Riverside	Mission Inn	Redwood	Lemon	$0	$0
Northwest	Riverside	Redwood (SB One way)	Mission Inn	University	$0	$0
Northwest	Riverside	Trautwein	Alessandro	Van Buren	$0	$0
Northwest	Riverside	Tyler	SR-91	Magnolia	$0	$0
Northwest	Riverside	Tyler	SR-91	interchange	$63,061,000	$21,814,000
Northwest	Riverside	Tyler	Magnolia	Hole	$0	$0
Northwest	Riverside	Tyler	Hole	Wells	$0	$0
Northwest	Riverside	Tyler	Wells	Arlington	$0	$0
Northwest	Riverside	University	Redwood	SR-91	$859,000	$859,000
Northwest	Riverside	University	SR-91	I-215/SR-60	$2,067,000	$2,067,000
Northwest	Riverside	Victoria	Lincoln	Arlington	$0	$0
Northwest	Riverside	Victoria	Madison	Washington	$0	$0
Northwest	Riverside	Washington	Victoria	Hermosa	$27,018,000	$27,018,000
Northwest	Riverside	Wood	JFK	Van Buren	$3,053,000	$3,053,000
Northwest	Riverside	Wood	Van Buren	Bergamont	$0	$0
Northwest	Riverside	Wood	Bergamont	Krameria	$0	$0
Northwest	Unincorporated	Cantu-Galleano Ranch	Hamner	Wineville	$0	$0
Northwest	Unincorporated	Dos Lagos (Weirick)	Temescal Canyon	I-15	$0	$0
Northwest	Unincorporated	El Cerrito	I-15	Ontario	$0	$0
Northwest	Unincorporated	El Sobrante	Mockingbird Canyon	Cajalco	$0	$0
Northwest	Unincorporated	Harley John	Washington	Scottsdale	$0	$0
Northwest	Unincorporated	Harley John	Scottsdale	Cajalco	$0	$0
Northwest	Unincorporated	La Sierra	Victoria	El Sobrante	$0	$0
Northwest	Unincorporated	La Sierra	El Sobrante	Cajalco	$0	$0
Northwest	Unincorporated	Mockingbird Canyon	Van Buren	El Sobrante	$20,871,000	$20,871,000
Northwest	Unincorporated	Temescal Canyon	El Cerrito	Tuscany	$3,168,000	$0
Northwest	Unincorporated	Temescal Canyon	Tuscany	Dos Lagos	$0	$0
Northwest	Unincorporated	Temescal Canyon	Dos Lagos	Leroy	$0	$0
Northwest	Unincorporated	Temescal Canyon	Leroy	Dawson Canyon	$0	$0
Northwest	Unincorporated	Temescal Canyon	Dawson Canyon	I-15	$0	$0
Northwest	Unincorporated	Temescal Canyon	I-15	interchange	$32,698,000	$32,698,000
Northwest	Unincorporated	Temescal Canyon	I-15	Park Canyon	$14,329,000	$14,329,000
Northwest	Unincorporated	Temescal Canyon	Park Canyon	Indian Truck Trail	$0	$0
Northwest	Unincorporated	Washington	Hermosa	Harley John	$12,787,000	$12,787,000
Northwest	Unincorporated	Wood	Krameria	Cajalco	$12,537,000	$12,537,000

Table 4.4 - TUMF Network Cost Estimates (continued)

AREA PLAN DIST	CITY	STREETNAME	SEGMENTFROM	SEGMENTTO	TOTAL COST	MAXIMUM TUMF SHARE
Pass	Banning	8th	Wilson	I-10	$0	$0
Pass	Banning	Lincoln	Sunset	SR-243	$0	$0
Pass	Banning	Ramsey	I-10	8th	$0	$0
Pass	Banning	Ramsey	8th	Highland Springs	$0	$0
Pass	Banning	SR-243	I-10	Wesley	$0	$0
Pass	Banning	Sun Lakes	Highland Home	Sunset	$30,502,000	$30,502,000
Pass	Banning	Sun Lakes	Smith Creek	bridge	$8,352,000	$8,352,000
Pass	Banning	Sun Lakes	Montgomery Creek	bridge	$5,568,000	$5,568,000
Pass	Banning	Sun Lakes	Highland Springs	Highland Home	$0	$0
Pass	Banning	Sunset	Ramsey	Lincoln	$0	$0
Pass	Banning	Sunset	I-10	interchange	$32,698,000	$32,698,000
Pass	Banning	Wilson	Highland Home	8th	$0	$0
Pass	Banning	Wilson	Highland Springs	Highland Home	$0	$0
Pass	Beaumont	1st	Viele	Pennsylvania	$0	$0
Pass	Beaumont	1st	Pennsylvania	Highland Springs	$0	$0
Pass	Beaumont	6th	I-10	Highland Springs	$0	$0
Pass	Beaumont	Desert Lawn	Champions	Oak Valley (STC)	$0	$0
Pass	Beaumont	Oak Valley (14th)	Highland Springs	Pennsylvania	$0	$0
Pass	Beaumont	Oak Valley (14th)	Pennsylvania	Oak View	$0	$0
Pass	Beaumont	Oak Valley (14th)	Oak View	I-10	$0	$0
Pass	Beaumont	Oak Valley (14th)	I-10	interchange	$63,061,000	$62,401,000
Pass	Beaumont	Oak Valley (STC)	UP Railroad	Tukwet Canyon	$0	$0
Pass	Beaumont	Oak Valley (STC)	Tukwet Canyon	I-10	$0	$0
Pass	Beaumont	Pennsylvania	6th	1st	$6,588,000	$6,588,000
Pass	Beaumont	Pennsylvania	I-10	interchange	$0	$0
Pass	Calimesa	Bryant	County Line	Avenue L	$0	$0
Pass	Calimesa	Calimesa	County Line	I-10	$0	$0
Pass	Calimesa	Calimesa	I-10	interchange	$63,061,000	$63,061,000
Pass	Calimesa	County Line	7th	Bryant	$0	$0
Pass	Calimesa	County Line	I-10	interchange	$32,698,000	$32,698,000
Pass	Calimesa	Desert Lawn	Palmer	Champions	$0	$0
Pass	Calimesa	Singleton	Avenue L	Condit	$0	$0
Pass	Calimesa	Singleton	Condit	Roberts	$12,972,000	$12,972,000
Pass	Calimesa	Singleton	I-10	interchange	$63,061,000	$0
Pass	Calimesa	Tukwet Canyon	Roberts Rd	Palmer	$0	$0
Pass	Unincorporated	Live Oak Canyon	Oak Valley (STC)	San Bernardino County	$0	$0
Pass	Unincorporated	San Timoteo Canyon	San Bernardino County	UP Railroad	$0	$0
Pass	Unincorporated	San Timoteo Canyon	UP Railroad	railroad crossing	$52,780,000	$52,780,000
San Jacinto	Hemet	Sanderson	Acacia	Menlo	$0	$0
San Jacinto	Hemet	Sanderson	Domenigoni	Stetson	$0	$0
San Jacinto	Hemet	Sanderson	RR Crossing	Acacia	$0	$0
San Jacinto	Hemet	Sanderson	Stetson	RR Crossing	$0	$0
San Jacinto	Hemet	Sanderson	Menlo	Esplanade	$0	$0
San Jacinto	Hemet	SR-74 (Florida)	Warren	Cawston	$0	$0
San Jacinto	Hemet	SR-74 (Florida)	Columbia	Ramona	$0	$0
San Jacinto	Hemet	SR-74/SR-79 (Florida)	Cawston	Columbia	$0	$0
San Jacinto	Hemet	State	Domenigoni	Chambers	$0	$0
San Jacinto	Hemet	State	Chambers	Stetson	$0	$0
San Jacinto	Hemet	State	Florida	Esplanade	$0	$0
San Jacinto	Hemet	State	Stetson	Florida	$0	$0
San Jacinto	Hemet	Stetson	Cawston	State	$0	$0
San Jacinto	Hemet	Stetson	Warren	Cawston	$4,357,000	$4,357,000
San Jacinto	Hemet	Warren	Esplanade	Domenigoni	$19,926,000	$19,926,000
San Jacinto	Hemet	Warren	Salt Creek	bridge	$4,176,000	$4,176,000
San Jacinto	San Jacinto	Esplanade	Mountain	State	$0	$0
San Jacinto	San Jacinto	Esplanade	State	Warren	$0	$0
San Jacinto	San Jacinto	Sanderson	Ramona	Esplanade	$0	$0
San Jacinto	San Jacinto	SR-79 (North Ramona)	State	San Jacinto	$0	$0
San Jacinto	San Jacinto	SR-79 (San Jacinto)	North Ramona Blvd	7th	$0	$0
San Jacinto	San Jacinto	SR-79 (San Jacinto)	7th	SR-74	$0	$0
San Jacinto	San Jacinto	State	Ramona	Esplanade	$0	$0
San Jacinto	San Jacinto	State	Gilman Springs	Quandt Ranch	$3,317,000	$3,317,000
San Jacinto	San Jacinto	State	San Jacinto River	bridge	$0	$0
San Jacinto	San Jacinto	State	Quandt Ranch	Ramona	$0	$0
San Jacinto	San Jacinto	Warren	Ramona	Esplanade	$13,469,000	$13,469,000
San Jacinto	Unincorporated	Gilman Springs	Sanderson	State	$11,097,000	$11,097,000
San Jacinto	Unincorporated	Gilman Springs	Massacre Canyon Wash	bridge	$1,392,000	$1,392,000
San Jacinto	Unincorporated	SR-79 (Winchester)	SR-74 (Florida)	Domenigoni	$0	$0

Table 4.4 - TUMF Network Cost Estimates (continued)

AREA PLAN DIST	CITY	STREETNAME	SEGMENTFROM	SEGMENTTO	TOTAL COST	MAXIMUM TUMF SHARE
Southwest	Lake Elsinore	Corydon	Mission	Grand	$3,336,000	$3,336,000
Southwest	Lake Elsinore	Diamond	Mission	I-15	$0	$0
Southwest	Lake Elsinore	Franklin (integral to Railroad Canyon Interchange)	I-15	interchange	$32,698,000	$32,698,000
Southwest	Lake Elsinore	Grand	Lincoln	Toft	$0	$0
Southwest	Lake Elsinore	Grand	Toft	SR-74 (Riverside)	$3,512,000	$3,512,000
Southwest	Lake Elsinore	Lake	I-15	Lincoln	$39,817,000	$32,726,000
Southwest	Lake Elsinore	Lake	I-15	interchange	$32,698,000	$15,771,000
Southwest	Lake Elsinore	Lake	Temescal Wash	bridge	$2,506,000	$1,150,000
Southwest	Lake Elsinore	Mission	Railroad Canyon	Bundy Canyon	$0	$0
Southwest	Lake Elsinore	Nichols	I-15	Lake	$7,850,000	$7,850,000
Southwest	Lake Elsinore	Nichols	Temescal Wash	bridge	$4,176,000	$4,176,000
Southwest	Lake Elsinore	Nichols	I-15	interchange	$63,061,000	$63,061,000
Southwest	Lake Elsinore	SR-74 (Collier/Riverside)	I-15	Lakeshore	$24,303,000	$24,303,000
Southwest	Lake Elsinore	SR-74 (Grand)	Riverside	SR-74 (Ortega)	$9,733,000	$3,691,000
Southwest	Lake Elsinore	SR-74 (Riverside)	Lakeshore	Grand	$20,175,000	$20,175,000
Southwest	Lake Elsinore	Temescal Canyon	I-15	Lake	$7,411,000	$7,411,000
Southwest	Lake Elsinore	Temescal Canyon	Temescal Wash	bridge	$3,480,000	$3,480,000
Southwest	Murrieta	California Oaks	Jefferson	I-15	$0	$0
Southwest	Murrieta	California Oaks	I-15	Jackson	$0	$0
Southwest	Murrieta	California Oaks	Jackson	Clinton Keith	$0	$0
Southwest	Murrieta	Jackson	Whitewood	Ynez	$0	$0
Southwest	Murrieta	Jefferson	Palomar	Nutmeg	$1,562,000	$1,562,000
Southwest	Murrieta	Jefferson	Nutmeg	Murrieta Hot Springs	$0	$0
Southwest	Murrieta	Jefferson	Murrieta Hot Springs	Cherry	$30,634,000	$30,634,000
Southwest	Murrieta	Keller	I-215	Whitewood	$0	$0
Southwest	Murrieta	Keller	I-215	interchange	$0	$0
Southwest	Murrieta	Los Alamos	Jefferson	I-215	$0	$0
Southwest	Murrieta	Murrieta Hot Springs	Jefferson	I-215	$0	$0
Southwest	Murrieta	Murrieta Hot Springs	I-215	Margarita	$0	$0
Southwest	Murrieta	Murrieta Hot Springs	Margarita	SR-79 (Winchester)	$4,057,000	$3,899,000
Southwest	Murrieta	Nutmeg	Jefferson	Clinton Keith	$0	$0
Southwest	Murrieta	Whitewood	Clinton Keith	Los Alamos	$2,708,000	$2,708,000
Southwest	Murrieta	Whitewood	Los Alamos	Murrieta Hot Springs	$0	$0
Southwest	Murrieta	Whitewood	Murrieta Hot Springs	Jackson	$4,629,000	$4,629,000
Southwest	Murrieta	Ynez	Jackson	SR-79 (Winchester)	$0	$0
Southwest	Temecula	Butterfield Stage	Murrieta Hot Springs	Calle Chapos	$816,000	$816,000
Southwest	Temecula	Butterfield Stage	Calle Chapos	La Serena	$696,000	$696,000
Southwest	Temecula	Butterfield Stage	La Serena	Rancho California	$904,000	$904,000
Southwest	Temecula	Butterfield Stage	Rancho California	Pauba	$846,000	$846,000
Southwest	Temecula	Butterfield Stage	Pauba	SR-79 (Temecula Pkwy)	$725,000	$725,000
Southwest	Temecula	Jefferson	Cherry	Rancho California	$2,285,000	$2,285,000
Southwest	Temecula	Margarita	Murrieta Hot Springs	SR-79 (Temecula Pkwy)	$7,644,000	$7,644,000
Southwest	Temecula	Old Town Front	Rancho California	I-15/SR-79 (Temecula Pkwy)	$0	$0
Southwest	Temecula	Pechanga Pkwy	SR-79 (Temecula Pkwy)	Via Gilberto	$0	$0
Southwest	Temecula	Pechanga Pkwy	Via Gilberto	Pechanga Pkwy	$0	$0
Southwest	Temecula	Rancho California	Jefferson	Margarita	$18,254,000	$18,181,000
Southwest	Temecula	Rancho California	I-15	interchange	$32,698,000	$0
Southwest	Temecula	Rancho California	Margarita	Butterfield Stage	$0	$0
Southwest	Temecula	SR-79 (Temecula Pkwy)	I-15	Pechanga Pkwy	$0	$0
Southwest	Temecula	SR-79 (Temecula Pkwy)	Pechanga Pkwy	Butterfield Stage	$3,065,000	$3,065,000
Southwest	Unincorporated	Briggs	Scott	SR-79 (Winchester)	$6,509,000	$6,509,000
Southwest	Unincorporated	Butterfield Stage	Tucalota Creek	bridge	$0	$0
Southwest	Unincorporated	Butterfield Stage (Pourroy)	Auld	Murrieta Hot Springs	$23,076,000	$23,076,000
Southwest	Unincorporated	Grand	Ortega	Corydon	$68,025,000	$68,025,000
Southwest	Unincorporated	Horsethief Canyon	Temescal Canyon	I-15	$0	$0
Southwest	Unincorporated	Indian Truck Trail	Temescal Canyon	I-15	$0	$0
Southwest	Unincorporated	Murrieta Hot Springs	SR-79 (Winchester)	Pourroy	$0	$0
Southwest	Unincorporated	Pala	Pechanga	San Diego County	$0	$0
Southwest	Unincorporated	Pourroy	SR-79 (Winchester)	Auld	$2,236,000	$2,236,000
Southwest	Unincorporated	Rancho California	Butterfield Stage	Glen Oaks	$87,369,000	$87,369,000
Southwest	Unincorporated	Temescal Canyon	Horsethief Canyon Wash	bridge	$3,340,000	$3,340,000
Southwest	Unincorporated	Temescal Canyon	Indian Truck Trail	I-15	$15,739,000	$15,739,000
Southwest	Unincorporated	Temescal Canyon	Indian Wash	bridge	$1,462,000	$1,462,000
Southwest	Wildomar	Bundy Canyon	Mission	I-15	$9,704,000	$9,704,000
Southwest	Wildomar	Grand	Corydon	Wildomar Trail	$0	$0
Southwest	Wildomar	Mission	Bundy Canyon	Palomar	$0	$0
Southwest	Wildomar	Palomar	Clinton Keith	Washington	$3,227,000	$3,227,000
Southwest	Wildomar	Palomar	Mission	Clinton Keith	$13,493,000	$13,493,000
Southwest	Wildomar	Wildomar Trail	I-15	Baxter	$1,281,000	$1,281,000
Southwest	Wildomar	Wildomar Trail	I-15	interchange	$32,698,000	$27,858,000
Southwest	Wildomar	Wildomar Trail	Baxter	Palomar	$11,316,000	$11,316,000
Southwest	Wildomar	Wildomar Trail	Palomar	Grand	$0	$0
Subtotal					$2,508,329,000	$1,913,028,000
Totals	Network				$4,840,250,000	$3,874,735,000
	Transit				$217,870,000	$154,831,000
	Administration				$161,183,000	$161,183,000
	MSHCP				$64,606,000	$53,859,000
	TOTAL				$5,283,909,000	$4,244,608,000

Table 4.5 – TUMF Transit Cost Estimates

AREA PLAN DIST	LEAD AGENCY	PROJECT NAME	LOCATION	UNITS (number/ length in miles)	UNIT COST	TOTAL	MAXIMUM TUMF SHARE
Central	RTA	Menifee Mobility Hub	Menifee	1	$7,465,000	$7,465,000	$5,305,000
Northwest	RTA	Riverside Mobility Hub at Vine Street	Riverside	1	$11,195,000	$11,195,000	$7,956,000
Central	RTA	Moreno Valley Mobility Hub(s)	Moreno Valley	1	$11,195,000	$11,195,000	$7,956,000
Northwest	RTA	Jurupa Valley Mobility Hub(s)	Jurupa Valley	1	$11,195,000	$11,195,000	$7,956,000
Pass	RTA	Pass Area Mobility Hub(s)	Banning	1	$11,195,000	$11,195,000	$7,956,000
Southwest	RTA	Lake Elsinore / Canyon Lake Mobility Hub(s)	Lake Elsinore	1	$11,195,000	$11,195,000	$7,956,000
San Jacinto	RTA	Hemet Mobility Hub	Hemet	1	$11,195,000	$11,195,000	$7,956,000
San Jacinto	RTA	San Jacinto Mobility Hub	San Jacinto	1	$11,195,000	$11,195,000	$7,956,000
San Jacinto	RTA	MSJC Mobility Hub	San Jacinto	1	$1,245,000	$1,245,000	$885,000
Regional	RTA	ZEB Technology Enhancements	Various locations region wide	10	$100,000	$1,000,000	$711,000
Northwest	RTA	Regional Operations and Maintenance Facility	Riverside	1	$62,186,000	$62,186,000	$44,192,000
Regional	RTA	Annual Transit Enhancements Program	Various locations region wide	290	$50,000	$14,500,000	$10,304,000
Northwest	RTA	HQTC Improvements	UCR, Riverside to Perris	42	$75,000	$3,150,000	$2,239,000
Regional	RTA	Vehicle Fleet Small Buses/Vans	Various locations region wide	30	$160,000	$4,800,000	$3,411,000
Regional	RTA	Vehicle Fleet Medium Buses	Various locations region wide	20	$300,000	$6,000,000	$4,264,000
Regional	RTA	Vehicle Fleet Large Buses	Various locations region wide	29	$1,271,000	$36,859,000	$26,194,000
Regional	RTA	COA Study	Various locations region wide	2	$1,150,000	$2,300,000	$1,634,000
TOTAL						**$217,870,000**	**$154,831,000**

4.8 TUMF Network Evaluation

To assess the effectiveness of the proposed TUMF Network improvements to mitigate the cumulative regional impact of new development in Western Riverside County, the proposed network improvements were added to the 2021 existing network in RivCoM and the model was run with 2045 socioeconomic data to determine the relative impacts on horizon year traffic conditions. To quantify the impacts of the TUMF Network improvements, the various traffic measures of effectiveness described in **Section 3.1** for the 2018 Existing and 2045 No-Build scenarios were again calculated for the 2045 TUMF Build scenario. The results for VMT, VHT, VHD, and total VMT experiencing unacceptable level of service (LOS E) were then compared to the results presented in **Table 3.1** for the no-build conditions. The 2045 TUMF Build comparison results are provided in **Table 4.6**. Plots of the Network Extents are attached in **Appendix H**.

As shown in **Table 4.6**, the 2045 peak period VMT on all arterial facilities experiencing LOS of E or worse will decrease with the addition of the TUMF Network improvements while the share of VMT on the TUMF arterial network experiencing LOS E or worse during the peak periods will be reduced to 32% (which is still above the level experienced in 2018). It should be noted that the total VMT on the arterial system **increases** because of freeway trips being diverted to the arterial system to benefit from the proposed TUMF improvements.

Despite a greater share of the total peak period VMT in 2045, the arterial system can more efficiently accommodate the increased demand with the proposed TUMF improvements. Although peak period VMT on the TUMF improved arterial system increases by approximately 6% in 2045 compared to the No Build condition, VHT on the arterial system remains almost constant. Additionally, a benefit is observed on the

freeway system with VMT and VHT being reduced following TUMF Network improvements. By completing TUMF improvements, the total VHD experienced by all area motorists would be reduced during the peak period by over 7% from the levels that would be experienced under the 2045 No-Build scenario. These results highlight the effectiveness of the TUMF Program to mitigate the cumulative regional transportation impacts of new development commensurate with the level of impact being created.

Table 4.6 – Regional Highway System Measures of Performance
(2018 Existing and 2045 No-Build Scenarios to 2045 TUMF Build Scenario)

	Peak Periods (Total)		
Measure of Performance*	**2018 Existing**	**2045 No-Build**	**2045 Build**
VMT - Total ALL FACILITIES	23,284,724	29,897,254	30,160,328
VMT - FREEWAYS	13,514,522	15,490,284	15,418,548
VMT - ALL ARTERIALS	9,770,202	14,406,970	14,741,781
TOTAL - TUMF ARTERIAL VMT	**6,216,985**	**8,597,200**	**9,096,417**
VHT - TOTAL ALL FACILITIES	541,350	915,439	895,725
VHT - FREEWAYS	263,792	399,128	388,847
VHT - ALL ARTERIALS	277,558	516,311	506,878
TOTAL TUMF ARTERIAL VHT	**174,455**	**320,869**	**321,062**
VHD - TOTAL ALL FACILITIES	108,900	338,056	313,288
VHD - FREEWAYS	66,156	170,649	161,528
VHD - ALL ARTERIALS	42,745	167,407	151,760
TOTAL TUMF ARTERIAL VHD	**33,249**	**124,863**	**114,451**
VMT LOS E - TOTAL ALL FACILITIES	5,605,070	13,369,483	12,788,016
VMT LOS E - FREEWAYS	4,725,471	9,316,891	9,115,937
VMT LOS E & F - ALL ARTERIALS	879,599	4,052,592	3,672,079
TOTAL TUMF ARTERIAL VMT w/ LOS E or worse	**765,782**	**3,184,133**	**2,929,288**
% of TUMF ARTERIAL VMT w/ LOS E or worse	**12%**	**37%**	**32%**

* Source: RivCoM 2018 base network and SCAG 2020 RTP/SCS SED with updated 2021 arterial network as existing in December 2021and RivCoM 2018 base network and SCAG 2020 RTP/SCS SED with updated 2021 arterial network plus future TUMF network projects.

NOTES:

Volume is adjusted by PCE factor

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

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

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

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

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

5.0 TUMF NEXUS ANALYSIS

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

5.1 Future Development and the Need for Improvements

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

- Western Riverside County is expected to continue growing.
  Development in Western Riverside County is expected to continue at a robust rate of growth into the foreseeable future. Current projections estimate the population is projected to grow from a level of approximately 1.91 million in 2018 to a future level of about 2.53 million in 2045, while employment is projected to grow from a level of about 570,000 in 2018 to approximately 846,000 in 2045 (as shown in **Table 2.3**).

- Continuing growth will result in increasing congestion on arterial roadways.
  Traffic congestion and delay on arterial roadways are projected to increase dramatically in the future (as shown in **Table 3.1**). Without improvements to the transportation system, congestion levels will grow rapidly and travelers will experience unacceptable travel conditions with slow travel speeds and lengthy delays.

- The future arterial roadway congestion is directly attributable to future development in Western Riverside County.
  Traffic using arterial roadways within Western Riverside County is virtually all generated within or attracted to Western Riverside County, since longer-distance trips passing through the region typically use the freeway system, not arterial roadways. Therefore, the future recurring congestion problems on these roadways will be attributable to new trips that originate in, terminate in, or travel within Western Riverside County.

- Capacity improvements to the transportation system will be needed to alleviate the future congestion caused by new development.
  To maintain transportation service closer to current levels of efficiency, capacity enhancements will need to be made to the arterial roadway system. These enhancements could include new or realigned roads, additional lanes on existing

roads, new or expanded bridges, new or upgraded freeway interchanges, grade separation of at-grade rail crossings, or the installation of new ITS to improve traffic flows. The completion of improvements to the arterial roadway system would enhance regional mobility and reduce the total peak period vehicles hours of travel (VHT) by over 2%, reduce peak period vehicle hours of delay (VHD) by over 7%, and reduce the share of traffic experiencing congestion in the peak periods by over 4% (as shown in **Table 4.6**). The specific needs and timing of implementation will depend on the location and rate of future development, so the specific improvements to be funded by the TUMF and their priority of implementation will be determined during future project programming activities as improvement needs unfold and as TUMF funds become available.

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

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

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

5.2 Application of Fee to System Components

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

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

adjacent communities) and longer distance (between more distant communities but still within Western Riverside County). To estimate a rational fee split between the respective networks, the future combined AM and PM peak period travel forecast estimates were aggregated to a matrix of trips between zones to show the percentage of trips that remain within each zone in relation to the volume that travels to the other zones. This analysis was completed using the Year 2045 No-Build scenario trip tables from RivCoM.

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

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

Table 5.1 - 2045 No-Build Peak Period Vehicle Trips by WRCOG Zone

From \ To	Central	Hemet/San Jacinto	Northwest	Pass	Southwest	Outside WRCOG	TOTAL
Central	417,608	23,474	89,780	6,301	55,101	57,558	**649,822**
Hemet/San Jacinto	29,401	209,005	8,647	8,432	16,081	18,078	**289,645**
Northwest	58,578	2,684	743,234	2,687	11,032	196,041	**1,014,257**
Pass	8,068	7,585	6,114	110,385	908	32,334	**165,395**
Southwest	55,812	16,232	32,852	1,976	667,255	62,713	**836,839**
Outside WRCOG	33,907	7,574	192,712	24,490	33,867		**292,550**
TOTAL	**603,375**	**266,554**	**1,073,340**	**154,271**	**784,244**	**366,724**	**3,248,507**

Based on RivCoM Year 2045 No-Build scenario

Table 5.2 – 2045 No-Build Percent Peak Period Vehicle Trips By WRCOG Zone

From \ To	Central	Hemet/San Jacinto	Northwest	Pass	Southwest	Outside WRCOG	TOTAL
Central	64.3%	3.6%	13.8%	1.0%	8.5%	8.9%	**100%**
Hemet/San Jacinto	10.2%	72.2%	3.0%	2.9%	5.6%	6.2%	**100%**
Northwest	5.8%	0.3%	73.3%	0.3%	1.1%	19.3%	**100%**
Pass	4.9%	4.6%	3.7%	66.7%	0.5%	19.5%	**100%**
Southwest	6.7%	1.9%	3.9%	0.2%	79.7%	7.5%	**100%**

Based on RivCoM Year 2045 No-Build scenario

Table 5.3 summarizes the calculation of the split between the backbone and secondary highway networks as derived from the peak period trip values provided in **Table 5.1**. Peak period vehicle trips to and from areas outside Western Riverside County were subtracted from the calculation, on the presumption that most of their inter-regional travel would occur on the freeway system. Peak period trips between zones (regional) were assigned to the backbone network, since these trips are primarily served by the arterial roadways that provide connections between the zones. Peak period trips within zones (local) were split between the backbone network and the secondary network in proportion to their lane-miles, since roadways on both networks serve intra-zonal trips. The backbone network includes approximately 41.1% of the lane-miles on the future TUMF system, and the secondary network includes approximately 58.9% of the lane-miles.

The backbone network is therefore assigned all the inter-zonal peak period trips plus 41.1% of the intra-zonal peak period trips. The secondary network is assigned 58.9% of the intra-zonal peak period trips and none of the inter-zonal peak period trips. The overall result is that 51.1% of the regional travel is assigned to the backbone network and 48.9% is assigned to the secondary network.

Table 5.3 - Backbone-Secondary Network Share Calculation

Calculation Value Description	Input Values	Backbone Value	Backbone Share	Secondary Value	Secondary Share
Total Western Riverside County Peak Period Vehicle Trips	3,248,507				
Less Internal/External Peak Period Vehicle Trips	-659,273				
Total Peak Period Vehicle Trips Internal to Western Riverside County	**2,589,234**				
Peak Period Vehicle Trips Between TUMF Zones	441,747				
Peak Period Vehicle Trips Within TUMF Zones	2,147,487				
TUMF Future Network Lane-Miles	3,029.9	1,243.9	41.1%	1,786.0	58.9%
Peak Period Vehicle Trips Between TUMF Zones	441,747	441,747	100.0%	0	0.0%
Peak Period Vehicle Trips Within TUMF Zones (as share of intra-zonal trips)	2,147,487	882,332	41.1%	1,265,155	58.9%
Total Peak Period Vehicle Trips Assigned	**2,589,234**	**1,324,079**	**51.1%**	**1,265,155**	**48.9%**

Based on RivCoM Year 2045 No-Build scenario; TUMF Nexus Study Exhibit H-1

5.3 Application of Fee to Residential and Non-Residential Developments

In order to establish the approximate proportionality of the future traffic impacts associated with new residential development and new non-residential development, the growth in daily VMT between the 2018 Existing and 2045 No-Build Scenarios from RivCoM were aggregated by trip purpose. RivCoM produces person trips (irrespective of mode choice) on the basis of five trip purposes: home-based-work (HBW), home-based-other (HBO), home-based-school (HBS), non-home-based (NHB), and home-based-university (HBU).

NCHRP Report #187 Quick Response Urban Travel Estimation Techniques and Transferable Parameters User's Guide (Transportation Research Board, 1978) details operational travel estimation techniques that are universally used for the travel demand modeling. Chapter 2 of this report, which details trip generation estimation, states that "HBW (Home Based Work) and HBNW (Home Based Non-Work) trips are generated at the households, whereas the NHB (Non-Home Based) trips are generated elsewhere." In accordance with NCHRP Report #187, growth in daily VMT was aggregated into home-based growth in daily VMT (combining the four home-based purposes: HBW, HBO, HBSC and HBU) and non-home-based growth in daily VMT. The home-based growth in daily VMT represents 77.7% of the total future growth in daily VMT and the non-home-based growth in daily VMT represent 22.3% of the total future growth in daily VMT, as shown in **Table 5.4**. **Appendix J** includes the RivCoM outputs used to develop the trip purpose summary in **Table 5.4**.

Table 5.4 - Daily VMT Growth by Trip Purpose for Western Riverside County (2018 - 2045)

VEHICLE TRIP PURPOSE	2018 EXISTING DAILY VMT	2045 NO-BUILD DAILY VMT	DAILY VMT GROWTH	DAILY VMT GROWTH SHARE
Home-Based-Work	81,121,525	98,818,811	17,697,286	31.8%
Home-Based-Other	114,840,696	138,710,519	23,869,822	42.9%
Home-Based-School (K-12)	8,592,941	9,230,272	637,331	1.1%
Non-Home-Based	61,534,566	73,907,099	12,372,533	22.3%
Home-Based-University	5,377,197	6,400,662	1,023,465	1.8%
TOTAL	271,466,925	327,067,363	55,600,437	100.00%
Home-Based Trips (Residential Uses)			**43,227,904**	**77.7%**
Non-Home-Based Trips (Non-Residential Uses)			**12,372,533**	**22.3%**

Based on RivCoM Year 2018 Existing Scenario, November 2023 and RivCoM Year 2045 No Build Scenario, November 2023

6.0 FAIR-SHARE FEE CALCULATION

The fee amounts, by type of development, that are justified to mitigate the cumulative regional impacts of new development on transportation facilities in Western Riverside County are quantified in this section. The total cost of improving the TUMF system is $5.28 billion. Existing funding obligated for improvements to the TUMF system totals $382.9 million while unfunded improvement needs generated by existing development represent $646.9 million of the total cost. The balance of the unfunded TUMF system improvement needs is $4.24 billion which is the maximum value attributable to the mitigation of the cumulative regional transportation impacts of future new development in the WRCOG region and will be captured through the TUMF Program. By levying the uniform fee directly on future new developments (and indirectly on new residents and new employees to Western Riverside County), these transportation system users are assigned their "fair share" of the costs to address the cumulative impacts of additional traffic they will generate on the regional transportation system.

Of the $4.24 billion in unfunded future improvement needs, 77.7% ($3.30 billion) will be assigned to future new residential development and 22.3% ($946.5 million) will be assigned to future new non-residential development.

6.1 Residential Fees

The portion of the unfunded future improvement cost allocable to new residential development through the TUMF is $3.30 billion. Since this future transportation system improvement need is generated by new residential development anticipated through the Year 2045, the fee will be spread between the residential developments projected to be constructed between 2018 and 2045. The projected residential growth from year 2018 to 2045 is 257,826 households (or dwelling units) as is indicated in **Table 2.3**.

Different household types generate different numbers of trips. To reflect the difference in trip generation between lower density "single-family" dwelling units and higher density "multi-family" dwelling units, the TUMF was weighted based on the respective trip generation rates of these different dwelling unit types. For the purposes of the TUMF Program, single family dwelling units are those housing units with a density of less than 8 units per acre while multi-family units are those with a density of 8 or more units per acre. According to the SCAG 2020 RTP/SCS forecasts included in **Table 2.3** and **Appendix B**, single family dwelling units (including mobile homes) are forecast to constitute 65.0% of the growth in residential dwelling units in the region between 2018 and 2045.

Data provided in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition (2021) show that, on average, single-family dwelling units generate 0.99 vehicle trips per dwelling unit per hour in the PM peak hour, whereas apartments, condominiums and townhouses (considered to be representative of higher density multi-family dwelling units) generate a median of 0.50 vehicle trips per unit per hour in the PM peak hour. The growth in dwelling units for single-family and multi-family, respectively, were multiplied by the corresponding trip generation rates to determine

the weighted proportion of the change in trips attributable to each use type as the basis for determining the per unit fee required to levy the necessary $3.20 billion to mitigate the cumulative regional transportation impacts of future new residential development. **Table 6.1** summarizes the calculation of the fee for single-family and multi-family dwelling units. **Appendix K** includes worksheets detailing the calculation of the residential (and non-residential) TUMF for Western Riverside County.

Table 6.1 - Fee Calculation for Residential Share

Residential Sector	2018 Dwelling Units	2045 Dwelling Units	Dwelling Unit Change	Trip Generation Rate	Trip Change	Percentage of Trip Change	Fee/DU
Single-Family	397,407	564,898	167,491	0.99	165,816	78.6%	**$15,476**
Multi-Family	157,166	247,501	90,335	0.50	45,168	21.4%	**$7,816**
Total	554,573	812,399	257,826		210,984	100.0%	

Household data based on SCAG 2020 RTP/SCS;
Trip Generation based on ITE Trip Generation (2021).

Consistent with the socio-economic forecasts developed by SCAG and the trip generation basis to assess the cumulative regional transportation impacts of new development, the residential fee calculation for TUMF reflects a uniform fee per dwelling unit for two categories as described previously: single-family residential and multi-family residential. On September 28, 2021, California Governor Gavin Newsome signed Assembly Bill 602 (AB 602) approving several changes to the Mitigation Fee Act, including the additional of §66016.5 to the California Government Code (CGC). CGC §66016.5(a)(5)(A) states "A nexus study adopted after July 1, 2022, shall calculate a fee imposed on a housing development project proportionately to the square footage of proposed units of the development…." unless certain findings are made. These findings include:

"(i) An explanation as to why square footage is not appropriate metric to calculate fees imposed on housing development project.
(ii) An explanation that an alternative basis of calculating the fee bears a reasonable relationship between the fee charged and the burden posed by the development.
(iii) That other policies in the fee structure support smaller developments, or otherwise ensure that smaller developments are not charged disproportionate fees."

To address these provisions of AB 602, WRCOG analyzed the trip generation characteristics of single-family and multi-family residential dwelling units of various sizes to determine whether the TUMF should be imposed based on the square footage of the respective housing type. The findings of the analyses for single-family and multi-family, respectively, were summarized in technical memoranda that are included in **Appendix K**. Based on the findings of the analyses, WRCOG has determined that the fee for single-family residential units should be adjusted in four tiers to correlate to the trip generation characteristics associated with various ranges of single-family housing sizes to demonstrate compliance with AB 602. The tiers reflecting the adjustments to the

standard single-family residential fee per dwelling unit (as calculated in **Table 6.1**) for differing ranges of single-family dwelling unit sizes are summarized in **Table 6.2**. Adjustments to the standard uniform fair-share single-family residential fee to account for variations in trip generation rates based on the size of the units will be made at the time of determining the fee obligation consistent with the process outlined further in the WRCOG TUMF Fee Calculation Handbook.

Table 6.2 – Single-Family Residential Fee Adjustments by Unit Size

Adjustment Tier	Housing Unit Size Range (in square feet)	Base Fee Adjustment
Tier 1	Less than or equal to 1,800	80%
Tier 2	1,801 to 2,300	90%
Tier 3	2,301 to 2,700	100%
Tier 4	More than 2,700	125%

For multi-family residential units, WRCOG determined that the fee can be imposed on all multi-family units uniformly consistent with the conclusions of the analysis of multi-family trip generation rates by unit size, which demonstrated little variation in trip generation rates across the range of multi-family residential unit sizes. Therefore, the multi-family residential fee, as calculated in **Table 6.2**, can be applied uniformly to all multi-family residential units under the TUMF program.

6.2 Non-Residential Fees

The portion of the unfunded future improvement cost allocable to new non-residential development through the TUMF is $946.5 million. Estimates of employment by sector were obtained from the SCAG 2020 RTP/SCS socioeconomic data included in **Table 2.3** and **Appendix B**. From the 2045 employment forecast, the amount of employee growth in each sector was calculated. The employment figures were then translated into square footage of new development using typical ratios of square feet per employee derived from four sources including: Cordoba Corporation/Parsons Brinckerhoff Quade and Douglas (PBQD), Land Use Density Conversion Factors For Long Range Corridor Study San Bernardino and Riverside Counties, August 20, 1990; Orange County Transportation Authority (OCTA), Orange County Subarea Model Guidelines Manual, June 2001; SCAG, Employment Density Study, October 31, 2001; and the County of Riverside, General Plan, as amended December 15, 2015. Worksheets showing the development of the TUMF employee conversion factors and the application of the conversion factors to calculate the square footage of future new non-residential development in Western Riverside County are included in **Appendix L**.

To account for the differences in trip generation between various types of non-residential uses, the new non-residential development was weighted by trip generation rate for each sector. Typical trip generation rates per employee were obtained from the Institute of Transportation Engineers (ITE) Trip Generation – 11th Edition (2021), and were weighted based on a calculated value of trips per employee as derived from the

employee conversion factors and ITE typical trip generation rates per square foot of development, before being assigned to the non-residential categories as follows: Industrial – 0.6 PM peak hour trips per employee, Retail – 1.8 PM peak hour trips per employee, Service – 1.2 PM peak hour trips per employee, and Government/Public – 2.1 PM peak hour trips per employee[12]. These rates were applied to the employment growth in each sector to determine the relative contribution of each sector to new trip-making, and the $946.5 million was then allocated among the non-residential categories based on the percentage of new trips added. This proportionate non-residential fee share by sector was then divided by the estimated square footage of future new development to obtain the rate per square foot for each type of use. The calculation of the non-residential fee by sector is shown in **Table 6.3**.

Table 6.3 - Fee Calculation for Non-Residential Share

Non-Residential Sector	Employment Change	Trip Generation Rate per Employee	Trip Change	Percentage of Trip Change	Change in Square Feet of Gross Floor Area	Fee/SF
Industrial	76,581	0.6	45,949	15.1%	61,489,565	**$2.33**
Retail	13,115	1.8	23,607	7.8%	6,557,500	**$11.21**
Service	174,255	1.2	209,106	68.8%	66,735,957	**$9.76**
Government/Public	12,071	2.1	25,349	8.3%	3,420,665	**$23.07**
Total	276,022		304,011	100.0%	138,203,688	

Employment Change data based on SCAG 2020 RTP/SCS; Trip Generation based on ITE (2021); Change in Square Feet conversion factor based on Cordoba (1990), OCTA (2001), SCAG (2001) and County of Riverside (2015).

[12] The median trip generation rate for 'Retail' and 'Service' was reduced to reflect the influence of pass-by trips using the weekday PM peak median pass-by trip rate for select uses as derived from the ITE Trip Generation Manual (11th Edition) (September 2021).

7.0 CONCLUSIONS

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

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

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

Table 7.1 - Transportation Uniform Mitigation Fee for Western Riverside County

Land Use Type	Units	Development Change	Fee Per Unit	Total Revenue ($ million)
Single Family Residential	DU	167,491	**$15,476**	$2,592.0
Multi Family Residential	DU	90,335	**$7,816**	$706.1
Industrial	SF GFA	61,489,565	**$2.33**	$143.1
Retail	SF GFA	6,557,500	**$11.21**	$73.5
Service	SF GFA	66,735,957	**$9.76**	$651.1
Government/Public	SF GFA	3,420,665	**$23.07**	$78.9
MAXIMUM TUMF VALUE				**$4,244.6**

8.0 APPENDICES

The following Appendices incorporate the extent of materials used to support the development of the WRCOG TUMF Nexus Study and, where appropriate, specifically the 2024 Update. The respective Appendices also incorporate an explanation of the methodology and assumptions used to develop the various elements of the Nexus Study.

These Appendices represent a compilation of materials derived from a variety of technical resources. Each of the following Appendices relate to the development of a specific element of the Nexus Study. These Appendices are as follows:

Appendix A - List of WRCOG Committees
Appendix B - Western Riverside County Population and Employment Growth 2018 – 2045
Appendix C - Western Riverside County Traffic Growth 2018 – 2045
Appendix D - Western Riverside County Transit System Ridership 2018 – 2045
Appendix E - Western Riverside County Regional System of Highways and Arterials Performance Measures
Appendix F - TUMF Network Cost Assumptions
Appendix G - TUMF 2024 Program Update Disposition of Network Change Requests
Appendix H - TUMF Network Cost Estimate and Evaluation
Appendix I - Western Riverside County Regional Trip Distribution
Appendix J - Western Riverside County Regional Trip Purpose
Appendix K - Residential Fee Calculation
Appendix L - Non-Residential Fee Calculation

Appendix A - List of WRCOG Committees

WRCOG Executive Committee

Sheri Flynn	City of Banning
Mike Lara	City of Beaumont
Wendy Hewitt	City of Calimesa
Mark Terry	City of Canyon Lake
Jacque Casillas (2nd Vice-Chair)	City of Corona
Christian Dinco	City of Eastvale
Jackie Peterson	City of Hemet
Chris Barajas (Past Chair)	City of Jurupa Valley
Brian Tisdale	City of Lake Elsinore
Bob Karwin	City of Menifee
Elena Baca-Santa Cruz	City of Moreno Valley
Lisa DeForest	City of Murrieta
Kevin Bash	City of Norco
Rita Rogers (Chair)	City of Perris
Chuck Conder	City of Riverside
Crystal Ruiz	City of San Jacinto
James Stewart	City of Temecula
Joseph Morabito	City of Wildomar
Kevin Jeffries	County of Riverside Dist. 1
Karen Spiegel	County of Riverside Dist. 2
Chuck Washington	County of Riverside Dist. 3
Yxstian Gutierrez	County of Riverside Dist. 5
Phil Paule	Eastern Municipal Water District
Dr. Edwin Gomez	Riverside County Superintendent of Schools (ex-officio)
Brenda Dennstedt (Vice-Chair)	Western Water

WRCOG Technical Advisory Committee

Doug Schulze	City of Banning
Elizabeth Gibbs	City of Beaumont
Will Kolbow	City of Calimesa
Aaron Brown	City of Canyon Lake
Brett Channing	City of Corona
Mark Orme	City of Eastvale
Mark Prestwich	City of Hemet
Rod Butler (Past Chair)	City of Jurupa Valley
Jason Simpson	City of Lake Elsinore
Armando Villa	City of Menifee
Mike Lee	City of Moreno Valley
Kim Summers	City of Murrieta
Lori Sassoon	City of Norco
Clara Miramontes (Chair)	City of Perris
Mike Futrell	City of Riverside
Rob Johnson	City of San Jacinto
Aaron Adams	City of Temecula
Dan York	City of Wildomar
Jeff Van Wagenen	County of Riverside
Joe Mouawad	Eastern Municipal Water District
Grace Martin	March Joint Power Authority
Matt Snellings	Riverside County Office of Education
Craig Miller	Western Water

WRCOG Planning Directors' Committee

no new appointment made (as of 07/24/24)	City of Banning
Carole Kendrick	City of Beaumont
Kelly Lucia	City of Calimesa
Jim Morrisey	City of Canyon Lake
Joanne Coletta	City of Corona
David Murray	City of Eastvale
Monique Alaniz-Flejter	City of Hemet
Joe Perez (Chair)	City of Jurupa Valley
Damaris Abraham	City of Lake Elsinore
Cheryl Kitzerow	City of Menifee
Sean Kelleher (2nd Vice-Chair)	City of Moreno Valley
David Chantarangsu	City of Murrieta
Alma Robles	City of Norco
Kenneth Phung (Vice-Chair)	City of Perris
Judy Eguez	City of Riverside
Travis Randel	City of San Jacinto
Matt Peters	City of Temecula
Matthew Bassi	City of Wildomar
John Hildebrand	County of Riverside
Jeffrey Smith	March Joint Powers Authority
Jennifer Nguyen	Riverside Transit Agency
Ryan Shaw	Western Water

WRCOG Public Works Committee

Art Vela	City of Banning
Robert Vestal	City of Beaumont
Michael Thornton	City of Calimesa
Stuart McKibben	City of Canyon Lake
Savat Khamphou (Vice-Chair)	City of Corona
Jimmy Chung	City of Eastvale
Noah Rau	City of Hemet
Paul Toor (Chair)	City of Jurupa Valley
Remon Habib	City of Lake Elsinore
Nick Fidler	City of Menifee
Melissa Walker	City of Moreno Valley
Bob Moehling	City of Murrieta
Sam Nelson	City of Norco
John Pourkazemi	City of Perris
Gil Hernandez	City of Riverside
Stuart McKibbin (Vice-Chair)	City of San Jacinto
Patrick Thomas	City of Temecula
Jason Farag	City of Wildomar
Patricia Romo	County of Riverside
Lauren Sotelo	March Joint Powers Authority
Jillian Guizado	Riverside County Transportation Commission
Mauricio Alvarez	Riverside Transit Agency

WRCOG Finance Directors' Committee

Lincoln Bogard	City of Banning
Jennifer Ustation	City of Beaumont
Celeste Reid	City of Calimesa
Terry Shea	City of Canyon Lake
Kim Sitton	City of Corona
Amanda Wells	City of Eastvale
vacant	City of Hemet
June Overholt	City of Jurupa Valley
Shannon Buckley	City of Lake Elsinore
Travis Hickey	City of Menifee
Launa Jimenez	City of Moreno Valley
Javier Carcamo (Past Chair)	City of Murrieta
Lisette Free	City of Norco
Ernie Reyna (Chair)	City of Perris
Kristie Thomas	City of Riverside
Erika Gomez (2nd Vice-Chair)	City of San Jacinto
Jennifer Hennessy	City of Temecula
Adam Jantz	City of Wildomar
Vacant	County of Riverside
John Adams	Eastern Municipal Water District
Grace Martin	March Joint Power Authority
Dr. Ruth Perez	Riverside County Office of Education
Kevin Mascaro	Western Water

Appendix B - Western Riverside County Population and Employment Growth 2008 – 2035

Although a variety of alternate demographic information is available for the purpose of quantifying population and household growth in Western Riverside County, it was determined that the data developed by SCAG to support the 2020 RTP/SCS represented the most comprehensive source of socioeconomic data (SED) for the six-county SCAG region that includes Riverside County. The SCAG 2020 RTP/SCS SED information is disaggregated to the level of traffic analysis zones (TAZ) that comprise inputs to RivCoM. These SED data by TAZ were extracted from RivCoM (specifically the TAZ_Data.CSV file located in the PopSyn output folder) and aggregated to correspond with the TUMF zones to support this update of the TUMF Nexus. The SCAG 2020 RTP/SCS SED data retrieved from RivCoM and used as the basis for the Nexus Update is summarized in this Appendix.

The SCAG employment data for 2018 and 2045 was provided for thirteen employment sectors consistent with the California Employment Development Department (EDD) Major Groups including: Farming, Natural Resources and Mining; Construction; Manufacturing; Wholesale Trade; Retail Trade; Transportation, Warehousing and Utilities; Information; Financial Activities; Professional and Business Service; Education and Health Service; Leisure and Hospitality; Other Service; and Government. For the purposes of the Nexus Study, the SCAG Employment Categories were aggregated to Industrial (Farming, Natural Resources and Mining; Construction; Manufacturing; Wholesale Trade; Transportation, Warehousing and Utilities), Retail (Retail Trade), Service (Information; Financial Activities; Professional and Business Service; Education and Health Service; Leisure and Hospitality; Other Service) and Government/Public Sector (Government). These four aggregated sector types were used as the basis for calculating the fee as described in **Section 6.2**. This Appendix includes tables detailing the SCAG RTP/SCS SED Employment Categories and corresponding North American Industry Classification System (NAICS) Categories that are included in each non-residential sector type.

EXHIBIT B-1

Western Riverside County Population, Households and Employment (2018) - SCAG 2020 RTP/SCS Base Year

SED Type/Zone	Central	Northwest	Pass	San Jacinto	Southwest	Total
Population						
Total Population	**408,260**	**777,900**	**98,688**	**187,677**	**432,915**	**1,905,440**
Households						
Single-Family	83,142	152,897	24,937	38,888	97,543	397,407
Multi-Family	26,889	63,591	8,661	26,055	31,970	157,166
Total Households	**110,031**	**216,488**	**33,598**	**64,943**	**129,513**	**554,573**
Employment						
Farming, Natural Resources and Mining	799	3,431	559	1,625	2,080	8,494
Construction	6,245	31,914	1,807	2,067	13,290	55,323
Manufacturing	4,172	25,866	1,101	925	8,902	40,966
Wholesale Trade	8,428	9,269	268	546	6,490	25,001
Retail Trade	13,346	32,061	5,472	4,564	18,371	73,814
Transportation, Warehousing and Utilities	7,349	22,686	1,132	2,132	6,251	39,550
Information	425	2,073	496	177	863	4,034
Financial Activities	1,887	8,632	586	1,003	5,414	17,522
Professional and Business Service	7,834	32,973	3,434	1,630	13,532	59,403
Education and Health Service	20,423	76,884	6,092	13,659	29,192	146,250
Leisure and Hospitality	8,391	21,990	7,207	3,726	18,270	59,584
Other Service	2,834	10,603	1,244	1,891	5,338	21,910
Government	2,579	11,727	871	761	2,631	18,569
TUMF Industrial	26,993	93,166	4,867	7,295	37,013	**169,334**
TUMF Retail	13,346	32,061	5,472	4,564	18,371	**73,814**
TUMF Service	41,794	153,155	19,059	22,086	72,609	**308,703**
TUMF Government/Public Sector	2,579	11,727	871	761	2,631	**18,569**
Total Employment	**84,712**	**290,109**	**30,269**	**34,706**	**130,624**	**570,420**

Source: SCAG 2020 RTP/SCS

EXHIBIT B-2

Western Riverside County Population, Households & Employment (2045) - SCAG 2020 RTP/SCS Horizon Year

SED Type/Zone	Central	Northwest	Pass	San Jacinto	Southwest	Total
Population						
Total Population	**594,678**	**925,228**	**158,040**	**289,439**	**566,491**	**2,533,876**
Households						
Single-Family	133,507	181,827	43,988	70,713	134,863	564,898
Multi-Family	53,555	79,359	14,362	43,654	56,571	247,501
Total Households	**187,062**	**261,186**	**58,350**	**114,367**	**191,434**	**812,399**
Employment						
Farming, Natural Resources and Mining	712	2,212	527	1,218	2,001	6,670
Construction	18,304	48,533	3,186	5,861	20,236	96,120
Manufacturing	6,836	24,624	1,393	1,149	10,335	44,337
Wholesale Trade	6,150	9,048	324	559	6,529	22,610
Retail Trade	16,310	33,656	7,136	6,338	23,489	86,929
Transportation, Warehousing and Utilities	18,227	38,043	2,705	4,771	12,432	76,178
Information	642	2,166	476	191	1,116	4,591
Financial Activities	2,906	9,889	1,229	1,536	6,665	22,225
Professional and Business Service	14,214	41,712	6,016	4,518	21,058	87,518
Education and Health Service	52,764	111,454	13,803	25,739	51,118	254,878
Leisure and Hospitality	13,197	27,739	10,540	8,424	24,641	84,541
Other Service	5,148	13,062	1,532	2,838	6,625	29,205
Government	6,229	18,222	1,176	1,471	3,542	30,640
TUMF Industrial	50,229	122,460	8,135	13,558	51,533	**245,915**
TUMF Retail	16,310	33,656	7,136	6,338	23,489	**86,929**
TUMF Service	88,871	206,022	33,596	43,246	111,223	**482,958**
TUMF Government/Public Sector	6,229	18,222	1,176	1,471	3,542	**30,640**
Total Employment	**161,639**	**380,360**	**50,043**	**64,613**	**189,787**	**846,442**

Source: SCAG 2020 RTP/SCS

EXHIBIT B-3

Western Riverside County Population, Households and Employment (2018 to 2045 Change) - SCAG 2020 RTP/SCS

SED Type/Zone	Central	Northwest	Pass	San Jacinto	Southwest	Total
Population						
Total Population	**186,418**	**147,328**	**59,352**	**101,762**	**133,576**	**628,436**
Households						
Single-Family	50,365	28,930	19,051	31,825	37,320	167,491
Multi-Family	26,666	15,768	5,701	17,599	24,601	90,335
Total Households	**77,031**	**44,698**	**24,752**	**49,424**	**61,921**	**257,826**
Employment						
Farming, Natural Resources and Mining	-87	-1,219	-32	-407	-79	-1,824
Construction	12,059	16,619	1,379	3,794	6,946	40,797
Manufacturing	2,664	-1,242	292	224	1,433	3,371
Wholesale Trade	-2,278	-221	56	13	39	-2,391
Retail Trade	2,964	1,595	1,664	1,774	5,118	13,115
Transportation, Warehousing and Utilities	10,878	15,357	1,573	2,639	6,181	36,628
Information	217	93	-20	14	253	557
Financial Activities	1,019	1,257	643	533	1,251	4,703
Professional and Business Service	6,380	8,739	2,582	2,888	7,526	28,115
Education and Health Service	32,341	34,570	7,711	12,080	21,926	108,628
Leisure and Hospitality	4,806	5,749	3,333	4,698	6,371	24,957
Other Service	2,314	2,459	288	947	1,287	7,295
Government	3,650	6,495	305	710	911	12,071
TUMF Industrial	23,236	29,294	3,268	6,263	14,520	**76,581**
TUMF Retail	2,964	1,595	1,664	1,774	5,118	**13,115**
TUMF Service	47,077	52,867	14,537	21,160	38,614	**174,255**
TUMF Government/Public Sector	3,650	6,495	305	710	911	**12,071**
Total Employment	**76,927**	**90,251**	**19,774**	**29,907**	**59,163**	**276,022**

Source: SCAG 2020 RTP/SCS

Exhibit B-4a - TUMF 2024 Nexus Update
Western Riverside County Population, Households and Employment (2018-2045)

SED Type/Zone	2018	2045	Change	Percent
Total Population	**1,905,440**	**2,533,876**	**628,436**	**33%**
Total Households	**554,573**	**812,399**	**257,826**	**46%**
Single-Family	397,407	564,898	167,491	42%
Multi-Family	157,166	247,501	90,335	57%
Total Employment	**570,420**	**846,442**	**276,022**	**48%**
TUMF Industrial	169,334	245,915	76,581	45%
TUMF Retail	73,814	86,929	13,115	18%
TUMF Service	308,703	482,958	174,255	56%
TUMF Government/Public Sector	18,569	30,640	12,071	65%

Source: SCAG 2020 RTP/SCS

Exhibit B-4b - TUMF 2016 Nexus Update
Western Riverside County Population, Households and Employment (2012-2040)

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

Source: SCAG 2016 RTP/SCS

Exhibit B-4c - TUMF 2016 Nexus Update to 2024 Nexus Update Comparison

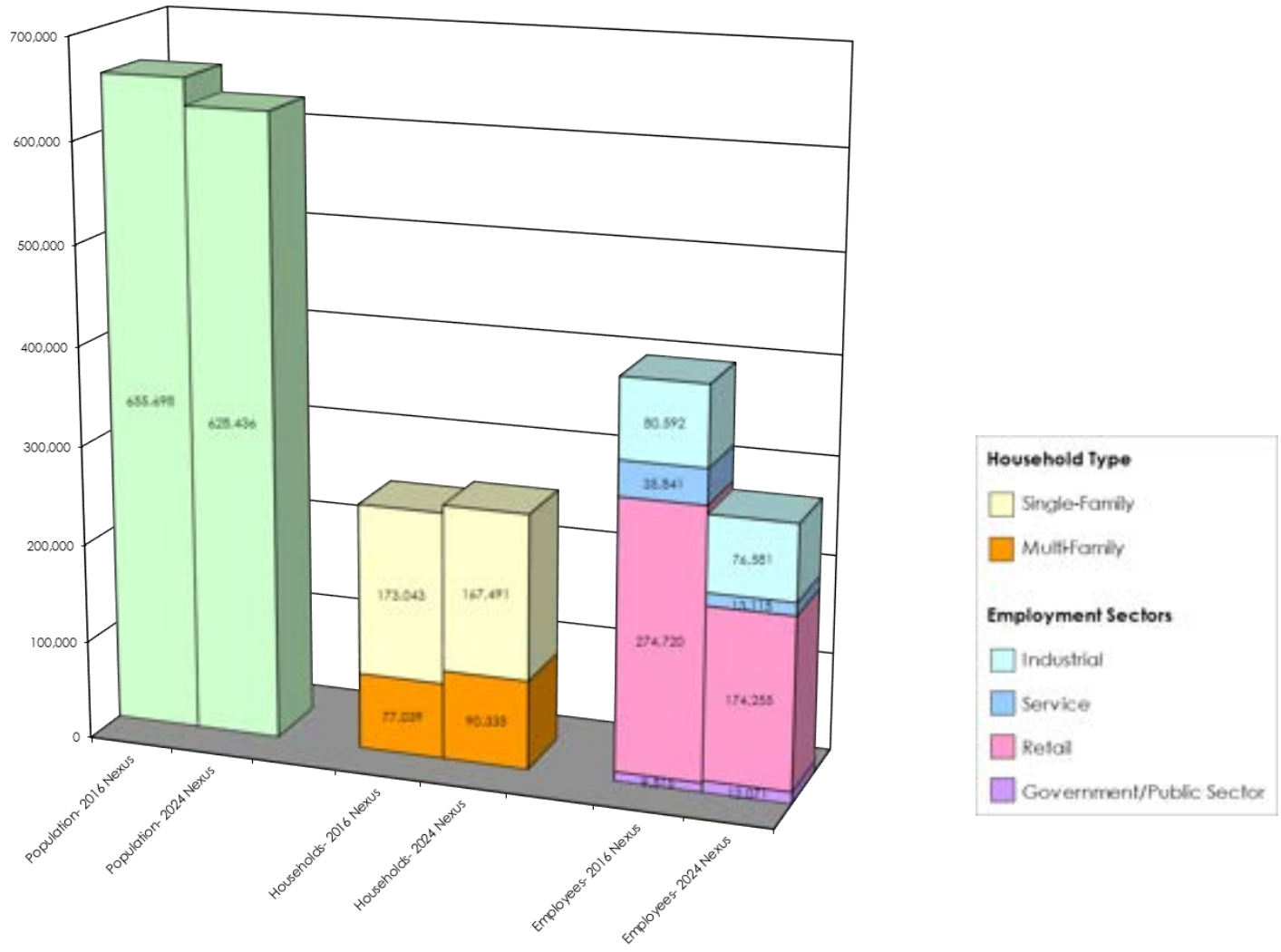
Western Riverside County Population, Households and Employment (Existing to Future Change)

SED Type/Zone	2016 Update (2012-2040)	2024 Update (2018-2045)	Difference	Percent
Total Population	**655,698**	**628,436**	**-27,262**	**-4%**
Total Households	**250,082**	**257,826**	**7,744**	**3%**
Single-Family	173,043	167,491	-5,552	-3%
Multi-Family	77,039	90,335	13,296	17%
Total Employment	**400,668**	**276,022**	**-124,646**	**-31%**
TUMF Industrial	80,592	76,581	-4,011	-5%
TUMF Retail	35,841	13,115	-22,726	-63%
TUMF Service	274,720	174,255	-100,465	-37%
TUMF Government/Public Sector	9,515	12,071	2,556	27%

Source: SCAG 2016 RTP/SCS; SCAG 2020 RTP/SCS

EXHIBIT B-4d

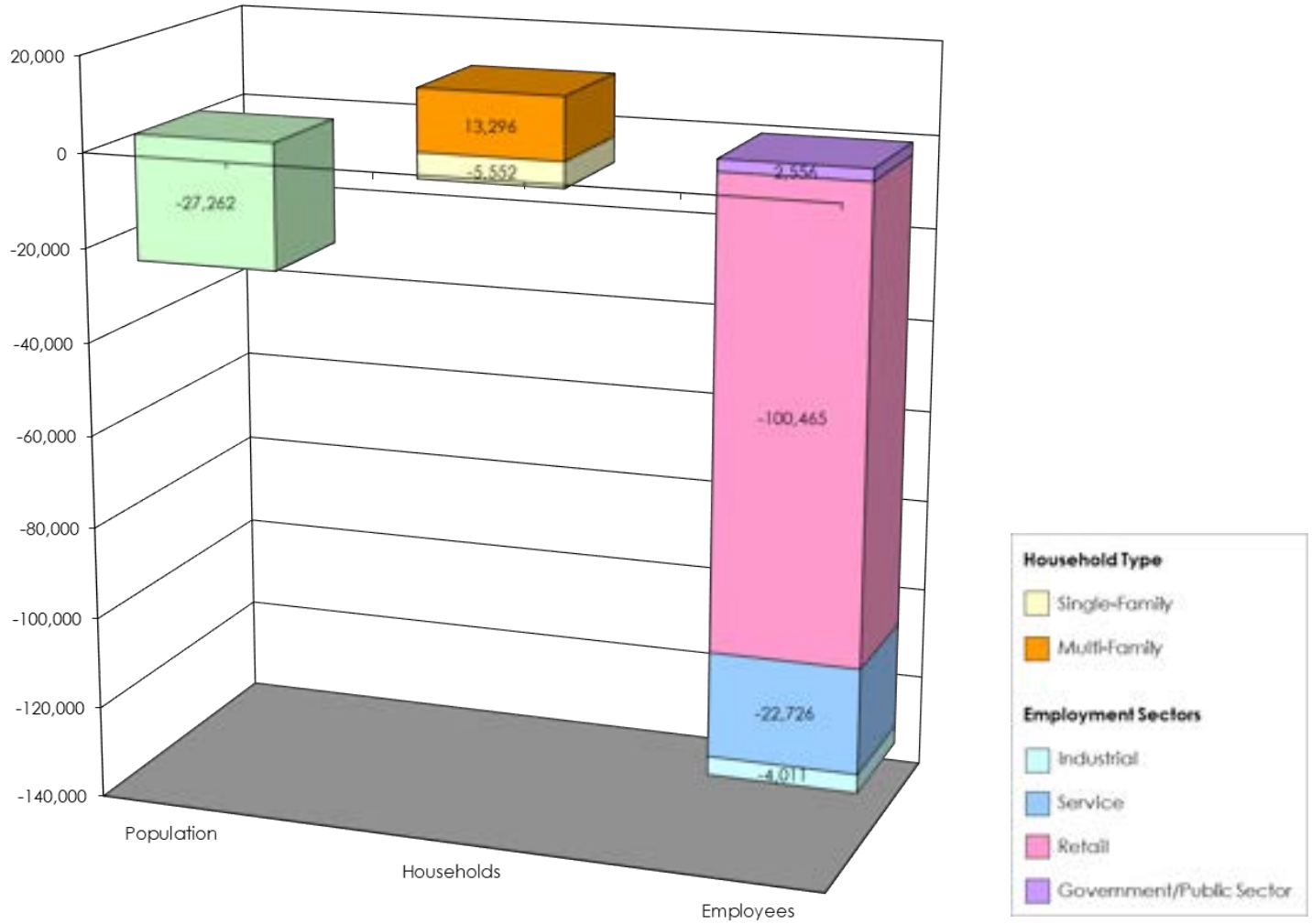
Western Riverside County Population, Households and Employment Change (2012 to 2040 and 2018 to 2045)
TUMF 2016 Nexus Update Comparison to TUMF 2024 Nexus Update



Sources:
Year 2012 to Year 2040 Growth (2016 Nexus Update): SCAG 2016 RTP/SCS; WSP, April 2016
Year 2018 to Year 2045 Growth (2024 Nexus Update): SCAG 2020 RTP/SCS

EXHIBIT B-4e

Difference in Population, Households and Employment Growth in Western Riverside County
TUMF 2016 Nexus Update Comparison to TUMF 2024 Nexus Update



Source:
Year 2012 to Year 2040 Growth (2016 Nexus Update): SCAG 2016 RTP/SCS; WSP, April 2016
Year 2018 to Year 2045 Growth (2024 Nexus Update): SCAG 2020 RTP/SCS

EXHIBIT B-5a

TUMF Non-Residential Category Detailed NAICS Correspondence Summary

TUMF Category	SCAG RTP/SCS Employment Categories	NAICS Two Digit Code		NAICS Three Digit Code	
		NAICS Code	NAICS Title	NAICS Code	NAICS Title
Industrial					
	Farming, Natural Resources and Mining				
		11	**Agriculture, Forestry, Fishing and Hunting**		
				111	Crop Production
				112	Animal Production and Aquaculture
				113	Forestry and Logging
				114	Fishing, Hunting and Trapping
				115	Support Activities for Agriculture and Forestry
		21	**Mining, Quarrying, and Oil and Gas Extraction**		
				211	Oil and Gas Extraction
				212	Mining (except Oil and Gas)
				213	Support Activities for Mining
	Construction				
		23	**Construction**		
				236	Construction of Buildings
				237	Heavy and Civil Engineering Construction
				238	Specialty Trade Contractors
	Manufacturing				
		31-33	**Manufacturing**		
				311	Food Manufacturing
				312	Beverage and Tobacco Product Manufacturing
				313	Textile Mills
				314	Textile Product Mills
				315	Apparel Manufacturing
				316	Leather and Allied Product Manufacturing
				321	Wood Product Manufacturing
				322	Paper Manufacturing
				323	Printing and Related Support Activities
				324	Petroleum and Coal Products Manufacturing
				325	Chemical Manufacturing
				326	Plastics and Rubber Products Manufacturing
				327	Nonmetallic Mineral Product Manufacturing
				331	Primary Metal Manufacturing
				332	Fabricated Metal Product Manufacturing
				333	Machinery Manufacturing
				334	Computer and Electronic Product Manufacturing
				335	Electrical Equipment, Appliance, and Component Manufacturing
				337	Furniture and Related Product Manufacturing
				339	Miscellaneous Manufacturing
	Wholesale Trade				
		42	**Wholesale Trade**		
				423	Merchant Wholesalers, Durable Goods
				424	Merchant Wholesalers, Nondurable Goods
				425	Wholesale Trade Agents and Brokers
	Transportation, Warehousing and Utilities				
		22	**Utilities**		
				221	Utilities
		48-49	**Transportation and Warehousing**		
				481	Air Transportation
				482	Rail Transportation
				483	Water Transportation
				484	Truck Transportation
				485	Transit and Ground Passenger Transportation
				486	Pipeline Transportation
				487	Scenic and Sightseeing Transportation
				488	Support Activities for Transportation
				491	Postal Service
				492	Couriers and Messengers
				493	Warehousing and Storage
Retail					
	Retail Trade				
		44-45	**Retail Trade**		
				441	Motor Vehicle and Parts Dealers
				444	Building Material and Garden Equipment and Supplies Dealers
				445	Food and Beverage Retailers
				449	Furniture, Home Furnishings, Electronics, and Appliance Retailers
				455	General Merchandise Retailers
				456	Health and Personal Care Retailers
				457	Gasoline Stations and Fuel Dealers
				458	Clothing, Clothing Accessories, Shoe, and Jewelry Retailers
				459	Sporting Goods, Hobby, Musical Instrument, Book, and Miscellaneous Retailers

TUMF Non-Residential Category Detailed NAICS Correspondence Summary

TUMF Category	SCAG RTP/SCS Employment Categories	NAICS Two Digit Code		NAICS Three Digit Code	
		NAICS Code	NAICS Title	NAICS Code	NAICS Title
Service					
	Information				
		51	**Information**		
				512	Motion Picture and Sound Recording Industries
				513	Publishing Industries
				516	Broadcasting and Content Providers
				517	Telecommunications
				518	Computing Infrastructure Providers, Data Processing, Web Hosting, and Related Services
				519	Web Search Portals, Libraries, Archives, and Other Information Services
	Financial Activities				
		52	**Finance and Insurance**		
				521	Monetary Authorities-Central Bank
				522	Credit Intermediation and Related Activities
				523	Securities, Commodity Contracts, and Other Financial Investments and Related Activities
				524	Insurance Carriers and Related Activities
				525	Funds, Trusts, and Other Financial Vehicles
		53	**Real Estate and Rental and Leasing**		
				531	Real Estate
				532	Rental and Leasing Services
				533	Lessors of Nonfinancial Intangible Assets (except Copyrighted Works)
	Professional and Business Services				
		54	**Professional, Scientific, and Technical Services**		
				541	Professional, Scientific, and Technical Services
		55	**Management of Companies and Enterprises**		
				551	Management of Companies and Enterprises
		56	**Administrative and Support and Waste Management and Remediation Services**		
				561	Administrative and Support Services
				562	Waste Management and Remediation Services
	Education and Health Services				
		61	**Educational Services**		
				611	Educational Services
		62	**Health Care and Social Assistance**		
				621	Ambulatory Health Care Services
				622	Hospitals
				623	Nursing and Residential Care Facilities
				624	Social Assistance
	Leisure and Hospitality				
		71	**Arts, Entertainment, and Recreation**		
				711	Performing Arts, Spectator Sports, and Related Industries
				712	Museums, Historical Sites, and Similar Institutions
				713	Amusement, Gambling, and Recreation Industries
		72	**Accommodation and Food Services**		
				721	Accommodation
				722	Food Services and Drinking Places
	Other Service				
		81	**Other Services (except Public Administration)**		
				811	Repair and Maintenance
				812	Personal and Laundry Services
				813	Religious, Grantmaking, Civic, Professional, and Similar Organizations
				814	Private Households
Government/Public Sector					
	Government				
		92	**Public Administration**		
				921	Executive, Legislative, and Other General Government Support
				922	Justice, Public Order, and Safety Activities
				923	Administration of Human Resource Programs
				924	Administration of Environmental Quality Programs
				925	Administration of Housing Programs, Urban Planning, and Community Development
				926	Administration of Economic Programs
				927	Space Research and Technology
				928	National Security and International Affairs

Source: SCAG 2020 RTP/SCS
California Employment Development Department (EDD)
US Census Bureau, North American Industry Classification System (NAICS), 2022

EXHIBIT B-5b

TUMF Non-Residential Category Detailed NAICS Correspondence

TUMF Category	SCAG RTP/SCS	NAICS Two Digit Code		NAICS Three Digit Code		NAICS Six Digit Code	
	Employment Categories	NAICS Code	NAICS Title	NAICS Code	NAICS Title	NAICS Code	NAICS Title
Industrial							
	Farming, Natural Resources and Mining						
		11	Agriculture, Forestry, Fishing and Hunting				
				111	Crop Production		
						111110	Soybean Farming
						111120	Oilseed (except Soybean) Farming
						111130	Dry Pea and Bean Farming
						111140	Wheat Farming
						111150	Corn Farming
						111160	Rice Farming
						111191	Oilseed and Grain Combination Farming
						111199	All Other Grain Farming
						111211	Potato Farming
						111219	Other Vegetable (except Potato) and Melon Farming
						111310	Orange Groves
						111320	Citrus (except Orange) Groves
						111331	Apple Orchards
						111332	Grape Vineyards
						111333	Strawberry Farming
						111334	Berry (except Strawberry) Farming
						111335	Tree Nut Farming
						111336	Fruit and Tree Nut Combination Farming
						111339	Other Noncitrus Fruit Farming
						111411	Mushroom Production
						111419	Other Food Crops Grown Under Cover
						111421	Nursery and Tree Production
						111422	Floriculture Production
						111910	Tobacco Farming
						111920	Cotton Farming
						111930	Sugarcane Farming
						111940	Hay Farming
						111991	Sugar Beet Farming
						111992	Peanut Farming
						111998	All Other Miscellaneous Crop Farming
				112	Animal Production and Aquaculture		
						112111	Beef Cattle Ranching and Farming
						112112	Cattle Feedlots
						112120	Dairy Cattle and Milk Production
						112130	Dual-Purpose Cattle Ranching and Farming
						112210	Hog and Pig Farming
						112310	Chicken Egg Production
						112320	Broilers and Other Meat Type Chicken Production
						112330	Turkey Production
						112340	Poultry Hatcheries
						112390	Other Poultry Production
						112410	Sheep Farming
						112420	Goat Farming
						112511	Finfish Farming and Fish Hatcheries
						112512	Shellfish Farming
						112519	Other Aquaculture
						112910	Apiculture
						112920	Horses and Other Equine Production
						112930	Fur-Bearing Animal and Rabbit Production
						112990	All Other Animal Production
				113	Forestry and Logging		
						113110	Timber Tract Operations
						113210	Forest Nurseries and Gathering of Forest Products
						113310	Logging
				114	Fishing, Hunting and Trapping		
						114111	Finfish Fishing
						114112	Shellfish Fishing
						114119	Other Marine Fishing
						114210	Hunting and Trapping
				115	Support Activities for Agriculture and Forestry		
						115111	Cotton Ginning
						115112	Soil Preparation, Planting, and Cultivating
						115113	Crop Harvesting, Primarily by Machine
						115114	Postharvest Crop Activities (except Cotton Ginning)
						115115	Farm Labor Contractors and Crew Leaders
						115116	Farm Management Services
						115210	Support Activities for Animal Production
						115310	Support Activities for Forestry
		21	Mining, Quarrying, and Oil and Gas Extraction				
				211	Oil and Gas Extraction		
						211120	Crude Petroleum Extraction
						211130	Natural Gas Extraction
				212	Mining (except Oil and Gas)		
						212114	Surface Coal Mining
						212115	Underground Coal Mining
						212210	Iron Ore Mining
						212220	Gold Ore and Silver Ore Mining
						212230	Copper, Nickel, Lead, and Zinc Mining
						212290	Other Metal Ore Mining
						212311	Dimension Stone Mining and Quarrying
						212312	Crushed and Broken Limestone Mining and Quarrying
						212313	Crushed and Broken Granite Mining and Quarrying
						212319	Other Crushed and Broken Stone Mining and Quarrying
						212321	Construction Sand and Gravel Mining
						212322	Industrial Sand Mining
						212323	Kaolin, Clay, and Ceramic and Refractory Minerals Mining
						212390	Other Nonmetallic Mineral Mining and Quarrying
				213	Support Activities for Mining		
						213111	Drilling Oil and Gas Wells
						213112	Support Activities for Oil and Gas Operations
						213113	Support Activities for Coal Mining
						213114	Support Activities for Metal Mining
						213115	Support Activities for Nonmetallic Minerals (except Fuels) Mining

TUMF Non-Residential Category Detailed NAICS Correspondence

TUMF Category	SCAG RTP/SCS Employment Categories	NAICS Two Digit Code		NAICS Three Digit Code		NAICS Six Digit Code	
		NAICS Code	NAICS Title	NAICS Code	NAICS Title	NAICS Code	NAICS Title
	Construction						
		23	Construction				
				236	Construction of Buildings		
						236115	New Single-Family Housing Construction (except For-Sale Builders)
						236116	New Multifamily Housing Construction (except For-Sale Builders)
						236117	New Housing For-Sale Builders
						236118	Residential Remodelers
						236210	Industrial Building Construction
						236220	Commercial and Institutional Building Construction
				237	Heavy and Civil Engineering Construction		
						237110	Water and Sewer Line and Related Structures Construction
						237120	Oil and Gas Pipeline and Related Structures Construction
						237130	Power and Communication Line and Related Structures Construction
						237210	Land Subdivision
						237310	Highway, Street, and Bridge Construction
						237990	Other Heavy and Civil Engineering Construction
				238	Specialty Trade Contractors		
						238110	Poured Concrete Foundation and Structure Contractors
						238120	Structural Steel and Precast Concrete Contractors
						238130	Framing Contractors
						238140	Masonry Contractors
						238150	Glass and Glazing Contractors
						238160	Roofing Contractors
						238170	Siding Contractors
						238190	Other Foundation, Structure, and Building Exterior Contractors
						238210	Electrical Contractors and Other Wiring Installation Contractors
						238220	Plumbing, Heating, and Air-Conditioning Contractors
						238290	Other Building Equipment Contractors
						238310	Drywall and Insulation Contractors
						238320	Painting and Wall Covering Contractors
						238330	Flooring Contractors
						238340	Tile and Terrazzo Contractors
						238350	Finish Carpentry Contractors
						238390	Other Building Finishing Contractors
						238910	Site Preparation Contractors
						238990	All Other Specialty Trade Contractors
	Manufacturing						
		31-33	Manufacturing				
				311	Food Manufacturing		
						311111	Dog and Cat Food Manufacturing
						311119	Other Animal Food Manufacturing
						311211	Flour Milling
						311212	Rice Milling
						311213	Malt Manufacturing
						311221	Wet Corn Milling and Starch Manufacturing
						311224	Soybean and Other Oilseed Processing
						311225	Fats and Oils Refining and Blending
						311230	Breakfast Cereal Manufacturing
						311313	Beet Sugar Manufacturing
						311314	Cane Sugar Manufacturing
						311340	Nonchocolate Confectionery Manufacturing
						311351	Chocolate and Confectionery Manufacturing from Cacao Beans
						311352	Confectionery Manufacturing from Purchased Chocolate
						311411	Frozen Fruit, Juice, and Vegetable Manufacturing
						311412	Frozen Specialty Food Manufacturing
						311421	Fruit and Vegetable Canning
						311422	Specialty Canning
						311423	Dried and Dehydrated Food Manufacturing
						311511	Fluid Milk Manufacturing
						311512	Creamery Butter Manufacturing
						311513	Cheese Manufacturing
						311514	Dry, Condensed, and Evaporated Dairy Product Manufacturing
						311520	Ice Cream and Frozen Dessert Manufacturing
						311611	Animal (except Poultry) Slaughtering
						311612	Meat Processed from Carcasses
						311613	Rendering and Meat Byproduct Processing
						311615	Poultry Processing
						311710	Seafood Product Preparation and Packaging
						311811	Retail Bakeries
						311812	Commercial Bakeries
						311813	Frozen Cakes, Pies, and Other Pastries Manufacturing
						311821	Cookie and Cracker Manufacturing
						311824	Dry Pasta, Dough, and Flour Mixes Manufacturing from Purchased Flour
						311830	Tortilla Manufacturing
						311911	Roasted Nuts and Peanut Butter Manufacturing
						311919	Other Snack Food Manufacturing
						311920	Coffee and Tea Manufacturing
						311930	Flavoring Syrup and Concentrate Manufacturing
						311941	Mayonnaise, Dressing, and Other Prepared Sauce Manufacturing
						311942	Spice and Extract Manufacturing
						311991	Perishable Prepared Food Manufacturing
						311999	All Other Miscellaneous Food Manufacturing
				312	Beverage and Tobacco Product Manufacturing		
						312111	Soft Drink Manufacturing
						312112	Bottled Water Manufacturing
						312113	Ice Manufacturing
						312120	Breweries
						312130	Wineries
						312140	Distilleries
						312230	Tobacco Manufacturing
				313	Textile Mills		
						313110	Fiber, Yarn, and Thread Mills
						313210	Broadwoven Fabric Mills
						313220	Narrow Fabric Mills and Schiffli Machine Embroidery
						313230	Nonwoven Fabric Mills
						313240	Knit Fabric Mills
						313310	Textile and Fabric Finishing Mills
						313320	Fabric Coating Mills
				314	Textile Product Mills		
						314110	Carpet and Rug Mills
						314120	Curtain and Linen Mills
						314910	Textile Bag and Canvas Mills
						314994	Rope, Cordage, Twine, Tire Cord, and Tire Fabric Mills
						314999	All Other Miscellaneous Textile Product Mills
				315	Apparel Manufacturing		
						315120	Apparel Knitting Mills
						315210	Cut and Sew Apparel Contractors
						315250	Cut and Sew Apparel Manufacturing (except Contractors)
						315990	Apparel Accessories and Other Apparel Manufacturing
				316	Leather and Allied Product Manufacturing		
						316110	Leather and Hide Tanning and Finishing
						316210	Footwear Manufacturing
						316990	Other Leather and Allied Product Manufacturing

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TUMF Category	SCAG RTP/SCS Employment Categories	NAICS Two Digit Code		NAICS Three Digit Code		NAICS Six Digit Code	
		NAICS Code	NAICS Title	NAICS Code	NAICS Title	NAICS Code	NAICS Title
				321	Wood Product Manufacturing		
						321113	Sawmills
						321114	Wood Preservation
						321211	Hardwood Veneer and Plywood Manufacturing
						321212	Softwood Veneer and Plywood Manufacturing
						321215	Engineered Wood Member Manufacturing
						321219	Reconstituted Wood Product Manufacturing
						321911	Wood Window and Door Manufacturing
						321912	Cut Stock, Resawing Lumber, and Planing
						321918	Other Millwork (including Flooring)
						321920	Wood Container and Pallet Manufacturing
						321991	Manufactured Home (Mobile Home) Manufacturing
						321992	Prefabricated Wood Building Manufacturing
						321999	All Other Miscellaneous Wood Product Manufacturing
				322	Paper Manufacturing		
						322110	Pulp Mills
						322120	Paper Mills
						322130	Paperboard Mills
						322211	Corrugated and Solid Fiber Box Manufacturing
						322212	Folding Paperboard Box Manufacturing
						322219	Other Paperboard Container Manufacturing
						322220	Paper Bag and Coated and Treated Paper Manufacturing
						322230	Stationery Product Manufacturing
						322291	Sanitary Paper Product Manufacturing
						322299	All Other Converted Paper Product Manufacturing
				323	Printing and Related Support Activities		
						323111	Commercial Printing (except Screen and Books)
						323113	Commercial Screen Printing
						323117	Books Printing
						323120	Support Activities for Printing
				324	Petroleum and Coal Products Manufacturing		
						324110	Petroleum Refineries
						324121	Asphalt Paving Mixture and Block Manufacturing
						324122	Asphalt Shingle and Coating Materials Manufacturing
						324191	Petroleum Lubricating Oil and Grease Manufacturing
						324199	All Other Petroleum and Coal Products Manufacturing
				325	Chemical Manufacturing		
						325110	Petrochemical Manufacturing
						325120	Industrial Gas Manufacturing
						325130	Synthetic Dye and Pigment Manufacturing
						325180	Other Basic Inorganic Chemical Manufacturing
						325193	Ethyl Alcohol Manufacturing
						325194	Cyclic Crude, Intermediate, and Gum and Wood Chemical Manufacturing
						325199	All Other Basic Organic Chemical Manufacturing
						325211	Plastics Material and Resin Manufacturing
						325212	Synthetic Rubber Manufacturing
						325220	Artificial and Synthetic Fibers and Filaments Manufacturing
						325311	Nitrogenous Fertilizer Manufacturing
						325312	Phosphatic Fertilizer Manufacturing
						325314	Fertilizer (Mixing Only) Manufacturing
						325315	Compost Manufacturing
						325320	Pesticide and Other Agricultural Chemical Manufacturing
						325411	Medicinal and Botanical Manufacturing
						325412	Pharmaceutical Preparation Manufacturing
						325413	In-Vitro Diagnostic Substance Manufacturing
						325414	Biological Product (except Diagnostic) Manufacturing
						325510	Paint and Coating Manufacturing
						325520	Adhesive Manufacturing
						325611	Soap and Other Detergent Manufacturing
						325612	Polish and Other Sanitation Good Manufacturing
						325613	Surface Active Agent Manufacturing
						325620	Toilet Preparation Manufacturing
						325910	Printing Ink Manufacturing
						325920	Explosives Manufacturing
						325991	Custom Compounding of Purchased Resins
						325992	Photographic Film, Paper, Plate, Chemical, and Copy Toner Manufacturing
						325998	All Other Miscellaneous Chemical Product and Preparation Manufacturing
				326	Plastics and Rubber Products Manufacturing		
						326111	Plastics Bag and Pouch Manufacturing
						326112	Plastics Packaging Film and Sheet (including Laminated) Manufacturing
						326113	Unlaminated Plastics Film and Sheet (except Packaging) Manufacturing
						326121	Unlaminated Plastics Profile Shape Manufacturing
						326122	Plastics Pipe and Pipe Fitting Manufacturing
						326130	Laminated Plastics Plate, Sheet (except Packaging), and Shape Manufacturing
						326140	Polystyrene Foam Product Manufacturing
						326150	Urethane and Other Foam Product (except Polystyrene) Manufacturing
						326160	Plastics Bottle Manufacturing
						326191	Plastics Plumbing Fixture Manufacturing
						326199	All Other Plastics Product Manufacturing
						326211	Tire Manufacturing (except Retreading)
						326212	Tire Retreading
						326220	Rubber and Plastics Hoses and Belting Manufacturing
						326291	Rubber Product Manufacturing for Mechanical Use
						326299	All Other Rubber Product Manufacturing
				327	Nonmetallic Mineral Product Manufacturing		
						327110	Pottery, Ceramics, and Plumbing Fixture Manufacturing
						327120	Clay Building Material and Refractories Manufacturing
						327211	Flat Glass Manufacturing
						327212	Other Pressed and Blown Glass and Glassware Manufacturing
						327213	Glass Container Manufacturing
						327215	Glass Product Manufacturing Made of Purchased Glass
						327310	Cement Manufacturing
						327320	Ready-Mix Concrete Manufacturing
						327331	Concrete Block and Brick Manufacturing
						327332	Concrete Pipe Manufacturing
						327390	Other Concrete Product Manufacturing
						327410	Lime Manufacturing
						327420	Gypsum Product Manufacturing
						327910	Abrasive Product Manufacturing
						327991	Cut Stone and Stone Product Manufacturing
						327992	Ground or Treated Mineral and Earth Manufacturing
						327993	Mineral Wool Manufacturing
						327999	All Other Miscellaneous Nonmetallic Mineral Product Manufacturing

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		NAICS Code	NAICS Title	NAICS Code	NAICS Title	NAICS Code	NAICS Title
				331	Primary Metal Manufacturing		
						331110	Iron and Steel Mills and Ferroalloy Manufacturing
						331210	Iron and Steel Pipe and Tube Manufacturing from Purchased Steel
						331221	Rolled Steel Shape Manufacturing
						331222	Steel Wire Drawing
						331313	Alumina Refining and Primary Aluminum Production
						331314	Secondary Smelting and Alloying of Aluminum
						331315	Aluminum Sheet, Plate, and Foil Manufacturing
						331318	Other Aluminum Rolling, Drawing, and Extruding
						331410	Nonferrous Metal (except Aluminum) Smelting and Refining
						331420	Copper Rolling, Drawing, Extruding, and Alloying
						331491	Nonferrous Metal (except Copper and Aluminum) Rolling, Drawing, and Extruding
						331492	Secondary Smelting, Refining, and Alloying of Nonferrous Metal (except Copper and Aluminum)
						331511	Iron Foundries
						331512	Steel Investment Foundries
						331513	Steel Foundries (except Investment)
						331523	Nonferrous Metal Die-Casting Foundries
						331524	Aluminum Foundries (except Die-Casting)
						331529	Other Nonferrous Metal Foundries (except Die-Casting)
				332	Fabricated Metal Product Manufacturing		
						332111	Iron and Steel Forging
						332112	Nonferrous Forging
						332114	Custom Roll Forming
						332117	Powder Metallurgy Part Manufacturing
						332119	Metal Crown, Closure, and Other Metal Stamping (except Automotive)
						332215	Metal Kitchen Cookware, Utensil, Cutlery, and Flatware (except Precious) Manufacturing
						332216	Saw Blade and Handtool Manufacturing
						332311	Prefabricated Metal Building and Component Manufacturing
						332312	Fabricated Structural Metal Manufacturing
						332313	Plate Work Manufacturing
						332321	Metal Window and Door Manufacturing
						332322	Sheet Metal Work Manufacturing
						332323	Ornamental and Architectural Metal Work Manufacturing
						332410	Power Boiler and Heat Exchanger Manufacturing
						332420	Metal Tank (Heavy Gauge) Manufacturing
						332431	Metal Can Manufacturing
						332439	Other Metal Container Manufacturing
						332510	Hardware Manufacturing
						332613	Spring Manufacturing
						332618	Other Fabricated Wire Product Manufacturing
						332710	Machine Shops
						332721	Precision Turned Product Manufacturing
						332722	Bolt, Nut, Screw, Rivet, and Washer Manufacturing
						332811	Metal Heat Treating
						332812	Metal Coating, Engraving (except Jewelry and Silverware), and Allied Services to Manufacturers
						332813	Electroplating, Plating, Polishing, Anodizing, and Coloring
						332911	Industrial Valve Manufacturing
						332912	Fluid Power Valve and Hose Fitting Manufacturing
						332913	Plumbing Fixture Fitting and Trim Manufacturing
						332919	Other Metal Valve and Pipe Fitting Manufacturing
						332991	Ball and Roller Bearing Manufacturing
						332992	Small Arms Ammunition Manufacturing
						332993	Ammunition (except Small Arms) Manufacturing
						332994	Small Arms, Ordnance, and Ordnance Accessories Manufacturing
						332996	Fabricated Pipe and Pipe Fitting Manufacturing
						332999	All Other Miscellaneous Fabricated Metal Product Manufacturing
				333	Machinery Manufacturing		
						333111	Farm Machinery and Equipment Manufacturing
						333112	Lawn and Garden Tractor and Home Lawn and Garden Equipment Manufacturing
						333120	Construction Machinery Manufacturing
						333131	Mining Machinery and Equipment Manufacturing
						333132	Oil and Gas Field Machinery and Equipment Manufacturing
						333241	Food Product Machinery Manufacturing
						333242	Semiconductor Machinery Manufacturing
						333243	Sawmill, Woodworking, and Paper Machinery Manufacturing
						333248	All Other Industrial Machinery Manufacturing
						333310	Commercial and Service Industry Machinery Manufacturing
						333413	Industrial and Commercial Fan and Blower and Air Purification Equipment Manufacturing
						333414	Heating Equipment (except Warm Air Furnaces) Manufacturing
						333415	Air-Conditioning and Warm Air Heating Equipment and Commercial and Industrial Refrigeration Equipment Manufacturin
						333511	Industrial Mold Manufacturing
						333514	Special Die and Tool, Die Set, Jig, and Fixture Manufacturing
						333515	Cutting Tool and Machine Tool Accessory Manufacturing
						333517	Machine Tool Manufacturing
						333519	Rolling Mill and Other Metalworking Machinery Manufacturing
						333611	Turbine and Turbine Generator Set Units Manufacturing
						333612	Speed Changer, Industrial High-Speed Drive, and Gear Manufacturing
						333613	Mechanical Power Transmission Equipment Manufacturing
						333618	Other Engine Equipment Manufacturing
						333912	Air and Gas Compressor Manufacturing
						333914	Measuring, Dispensing, and Other Pumping Equipment Manufacturing
						333921	Elevator and Moving Stairway Manufacturing
						333922	Conveyor and Conveying Equipment Manufacturing
						333923	Overhead Traveling Crane, Hoist, and Monorail System Manufacturing
						333924	Industrial Truck, Tractor, Trailer, and Stacker Machinery Manufacturing
						333991	Power-Driven Handtool Manufacturing
						333992	Welding and Soldering Equipment Manufacturing
						333993	Packaging Machinery Manufacturing
						333994	Industrial Process Furnace and Oven Manufacturing
						333995	Fluid Power Cylinder and Actuator Manufacturing
						333996	Fluid Power Pump and Motor Manufacturing
						333998	All Other Miscellaneous General Purpose Machinery Manufacturing
				334	Computer and Electronic Product Manufacturing		
						334111	Electronic Computer Manufacturing
						334112	Computer Storage Device Manufacturing
						334118	Computer Terminal and Other Computer Peripheral Equipment Manufacturing
						334210	Telephone Apparatus Manufacturing
						334220	Radio and Television Broadcasting and Wireless Communications Equipment Manufacturing
						334290	Other Communications Equipment Manufacturing
						334310	Audio and Video Equipment Manufacturing
						334412	Bare Printed Circuit Board Manufacturing
						334413	Semiconductor and Related Device Manufacturing
						334416	Capacitor, Resistor, Coil, Transformer, and Other Inductor Manufacturing
						334417	Electronic Connector Manufacturing
						334418	Printed Circuit Assembly (Electronic Assembly) Manufacturing
						334419	Other Electronic Component Manufacturing
						334510	Electromedical and Electrotherapeutic Apparatus Manufacturing
						334511	Search, Detection, Navigation, Guidance, Aeronautical, and Nautical System and Instrument Manufacturing
						334512	Automatic Environmental Control Manufacturing for Residential, Commercial, and Appliance Use
						334513	Instruments and Related Products Manufacturing for Measuring, Displaying, and Controlling Industrial Process Variables
						334514	Totalizing Fluid Meter and Counting Device Manufacturing
						334515	Instrument Manufacturing for Measuring and Testing Electricity and Electrical Signals
						334516	Analytical Laboratory Instrument Manufacturing
						334517	Irradiation Apparatus Manufacturing
						334519	Other Measuring and Controlling Device Manufacturing
						334610	Manufacturing and Reproducing Magnetic and Optical Media

TUMF Non-Residential Category Detailed NAICS Correspondence

TUMF Category	SCAG RTP/SCS Employment Categories	NAICS Two Digit Code		NAICS Three Digit Code		NAICS Six Digit Code	
		NAICS Code	NAICS Title	NAICS Code	NAICS Title	NAICS Code	NAICS Title
				335	Electrical Equipment, Appliance, and Component Manufacturing		
						335131	Residential Electric Lighting Fixture Manufacturing
						335132	Commercial, Industrial, and Institutional Electric Lighting Fixture Manufacturing
						335139	Electric Lamp Bulb and Other Lighting Equipment Manufacturing
						335210	Small Electrical Appliance Manufacturing
						335220	Major Household Appliance Manufacturing
						335311	Power, Distribution, and Specialty Transformer Manufacturing
						335312	Motor and Generator Manufacturing
						335313	Switchgear and Switchboard Apparatus Manufacturing
						335314	Relay and Industrial Control Manufacturing
						335910	Battery Manufacturing
						335921	Fiber Optic Cable Manufacturing
						335929	Other Communication and Energy Wire Manufacturing
						335931	Current-Carrying Wiring Device Manufacturing
						335932	Noncurrent-Carrying Wiring Device Manufacturing
						335991	Carbon and Graphite Product Manufacturing
						335999	All Other Miscellaneous Electrical Equipment and Component Manufacturing
				336	Transportation Equipment Manufacturing		
						336110	Automobile and Light Duty Motor Vehicle Manufacturing
						336120	Heavy Duty Truck Manufacturing
						336211	Motor Vehicle Body Manufacturing
						336212	Truck Trailer Manufacturing
						336213	Motor Home Manufacturing
						336214	Travel Trailer and Camper Manufacturing
						336310	Motor Vehicle Gasoline Engine and Engine Parts Manufacturing
						336320	Motor Vehicle Electrical and Electronic Equipment Manufacturing
						336330	Motor Vehicle Steering and Suspension Components (except Spring) Manufacturing
						336340	Motor Vehicle Brake System Manufacturing
						336350	Motor Vehicle Transmission and Power Train Parts Manufacturing
						336360	Motor Vehicle Seating and Interior Trim Manufacturing
						336370	Motor Vehicle Metal Stamping
						336390	Other Motor Vehicle Parts Manufacturing
						336411	Aircraft Manufacturing
						336412	Aircraft Engine and Engine Parts Manufacturing
						336413	Other Aircraft Parts and Auxiliary Equipment Manufacturing
						336414	Guided Missile and Space Vehicle Manufacturing
						336415	Guided Missile and Space Vehicle Propulsion Unit and Propulsion Unit Parts Manufacturing
						336419	Other Guided Missile and Space Vehicle Parts and Auxiliary Equipment Manufacturing
						336510	Railroad Rolling Stock Manufacturing
						336611	Ship Building and Repairing
						336612	Boat Building
						336991	Motorcycle, Bicycle, and Parts Manufacturing
						336992	Military Armored Vehicle, Tank, and Tank Component Manufacturing
						336999	All Other Transportation Equipment Manufacturing
				337	Furniture and Related Product Manufacturing		
						337110	Wood Kitchen Cabinet and Countertop Manufacturing
						337121	Upholstered Household Furniture Manufacturing
						337122	Nonupholstered Wood Household Furniture Manufacturing
						337126	Household Furniture (except Wood and Upholstered) Manufacturing
						337127	Institutional Furniture Manufacturing
						337211	Wood Office Furniture Manufacturing
						337212	Custom Architectural Woodwork and Millwork Manufacturing
						337214	Office Furniture (except Wood) Manufacturing
						337215	Showcase, Partition, Shelving, and Locker Manufacturing
						337910	Mattress Manufacturing
						337920	Blind and Shade Manufacturing
				339	Miscellaneous Manufacturing		
						339112	Surgical and Medical Instrument Manufacturing
						339113	Surgical Appliance and Supplies Manufacturing
						339114	Dental Equipment and Supplies Manufacturing
						339115	Ophthalmic Goods Manufacturing
						339116	Dental Laboratories
						339910	Jewelry and Silverware Manufacturing
						339920	Sporting and Athletic Goods Manufacturing
						339930	Doll, Toy, and Game Manufacturing
						339940	Office Supplies (except Paper) Manufacturing
						339950	Sign Manufacturing
						339991	Gasket, Packing, and Sealing Device Manufacturing
						339992	Musical Instrument Manufacturing
						339993	Fastener, Button, Needle, and Pin Manufacturing
						339994	Broom, Brush, and Mop Manufacturing
						339995	Burial Casket Manufacturing
						339999	All Other Miscellaneous Manufacturing
	Wholesale Trade						
		42	Wholesale Trade				
				423	Merchant Wholesalers, Durable Goods		
						423110	Automobile and Other Motor Vehicle Merchant Wholesalers
						423120	Motor Vehicle Supplies and New Parts Merchant Wholesalers
						423130	Tire and Tube Merchant Wholesalers
						423140	Motor Vehicle Parts (Used) Merchant Wholesalers
						423210	Furniture Merchant Wholesalers
						423220	Home Furnishing Merchant Wholesalers
						423310	Lumber, Plywood, Millwork, and Wood Panel Merchant Wholesalers
						423320	Brick, Stone, and Related Construction Material Merchant Wholesalers
						423330	Roofing, Siding, and Insulation Material Merchant Wholesalers
						423390	Other Construction Material Merchant Wholesalers
						423410	Photographic Equipment and Supplies Merchant Wholesalers
						423420	Office Equipment Merchant Wholesalers
						423430	Computer and Computer Peripheral Equipment and Software Merchant Wholesalers
						423440	Other Commercial Equipment Merchant Wholesalers
						423450	Medical, Dental, and Hospital Equipment and Supplies Merchant Wholesalers
						423460	Ophthalmic Goods Merchant Wholesalers
						423490	Other Professional Equipment and Supplies Merchant Wholesalers
						423510	Metal Service Centers and Other Metal Merchant Wholesalers
						423520	Coal and Other Mineral and Ore Merchant Wholesalers
						423610	Electrical Apparatus and Equipment, Wiring Supplies, and Related Equipment Merchant Wholesalers
						423620	Household Appliances, Electric Housewares, and Consumer Electronics Merchant Wholesalers
						423690	Other Electronic Parts and Equipment Merchant Wholesalers
						423710	Hardware Merchant Wholesalers
						423720	Plumbing and Heating Equipment and Supplies (Hydronics) Merchant Wholesalers
						423730	Warm Air Heating and Air-Conditioning Equipment and Supplies Merchant Wholesalers
						423740	Refrigeration Equipment and Supplies Merchant Wholesalers
						423810	Construction and Mining (except Oil Well) Machinery and Equipment Merchant Wholesalers
						423820	Farm and Garden Machinery and Equipment Merchant Wholesalers
						423830	Industrial Machinery and Equipment Merchant Wholesalers
						423840	Industrial Supplies Merchant Wholesalers
						423850	Service Establishment Equipment and Supplies Merchant Wholesalers
						423860	Transportation Equipment and Supplies (except Motor Vehicle) Merchant Wholesalers
						423910	Sporting and Recreational Goods and Supplies Merchant Wholesalers
						423920	Toy and Hobby Goods and Supplies Merchant Wholesalers
						423930	Recyclable Material Merchant Wholesalers
						423940	Jewelry, Watch, Precious Stone, and Precious Metal Merchant Wholesalers
						423990	Other Miscellaneous Durable Goods Merchant Wholesalers

TUMF Non-Residential Category Detailed NAICS Correspondence

TUMF Category	SCAG RTP/SCS Employment Categories	NAICS Two Digit Code		NAICS Three Digit Code		NAICS Six Digit Code	
		NAICS Code	NAICS Title	NAICS Code	NAICS Title	NAICS Code	NAICS Title
				424	Merchant Wholesalers, Nondurable Goods		
						424110	Printing and Writing Paper Merchant Wholesalers
						424120	Stationery and Office Supplies Merchant Wholesalers
						424130	Industrial and Personal Service Paper Merchant Wholesalers
						424210	Drugs and Druggists' Sundries Merchant Wholesalers
						424310	Piece Goods, Notions, and Other Dry Goods Merchant Wholesalers
						424340	Footwear Merchant Wholesalers
						424350	Clothing and Clothing Accessories Merchant Wholesalers
						424410	General Line Grocery Merchant Wholesalers
						424420	Packaged Frozen Food Merchant Wholesalers
						424430	Dairy Product (except Dried or Canned) Merchant Wholesalers
						424440	Poultry and Poultry Product Merchant Wholesalers
						424450	Confectionery Merchant Wholesalers
						424460	Fish and Seafood Merchant Wholesalers
						424470	Meat and Meat Product Merchant Wholesalers
						424480	Fresh Fruit and Vegetable Merchant Wholesalers
						424490	Other Grocery and Related Products Merchant Wholesalers
						424510	Grain and Field Bean Merchant Wholesalers
						424520	Livestock Merchant Wholesalers
						424590	Other Farm Product Raw Material Merchant Wholesalers
						424610	Plastics Materials and Basic Forms and Shapes Merchant Wholesalers
						424690	Other Chemical and Allied Products Merchant Wholesalers
						424710	Petroleum Bulk Stations and Terminals
						424720	Petroleum and Petroleum Products Merchant Wholesalers (except Bulk Stations and Terminals)
						424810	Beer and Ale Merchant Wholesalers
						424820	Wine and Distilled Alcoholic Beverage Merchant Wholesalers
						424910	Farm Supplies Merchant Wholesalers
						424920	Book, Periodical, and Newspaper Merchant Wholesalers
						424930	Flower, Nursery Stock, and Florists' Supplies Merchant Wholesalers
						424940	Tobacco Product and Electronic Cigarette Merchant Wholesalers
						424950	Paint, Varnish, and Supplies Merchant Wholesalers
						424990	Other Miscellaneous Nondurable Goods Merchant Wholesalers
				425	Wholesale Trade Agents and Brokers		
						425120	Wholesale Trade Agents and Brokers
	Transportation, Warehousing and Utilities						
		22	Utilities				
				221	Utilities		
						221111	Hydroelectric Power Generation
						221112	Fossil Fuel Electric Power Generation
						221113	Nuclear Electric Power Generation
						221114	Solar Electric Power Generation
						221115	Wind Electric Power Generation
						221116	Geothermal Electric Power Generation
						221117	Biomass Electric Power Generation
						221118	Other Electric Power Generation
						221121	Electric Bulk Power Transmission and Control
						221122	Electric Power Distribution
						221210	Natural Gas Distribution
						221310	Water Supply and Irrigation Systems
						221320	Sewage Treatment Facilities
						221330	Steam and Air-Conditioning Supply
		48-49	Transportation and Warehousing				
				481	Air Transportation		
						481111	Scheduled Passenger Air Transportation
						481112	Scheduled Freight Air Transportation
						481211	Nonscheduled Chartered Passenger Air Transportation
						481212	Nonscheduled Chartered Freight Air Transportation
						481219	Other Nonscheduled Air Transportation
				482	Rail Transportation		
						482111	Line-Haul Railroads
						482112	Short Line Railroads
				483	Water Transportation		
						483111	Deep Sea Freight Transportation
						483112	Deep Sea Passenger Transportation
						483113	Coastal and Great Lakes Freight Transportation
						483114	Coastal and Great Lakes Passenger Transportation
						483211	Inland Water Freight Transportation
						483212	Inland Water Passenger Transportation
				484	Truck Transportation		
						484110	General Freight Trucking, Local
						484121	General Freight Trucking, Long-Distance, Truckload
						484122	General Freight Trucking, Long-Distance, Less Than Truckload
						484210	Used Household and Office Goods Moving
						484220	Specialized Freight (except Used Goods) Trucking, Local
						484230	Specialized Freight (except Used Goods) Trucking, Long-Distance
				485	Transit and Ground Passenger Transportation		
						485111	Mixed Mode Transit Systems
						485112	Commuter Rail Systems
						485113	Bus and Other Motor Vehicle Transit Systems
						485119	Other Urban Transit Systems
						485210	Interurban and Rural Bus Transportation
						485310	Taxi and Ridesharing Services
						485320	Limousine Service
						485410	School and Employee Bus Transportation
						485510	Charter Bus Industry
						485991	Special Needs Transportation
						485999	All Other Transit and Ground Passenger Transportation
				486	Pipeline Transportation		
						486110	Pipeline Transportation of Crude Oil
						486210	Pipeline Transportation of Natural Gas
						486910	Pipeline Transportation of Refined Petroleum Products
						486990	All Other Pipeline Transportation
				487	Scenic and Sightseeing Transportation		
						487110	Scenic and Sightseeing Transportation, Land
						487210	Scenic and Sightseeing Transportation, Water
						487990	Scenic and Sightseeing Transportation, Other
				488	Support Activities for Transportation		
						488111	Air Traffic Control
						488119	Other Airport Operations
						488190	Other Support Activities for Air Transportation
						488210	Support Activities for Rail Transportation
						488310	Port and Harbor Operations
						488320	Marine Cargo Handling
						488330	Navigational Services to Shipping
						488390	Other Support Activities for Water Transportation
						488410	Motor Vehicle Towing
						488490	Other Support Activities for Road Transportation
						488510	Freight Transportation Arrangement
						488991	Packing and Crating
						488999	All Other Support Activities for Transportation
				491	Postal Service		
						491110	Postal Service
				492	Couriers and Messengers		
						492110	Couriers and Express Delivery Services
						492210	Local Messengers and Local Delivery
				493	Warehousing and Storage		
						493110	General Warehousing and Storage
						493120	Refrigerated Warehousing and Storage
						493130	Farm Product Warehousing and Storage
						493190	Other Warehousing and Storage

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TUMF Category	SCAG RTP/SCS Employment Categories	NAICS Two Digit Code	NAICS Title	NAICS Three Digit Code	NAICS Title	NAICS Six Digit Code	NAICS Title
Retail							
	Retail Trade						
		44-45	**Retail Trade**				
				441	**Motor Vehicle and Parts Dealers**		
						441110	New Car Dealers
						441120	Used Car Dealers
						441210	Recreational Vehicle Dealers
						441222	Boat Dealers
						441227	Motorcycle, ATV, and All Other Motor Vehicle Dealers
						441330	Automotive Parts and Accessories Retailers
						441340	Tire Dealers
				444	**Building Material and Garden Equipment and Supplies Dealers**		
						444110	Home Centers
						444120	Paint and Wallpaper Retailers
						444140	Hardware Retailers
						444180	Other Building Material Dealers
						444230	Outdoor Power Equipment Retailers
						444240	Nursery, Garden Center, and Farm Supply Retailers
				445	**Food and Beverage Retailers**		
						445110	Supermarkets and Other Grocery Retailers (except Convenience Retailers)
						445131	Convenience Retailers
						445132	Vending Machine Operators
						445230	Fruit and Vegetable Retailers
						445240	Meat Retailers
						445250	Fish and Seafood Retailers
						445291	Baked Goods Retailers
						445292	Confectionery and Nut Retailers
						445298	All Other Specialty Food Retailers
						445320	Beer, Wine, and Liquor Retailers
				449	**Furniture, Home Furnishings, Electronics, and Appliance Retailers**		
						449110	Furniture Retailers
						449121	Floor Covering Retailers
						449122	Window Treatment Retailers
						449129	All Other Home Furnishings Retailers
						449210	Electronics and Appliance Retailers
				455	**General Merchandise Retailers**		
						455110	Department Stores
						455211	Warehouse Clubs and Supercenters
						455219	All Other General Merchandise Retailers
				456	**Health and Personal Care Retailers**		
						456110	Pharmacies and Drug Retailers
						456120	Cosmetics, Beauty Supplies, and Perfume Retailers
						456130	Optical Goods Retailers
						456191	Food (Health) Supplement Retailers
						456199	All Other Health and Personal Care Retailers
				457	**Gasoline Stations and Fuel Dealers**		
						457110	Gasoline Stations with Convenience Stores
						457120	Other Gasoline Stations
						457210	Fuel Dealers
				458	**Clothing, Clothing Accessories, Shoe, and Jewelry Retailers**		
						458110	Clothing and Clothing Accessories Retailers
						458210	Shoe Retailers
						458310	Jewelry Retailers
						458320	Luggage and Leather Goods Retailers
				459	**Sporting Goods, Hobby, Musical Instrument, Book, and Miscellaneous Retailers**		
						459110	Sporting Goods Retailers
						459120	Hobby, Toy, and Game Retailers
						459130	Sewing, Needlework, and Piece Goods Retailers
						459140	Musical Instrument and Supplies Retailers
						459210	Book Retailers and News Dealers
						459310	Florists
						459410	Office Supplies and Stationery Retailers
						459420	Gift, Novelty, and Souvenir Retailers
						459510	Used Merchandise Retailers
						459910	Pet and Pet Supplies Retailers
						459920	Art Dealers
						459930	Manufactured (Mobile) Home Dealers
						459991	Tobacco, Electronic Cigarette, and Other Smoking Supplies Retailers
						459999	All Other Miscellaneous Retailers

TUMF Non-Residential Category Detailed NAICS Correspondence

TUMF Category	SCAG RTP/SCS Employment Categories	NAICS Two Digit Code	NAICS Title	NAICS Three Digit Code	NAICS Title	NAICS Six Digit Code	NAICS Title
Service							
	Information						
		51	**Information**				
				512	**Motion Picture and Sound Recording Industries**		
						512110	Motion Picture and Video Production
						512120	Motion Picture and Video Distribution
						512131	Motion Picture Theaters (except Drive-Ins)
						512132	Drive-In Motion Picture Theaters
						512191	Teleproduction and Other Postproduction Services
						512199	Other Motion Picture and Video Industries
						512230	Music Publishers
						512240	Sound Recording Studios
						512250	Record Production and Distribution
						512290	Other Sound Recording Industries
				513	**Publishing Industries**		
						513110	Newspaper Publishers
						513120	Periodical Publishers
						513130	Book Publishers
						513140	Directory and Mailing List Publishers
						513191	Greeting Card Publishers
						513199	All Other Publishers
						513210	Software Publishers
				516	**Broadcasting and Content Providers**		
						516110	Radio Broadcasting Stations
						516120	Television Broadcasting Stations
						516210	Media Streaming Distribution Services, Social Networks, and Other Media Networks and Content Providers
				517	**Telecommunications**		
						517111	Wired Telecommunications Carriers
						517112	Wireless Telecommunications Carriers (except Satellite)
						517121	Telecommunications Resellers
						517122	Agents for Wireless Telecommunications Services
						517410	Satellite Telecommunications
						517810	All Other Telecommunications
				518	**Computing Infrastructure Providers, Data Processing, Web Hosting, and Related Services**		
						518210	Computing Infrastructure Providers, Data Processing, Web Hosting, and Related Services
				519	**Web Search Portals, Libraries, Archives, and Other Information Services**		
						519210	Libraries and Archives
						519290	Web Search Portals and All Other Information Services
	Financial Activities						
		52	**Finance and Insurance**				
				521	**Monetary Authorities-Central Bank**		
						521110	Monetary Authorities-Central Bank
				522	**Credit Intermediation and Related Activities**		
						522110	Commercial Banking
						522130	Credit Unions
						522180	Savings Institutions and Other Depository Credit Intermediation
						522210	Credit Card Issuing
						522220	Sales Financing
						522291	Consumer Lending
						522292	Real Estate Credit
						522299	International, Secondary Market, and All Other Nondepository Credit Intermediation
						522310	Mortgage and Nonmortgage Loan Brokers
						522320	Financial Transactions Processing, Reserve, and Clearinghouse Activities
						522390	Other Activities Related to Credit Intermediation
				523	**Securities, Commodity Contracts, and Other Financial Investments and Related Activities**		
						523150	Investment Banking and Securities Intermediation
						523160	Commodity Contracts Intermediation
						523210	Securities and Commodity Exchanges
						523910	Miscellaneous Intermediation
						523940	Portfolio Management and Investment Advice
						523991	Trust, Fiduciary, and Custody Activities
						523999	Miscellaneous Financial Investment Activities
				524	**Insurance Carriers and Related Activities**		
						524113	Direct Life Insurance Carriers
						524114	Direct Health and Medical Insurance Carriers
						524126	Direct Property and Casualty Insurance Carriers
						524127	Direct Title Insurance Carriers
						524128	Other Direct Insurance (except Life, Health, and Medical) Carriers
						524130	Reinsurance Carriers
						524210	Insurance Agencies and Brokerages
						524291	Claims Adjusting
						524292	Pharmacy Benefit Management and Other Third Party Administration of Insurance and Pension Funds
						524298	All Other Insurance Related Activities
				525	**Funds, Trusts, and Other Financial Vehicles**		
						525110	Pension Funds
						525120	Health and Welfare Funds
						525190	Other Insurance Funds
						525910	Open-End Investment Funds
						525920	Trusts, Estates, and Agency Accounts
						525990	Other Financial Vehicles
		53	**Real Estate and Rental and Leasing**				
				531	**Real Estate**		
						531110	Lessors of Residential Buildings and Dwellings
						531120	Lessors of Nonresidential Buildings (except Miniwarehouses)
						531130	Lessors of Miniwarehouses and Self-Storage Units
						531190	Lessors of Other Real Estate Property
						531210	Offices of Real Estate Agents and Brokers
						531311	Residential Property Managers
						531312	Nonresidential Property Managers
						531320	Offices of Real Estate Appraisers
						531390	Other Activities Related to Real Estate
				532	**Rental and Leasing Services**		
						532111	Passenger Car Rental
						532112	Passenger Car Leasing
						532120	Truck, Utility Trailer, and RV (Recreational Vehicle) Rental and Leasing
						532210	Consumer Electronics and Appliances Rental
						532281	Formal Wear and Costume Rental
						532282	Video Tape and Disc Rental
						532283	Home Health Equipment Rental
						532284	Recreational Goods Rental
						532289	All Other Consumer Goods Rental
						532310	General Rental Centers
						532411	Commercial Air, Rail, and Water Transportation Equipment Rental and Leasing
						532412	Construction, Mining, and Forestry Machinery and Equipment Rental and Leasing
						532420	Office Machinery and Equipment Rental and Leasing
						532490	Other Commercial and Industrial Machinery and Equipment Rental and Leasing
				533	**Lessors of Nonfinancial Intangible Assets (except Copyrighted Works)**		
						533110	Lessors of Nonfinancial Intangible Assets (except Copyrighted Works)

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		NAICS Code	NAICS Title	NAICS Code	NAICS Title	NAICS Code	NAICS Title
	Professional and Business Services	54	Professional, Scientific, and Technical Services				
				541	Professional, Scientific, and Technical Services		
						541110	Offices of Lawyers
						541120	Offices of Notaries
						541191	Title Abstract and Settlement Offices
						541199	All Other Legal Services
						541211	Offices of Certified Public Accountants
						541213	Tax Preparation Services
						541214	Payroll Services
						541219	Other Accounting Services
						541310	Architectural Services
						541320	Landscape Architectural Services
						541330	Engineering Services
						541340	Drafting Services
						541350	Building Inspection Services
						541360	Geophysical Surveying and Mapping Services
						541370	Surveying and Mapping (except Geophysical) Services
						541380	Testing Laboratories and Services
						541410	Interior Design Services
						541420	Industrial Design Services
						541430	Graphic Design Services
						541490	Other Specialized Design Services
						541511	Custom Computer Programming Services
						541512	Computer Systems Design Services
						541513	Computer Facilities Management Services
						541519	Other Computer Related Services
						541611	Administrative Management and General Management Consulting Services
						541612	Human Resources Consulting Services
						541613	Marketing Consulting Services
						541614	Process, Physical Distribution, and Logistics Consulting Services
						541618	Other Management Consulting Services
						541620	Environmental Consulting Services
						541690	Other Scientific and Technical Consulting Services
						541713	Research and Development in Nanotechnology
						541714	Research and Development in Biotechnology (except Nanobiotechnology)
						541715	Research and Development in the Physical, Engineering, and Life Sciences (except Nanotechnology and Biotechnology)
						541720	Research and Development in the Social Sciences and Humanities
						541810	Advertising Agencies
						541820	Public Relations Agencies
						541830	Media Buying Agencies
						541840	Media Representatives
						541850	Indoor and Outdoor Display Advertising
						541860	Direct Mail Advertising
						541870	Advertising Material Distribution Services
						541890	Other Services Related to Advertising
						541910	Marketing Research and Public Opinion Polling
						541921	Photography Studios, Portrait
						541922	Commercial Photography
						541930	Translation and Interpretation Services
						541940	Veterinary Services
						541990	All Other Professional, Scientific, and Technical Services
		55	Management of Companies and Enterprises				
				551	Management of Companies and Enterprises		
						551111	Offices of Bank Holding Companies
						551112	Offices of Other Holding Companies
						551114	Corporate, Subsidiary, and Regional Managing Offices
		56	Administrative and Support and Waste Management and Remediation Services				
				561	Administrative and Support Services		
						561110	Office Administrative Services
						561210	Facilities Support Services
						561311	Employment Placement Agencies
						561312	Executive Search Services
						561320	Temporary Help Services
						561330	Professional Employer Organizations
						561410	Document Preparation Services
						561421	Telephone Answering Services
						561422	Telemarketing Bureaus and Other Contact Centers
						561431	Private Mail Centers
						561439	Other Business Service Centers (including Copy Shops)
						561440	Collection Agencies
						561450	Credit Bureaus
						561491	Repossession Services
						561492	Court Reporting and Stenotype Services
						561499	All Other Business Support Services
						561510	Travel Agencies
						561520	Tour Operators
						561591	Convention and Visitors Bureaus
						561599	All Other Travel Arrangement and Reservation Services
						561611	Investigation and Personal Background Check Services
						561612	Security Guards and Patrol Services
						561613	Armored Car Services
						561621	Security Systems Services (except Locksmiths)
						561622	Locksmiths
						561710	Exterminating and Pest Control Services
						561720	Janitorial Services
						561730	Landscaping Services
						561740	Carpet and Upholstery Cleaning Services
						561790	Other Services to Buildings and Dwellings
						561910	Packaging and Labeling Services
						561920	Convention and Trade Show Organizers
						561990	All Other Support Services
				562	Waste Management and Remediation Services		
						562111	Solid Waste Collection
						562112	Hazardous Waste Collection
						562119	Other Waste Collection
						562211	Hazardous Waste Treatment and Disposal
						562212	Solid Waste Landfill
						562213	Solid Waste Combustors and Incinerators
						562219	Other Nonhazardous Waste Treatment and Disposal
						562910	Remediation Services
						562920	Materials Recovery Facilities
						562991	Septic Tank and Related Services
						562998	All Other Miscellaneous Waste Management Services

TUMF Non-Residential Category Detailed NAICS Correspondence

TUMF Category	SCAG RTP/SCS Employment Categories	NAICS Two Digit Code	NAICS Title	NAICS Three Digit Code	NAICS Title	NAICS Six Digit Code	NAICS Title
	Education and Health Services	61	Educational Services				
				611	Educational Services		
						611110	Elementary and Secondary Schools
						611210	Junior Colleges
						611310	Colleges, Universities, and Professional Schools
						611410	Business and Secretarial Schools
						611420	Computer Training
						611430	Professional and Management Development Training
						611511	Cosmetology and Barber Schools
						611512	Flight Training
						611513	Apprenticeship Training
						611519	Other Technical and Trade Schools
						611610	Fine Arts Schools
						611620	Sports and Recreation Instruction
						611630	Language Schools
						611691	Exam Preparation and Tutoring
						611692	Automobile Driving Schools
						611699	All Other Miscellaneous Schools and Instruction
						611710	Educational Support Services
		62	Health Care and Social Assistance				
				621	Ambulatory Health Care Services		
						621111	Offices of Physicians (except Mental Health Specialists)
						621112	Offices of Physicians, Mental Health Specialists
						621210	Offices of Dentists
						621310	Offices of Chiropractors
						621320	Offices of Optometrists
						621330	Offices of Mental Health Practitioners (except Physicians)
						621340	Offices of Physical, Occupational and Speech Therapists, and Audiologists
						621391	Offices of Podiatrists
						621399	Offices of All Other Miscellaneous Health Practitioners
						621410	Family Planning Centers
						621420	Outpatient Mental Health and Substance Abuse Centers
						621491	HMO Medical Centers
						621492	Kidney Dialysis Centers
						621493	Freestanding Ambulatory Surgical and Emergency Centers
						621498	All Other Outpatient Care Centers
						621511	Medical Laboratories
						621512	Diagnostic Imaging Centers
						621610	Home Health Care Services
						621910	Ambulance Services
						621991	Blood and Organ Banks
						621999	All Other Miscellaneous Ambulatory Health Care Services
				622	Hospitals		
						622110	General Medical and Surgical Hospitals
						622210	Psychiatric and Substance Abuse Hospitals
						622310	Specialty (except Psychiatric and Substance Abuse) Hospitals
				623	Nursing and Residential Care Facilities		
						623110	Nursing Care Facilities (Skilled Nursing Facilities)
						623210	Residential Intellectual and Developmental Disability Facilities
						623220	Residential Mental Health and Substance Abuse Facilities
						623311	Continuing Care Retirement Communities
						623312	Assisted Living Facilities for the Elderly
						623990	Other Residential Care Facilities
				624	Social Assistance		
						624110	Child and Youth Services
						624120	Services for the Elderly and Persons with Disabilities
						624190	Other Individual and Family Services
						624210	Community Food Services
						624221	Temporary Shelters
						624229	Other Community Housing Services
						624230	Emergency and Other Relief Services
						624310	Vocational Rehabilitation Services
						624410	Child Care Services
	Leisure and Hospitality	71	Arts, Entertainment, and Recreation				
				711	Performing Arts, Spectator Sports, and Related Industries		
						711110	Theater Companies and Dinner Theaters
						711120	Dance Companies
						711130	Musical Groups and Artists
						711190	Other Performing Arts Companies
						711211	Sports Teams and Clubs
						711212	Racetracks
						711219	Other Spectator Sports
						711310	Promoters of Performing Arts, Sports, and Similar Events with Facilities
						711320	Promoters of Performing Arts, Sports, and Similar Events without Facilities
						711410	Agents and Managers for Artists, Athletes, Entertainers, and Other Public Figures
						711510	Independent Artists, Writers, and Performers
				712	Museums, Historical Sites, and Similar Institutions		
						712110	Museums
						712120	Historical Sites
						712130	Zoos and Botanical Gardens
						712190	Nature Parks and Other Similar Institutions
				713	Amusement, Gambling, and Recreation Industries		
						713110	Amusement and Theme Parks
						713120	Amusement Arcades
						713210	Casinos (except Casino Hotels)
						713290	Other Gambling Industries
						713910	Golf Courses and Country Clubs
						713920	Skiing Facilities
						713930	Marinas
						713940	Fitness and Recreational Sports Centers
						713950	Bowling Centers
						713990	All Other Amusement and Recreation Industries

TUMF Non-Residential Category Detailed NAICS Correspondence

TUMF Category	SCAG RTP/SCS	NAICS Two Digit Code		NAICS Three Digit Code		NAICS Six Digit Code	
	Employment Categories	NAICS Code	NAICS Title	NAICS Code	NAICS Title	NAICS Code	NAICS Title
		72	Accommodation and Food Services				
				721	Accommodation		
						721110	Hotels (except Casino Hotels) and Motels
						721120	Casino Hotels
						721191	Bed-and-Breakfast Inns
						721199	All Other Traveler Accommodation
						721211	RV (Recreational Vehicle) Parks and Campgrounds
						721214	Recreational and Vacation Camps (except Campgrounds)
						721310	Rooming and Boarding Houses, Dormitories, and Workers' Camps
				722	Food Services and Drinking Places		
						722310	Food Service Contractors
						722320	Caterers
						722330	Mobile Food Services
						722410	Drinking Places (Alcoholic Beverages)
						722511	Full-Service Restaurants
						722513	Limited-Service Restaurants
						722514	Cafeterias, Grill Buffets, and Buffets
						722515	Snack and Nonalcoholic Beverage Bars
	Other Service						
		81	Other Services (except Public Administration)				
				811	Repair and Maintenance		
						811111	General Automotive Repair
						811114	Specialized Automotive Repair
						811121	Automotive Body, Paint, and Interior Repair and Maintenance
						811122	Automotive Glass Replacement Shops
						811191	Automotive Oil Change and Lubrication Shops
						811192	Car Washes
						811198	All Other Automotive Repair and Maintenance
						811210	Electronic and Precision Equipment Repair and Maintenance
						811310	Commercial and Industrial Machinery and Equipment (except Automotive and Electronic) Repair and Maintenance
						811411	Home and Garden Equipment Repair and Maintenance
						811412	Appliance Repair and Maintenance
						811420	Reupholstery and Furniture Repair
						811430	Footwear and Leather Goods Repair
						811490	Other Personal and Household Goods Repair and Maintenance
				812	Personal and Laundry Services		
						812111	Barber Shops
						812112	Beauty Salons
						812113	Nail Salons
						812191	Diet and Weight Reducing Centers
						812199	Other Personal Care Services
						812210	Funeral Homes and Funeral Services
						812220	Cemeteries and Crematories
						812310	Coin-Operated Laundries and Drycleaners
						812320	Drycleaning and Laundry Services (except Coin-Operated)
						812331	Linen Supply
						812332	Industrial Launderers
						812910	Pet Care (except Veterinary) Services
						812921	Photofinishing Laboratories (except One-Hour)
						812922	One-Hour Photofinishing
						812930	Parking Lots and Garages
						812990	All Other Personal Services
				813	Religious, Grantmaking, Civic, Professional, and Similar Organizations		
						813110	Religious Organizations
						813211	Grantmaking Foundations
						813212	Voluntary Health Organizations
						813219	Other Grantmaking and Giving Services
						813311	Human Rights Organizations
						813312	Environment, Conservation and Wildlife Organizations
						813319	Other Social Advocacy Organizations
						813410	Civic and Social Organizations
						813910	Business Associations
						813920	Professional Organizations
						813930	Labor Unions and Similar Labor Organizations
						813940	Political Organizations
						813990	Other Similar Organizations (except Business, Professional, Labor, and Political Organizations)
				814	Private Households		
						814110	Private Households

TUMF Non-Residential Category Detailed NAICS Correspondence

TUMF Category	SCAG RTP/SCS Employment Categories	NAICS Two Digit Code		NAICS Three Digit Code		NAICS Six Digit Code	
		NAICS Code	NAICS Title	NAICS Code	NAICS Title	NAICS Code	NAICS Title
Government/Public Sector							
	Government						
		92	**Public Administration**				
				921	**Executive, Legislative, and Other General Government Support**		
						921110	Executive Offices
						921120	Legislative Bodies
						921130	Public Finance Activities
						921140	Executive and Legislative Offices, Combined
						921150	American Indian and Alaska Native Tribal Governments
						921190	Other General Government Support
				922	**Justice, Public Order, and Safety Activities**		
						922110	Courts
						922120	Police Protection
						922130	Legal Counsel and Prosecution
						922140	Correctional Institutions
						922150	Parole Offices and Probation Offices
						922160	Fire Protection
						922190	Other Justice, Public Order, and Safety Activities
				923	**Administration of Human Resource Programs**		
						923110	Administration of Education Programs
						923120	Administration of Public Health Programs
						923130	Administration of Human Resource Programs (except Education, Public Health, and Veterans' Affairs Programs)
						923140	Administration of Veterans' Affairs
				924	**Administration of Environmental Quality Programs**		
						924110	Administration of Air and Water Resource and Solid Waste Management Programs
						924120	Administration of Conservation Programs
				925	**Administration of Housing Programs, Urban Planning, and Community Development**		
						925110	Administration of Housing Programs
						925120	Administration of Urban Planning and Community and Rural Development
				926	**Administration of Economic Programs**		
						926110	Administration of General Economic Programs
						926120	Regulation and Administration of Transportation Programs
						926130	Regulation and Administration of Communications, Electric, Gas, and Other Utilities
						926140	Regulation of Agricultural Marketing and Commodities
						926150	Regulation, Licensing, and Inspection of Miscellaneous Commercial Sectors
				927	**Space Research and Technology**		
						927110	Space Research and Technology
				928	**National Security and International Affairs**		
						928110	National Security
						928120	International Affairs

Source: SCAG 2020 RTP/SCS
California Employment Development Department (EDD)
US Census Bureau, North American Industry Classification System (NAICS), 2022

Appendix C - Western Riverside County Traffic Growth 2018 – 2045

Existing (2018) and future (2045) traffic data were derived from RivCoM. The model area of coverage, level of roadway network and TAZ detail, and application on other regional transportation study efforts represented RivCoM as the appropriate tool for evaluating traffic growth as part of the Nexus Study.

The forecasts of existing and future congestion levels were derived from the Year 2018 Existing and Year 2045 No-Build scenarios, respectively. The 2018 Existing and 2045 No-Build scenarios were developed using RivCoM to model 2018 and 2045 SED, respectively, as derived from the SCAG 2020 RTP/SCS adopted SED forecasts, on the transportation network as it existed in 2021. The 2018 existing transportation network represents the most recent baseline network developed for RivCoM, and only reflects the inclusion of those projects that were funded, committed and under construction at that time, and therefore imminently to be part of the baseline transportation system in 2018. For the purposes of the TUMF network analysis, additional improvements on the TUMF arterial highway network that were either completed or under construction in the period between 2018 and December 2021 were added to the network to create a 2021 existing network. The 2021 existing network was subsequently modeled in RivCoM using both 2018 and 2045 SED to provide the 2018 Baseline and 2045 No-Build scenarios as the basis for comparison and analysis. The 2045 No-Build scenario did not include transportation improvements that are planned as part of the recently adopted SCAG 2020 RTP/SCS on the basis they are uncommitted (meaning that their implementation is dependent on securing future funding and approval). Inclusion of the uncommitted improvements masks the congestion effects of increasing travel. Inclusion of these improvements and the resultant masking is not appropriate for this analysis aimed at identifying the effects of increasing travel if improvements were not built.

The WRCOG TUMF study area was extracted from RivCoM for the purpose of calculating the following measures for Western Riverside County only. Traffic growth impacts for each of the two scenarios were calculated using the TransCAD platform.

- Total daily vehicle miles of travel (VMT),
- Total daily VMT on facilities experiencing LOS E or worse.
- Total daily vehicle hours of travel (VHT), and
- Total combined daily vehicle hours of delay (VHD)

The following formulas were used to calculate the respective values.

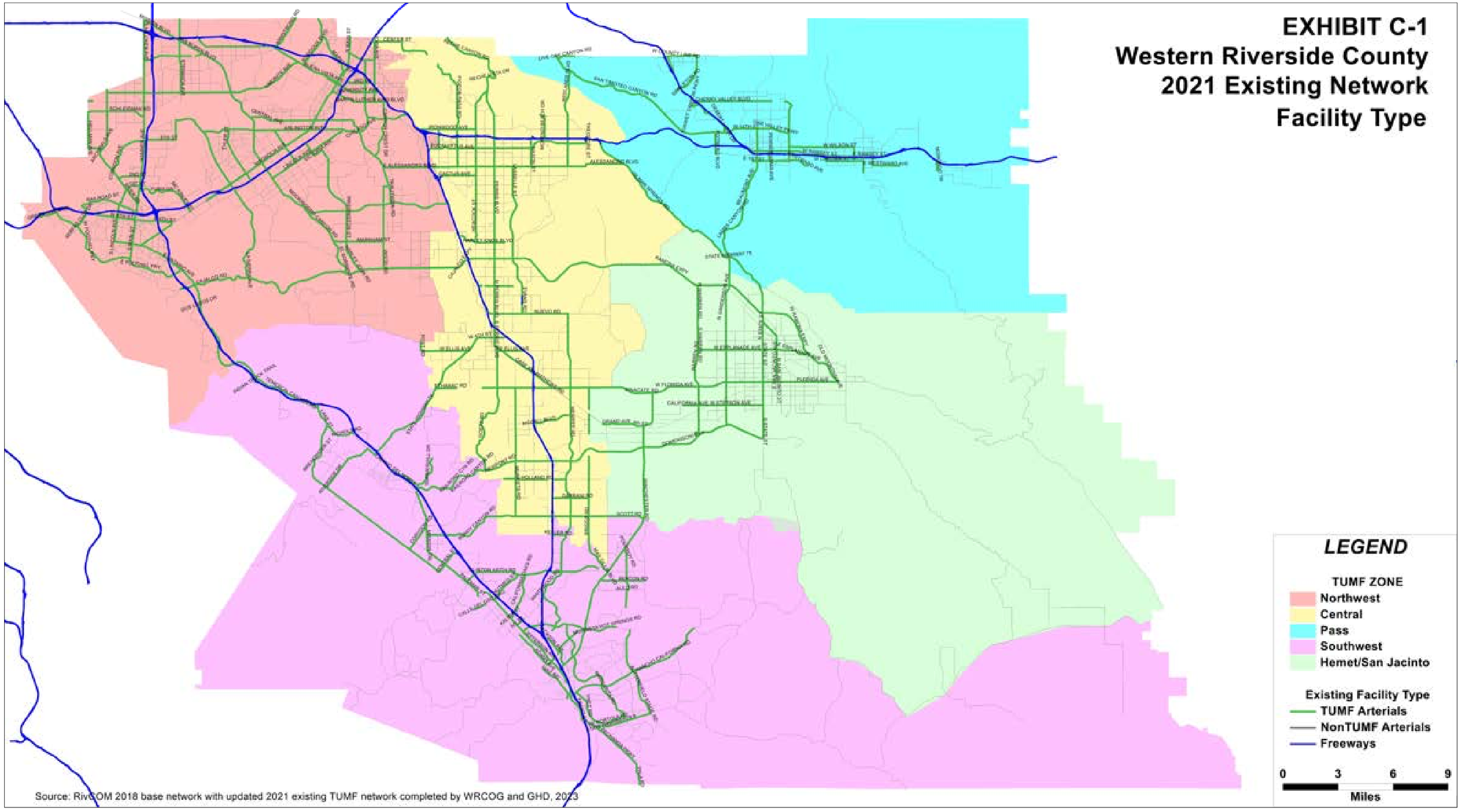
- VMT = Link Distance * Total Daily Volume
- VHT = Average Loaded (Congested) Link Travel Time * Total Daily Volume
- VHD = VHT – (Free-flow (Uncongested) Link Travel Time * Total Daily Volume)
- VMT LOS E or F = VMT (on links where Daily V/C exceeded 0.90)[13]

[13] LOS Thresholds for LOS E are based on the 2010 Edition of the Highway Capacity Manual (Transportation Research Board, National Research Council, Washington, D.C., 2010) LOS Maximum V/C Criteria for Multilane Highways with 45 mph Free Flow Speed (Exhibit 14-5, Chapter 14, Page 14-5).

RivCoM breaks down its roadway network into functional categories called assignment groups. The measures were calculated selectively for all facilities, freeways only, arterials only, and TUMF arterials only by including and excluding different assignment groups and facilities. For the calculation of measures on "all facilities", only the centroid connectors were excluded. Arterial values excluded all mixed-flow to carpool lane connector ramps, freeways, carpool lanes, centroid connectors, and freeway-to-freeway connector ramps, respectively. Freeways were defined as including mixed-flow to carpool lane connector ramps, freeways, carpool lanes, and freeway-to-freeway connector ramps, respectively.

The 2021 Existing Network by Facility Type is included in this Appendix as **Exhibit C-1**. The 2021 existing network was used as the basis for the 2018 Existing and 2045 No-Build scenarios by modeling 2018 and 2045 SED, respectively, on the 2021 existing network using RivCoM to determine the comparative effects of population, household an employment growth in the region. The results of the analysis of existing and future congestion levels are presented for peak periods in **Exhibit C-2** and for daily in **Exhibit C-3** in this Appendix and extracted for the combined peak periods in **Table 3.1** of the study report.

EXHIBIT C-1
Western Riverside County
2021 Existing Network
Facility Type



Source: RivCOM 2018 base network with updated 2021 existing TUMF network completed by WRCOG and GHD, 2023

EXHIBIT C-2

Western Riverside County
Regional Highway System Measures of Performance (2018 - 2045) – Peak Periods

Measures of Performance	AM Peak				PM Peak			
	2018	2045	% Change	% Annual	2018	2045	% Change	% Annual
VMT - Total ALL FACILITIES	10,324,900	13,225,039	28%	0.9%	12,959,824	16,672,215	29%	0.9%
VMT - FREEWAYS	5,877,972	6,720,682	14%	0.5%	7,636,550	8,769,602	15%	0.5%
VMT - ALL ARTERIALS	4,446,928	6,504,357	46%	1.4%	5,323,274	7,902,613	48%	1.5%
TOTAL - TUMF ARTERIAL VMT	**2,793,846**	**3,826,810**	37%	1.2%	**3,423,139**	**4,770,390**	39%	1.2%
VHT - TOTAL ALL FACILITIES	251,133	435,243	73%	2.1%	290,218	480,196	65%	1.9%
VHT - FREEWAYS	120,257	186,102	55%	1.6%	143,535	213,027	48%	1.5%
VHT - ALL ARTERIALS	130,875	249,142	90%	2.4%	146,683	267,169	82%	2.2%
TOTAL TUMF ARTERIAL VHT	**81,578**	**154,106**	89%	2.4%	**92,877**	**166,763**	80%	2.2%
VHD - TOTAL ALL FACILITIES	57,989	177,814	207%	4.2%	50,911	160,242	215%	4.3%
VHD - FREEWAYS	34,221	86,616	153%	3.5%	31,935	84,033	163%	3.6%
VHD - ALL ARTERIALS	23,768	91,198	284%	5.1%	18,977	76,209	302%	5.3%
TOTAL TUMF ARTERIAL VHD	**18,024**	**66,789**	271%	5.0%	**15,225**	**58,074**	281%	5.1%
VMT LOS E & F - TOTAL ALL FACILITIES	2,960,551	6,364,419	115%	2.9%	2,644,519	7,005,063	165%	3.7%
VMT LOS E & F - FREEWAYS	2,435,804	4,276,258	76%	2.1%	2,289,667	5,040,633	120%	3.0%
VMT LOS E & F - ALL ARTERIALS	524,747	2,088,161	298%	5.2%	354,852	1,964,430	454%	6.5%
TOTAL TUMF ARTERIAL VMT w/ LOS E & F	**448,168**	**1,585,571**	254%	4.8%	**317,614**	**1,598,561**	403%	6.2%
% of TUMF ARTERIAL VMT w/ LOS E & F	**16%**	**41%**			**9%**	**34%**		

* Based on RivCoM 2018 network and SCAG 2020 RTP/SCS SED with updated 2021 arterial network completed.

NOTES:

Volume is adjusted by PCE factor
VMT = vehicle miles of travel (the total combined distance that all vehicles travel on the system)

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

VHD = vehicle hours of delay (the total combined time that all vehicles have been delayed on the system based on the difference between forecast travel time and free-flow (ideal) travel time)
LOS = level of service (based on forecast volume to capacity ratios).

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

EXHIBIT C-3

Western Riverside County
Regional Highway System Measures of Performance (2018 - 2045) – Daily

Measures of Performance	Peak Periods (Total)				Daily			
	2018	2045	% Change	% Annual	2018	2045	% Change	% Annual
VMT - Total ALL FACILITIES	23,284,724	29,897,254	28%	0.9%	41,378,907	53,832,389	30%	1.0%
VMT - FREEWAYS	13,514,522	15,490,284	15%	0.5%	24,642,357	29,200,582	18%	0.6%
VMT - ALL ARTERIALS	9,770,202	14,406,970	47%	1.4%	16,736,551	24,631,807	47%	1.4%
TOTAL - TUMF ARTERIAL VMT	**6,216,985**	**8,597,200**	38%	1.2%	**10,794,415**	**15,170,125**	41%	1.3%
VHT - TOTAL ALL FACILITIES	541,350	915,439	69%	2.0%	893,813	1,433,458	60%	1.8%
VHT - FREEWAYS	263,792	399,128	51%	1.5%	440,073	637,990	45%	1.4%
VHT - ALL ARTERIALS	277,558	516,311	86%	2.3%	453,740	795,469	75%	2.1%
TOTAL TUMF ARTERIAL VHT	**174,455**	**320,869**	84%	2.3%	**285,520**	**496,757**	74%	2.1%
VHD - TOTAL ALL FACILITIES	108,900	338,056	210%	4.3%	131,965	410,511	211%	4.3%
VHD - FREEWAYS	66,156	170,649	158%	3.6%	79,532	208,287	162%	3.6%
VHD - ALL ARTERIALS	42,745	167,407	292%	5.2%	52,434	202,223	286%	5.1%
TOTAL TUMF ARTERIAL VHD	**33,249**	**124,863**	276%	5.0%	**41,025**	**152,200**	271%	5.0%
VMT LOS E - TOTAL ALL FACILITIES	5,605,070	13,369,483	139%	3.3%	6,153,146	16,090,205	161%	3.6%
VMT LOS E - FREEWAYS	4,725,471	9,316,891	97%	2.5%	5,141,215	11,306,348	120%	3.0%
VMT LOS E & F - ALL ARTERIALS	879,599	4,052,592	361%	5.8%	1,011,931	4,783,858	373%	5.9%
TOTAL TUMF ARTERIAL VMT w/ LOS E or worse	**765,782**	**3,184,133**	316%	5.4%	**878,465**	**3,819,635**	335%	5.6%
% of TUMF ARTERIAL VMT w/ LOS E or worse	**12%**	**37%**			**8%**	**25%**		

* Based on RivCoM 2018 network and SCAG 2020 RTP/SCS SED with updated 2021 arterial network completed.

NOTES:

Volume is adjusted by PCE factor
VMT = vehicle miles of travel (the total combined distance that all vehicles travel on the system)
VHT = vehicle hours of travel (the total combined time that all vehicles are traveling on the system)

VHD = vehicle hours of delay (the total combined time that all vehicles have been delayed on the system based on the difference between forecast tr
LOS = level of service (based on forecast volume to capacity ratios).
LOS E or Worse was determined by V/C ratio that exceeds 0.9 thresholds as indicated in the Riverside County Generc

Appendix D - Western Riverside County Bus Transit System Ridership 2023 – 2045

Actual average weekday daily ridership for Riverside Transit Agency (RTA) transit bus services was tabulated for 2023. Forecast average weekday daily ridership for RTA bus transit services was retrieved from the SCAG 2020 RTP/SCS Model for horizon year 2045. The bus transit ridership for 2023 and 2045 was tabulated to represent existing and future regional bus transit trips consistent with the analysis of highway trips described in **Section 3.1** and **Appendix C**. **Table D-1** summarizes the weekday bus transit ridership in Western Riverside County.

TABLE D-1 - Regional Bus Transit Weekday System Ridership

Year	Western Riverside Weekday Projected System Ridership
2023*	16,575
2045**	57,282

Notes: * - 2023 actual average weekday daily ridership provided by RTA staff December 1, 2023

** - 2045 forecast average weekday daily ridership obtained from SCAG 2020 RTP/SCS Model as provided by Fehr and Peers, November 28, 2023

Appendix E - Western Riverside County Regional System of Highways and Arterials Performance Measures

An integral element of the Nexus Study is the designation of the Western Riverside County Regional System of Highways and Arterials (also referred to as the "TUMF Network"). This network of regionally significant highways represents those arterial and collector highway and roadway facilities that primarily support inter-community trips in Western Riverside County and supplement the regional freeway system, and represents the extents of the network of highways and roadways that would be eligible for TUMF funded improvements. The Regional System of Highways and Arterials does NOT include the freeways of Western Riverside County which primarily serve inter-regional trips.

The designation of the Regional System of Highways and Arterials in the original TUMF Nexus Study adopted by the WRCOG Executive Committee in October 2002 was initiated with the identification of highways and roadways that met certain specified guidelines as defined by the WRCOG Public Works Committee. The guidelines are defined in **Section 4.1** of the Nexus Report, and include:

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

The original candidate facilities were identified by overlaying various transportation system and land use plots depicting parameters consistent with those defined by the specified guidelines. These plots included existing and proposed numbers of lanes, network volumes and volume to capacity ratio (LOS) derived from SCAG CTP Model networks developed by Transcore to support the ongoing Western Riverside County CETAP study, and existing land use information provided by SCAG. These plots were included in the Appendices that accompanied the original 2002 TUMF Nexus Study. Fixed route transit service information was provided by the Riverside County Regional Transportation Authority (RTA).

These various data inputs were overlaid and reviewed leading the definition of a segmented skeletal network of highways and roadways for further consideration. The skeletal network was further enhanced to reflect regional connectivity and access to activity center considerations. An initial draft Regional System of Highways and Arterials was developed and subsequently distributed to the County of Riverside and each City in Western Riverside County for review in the context of their respective City General

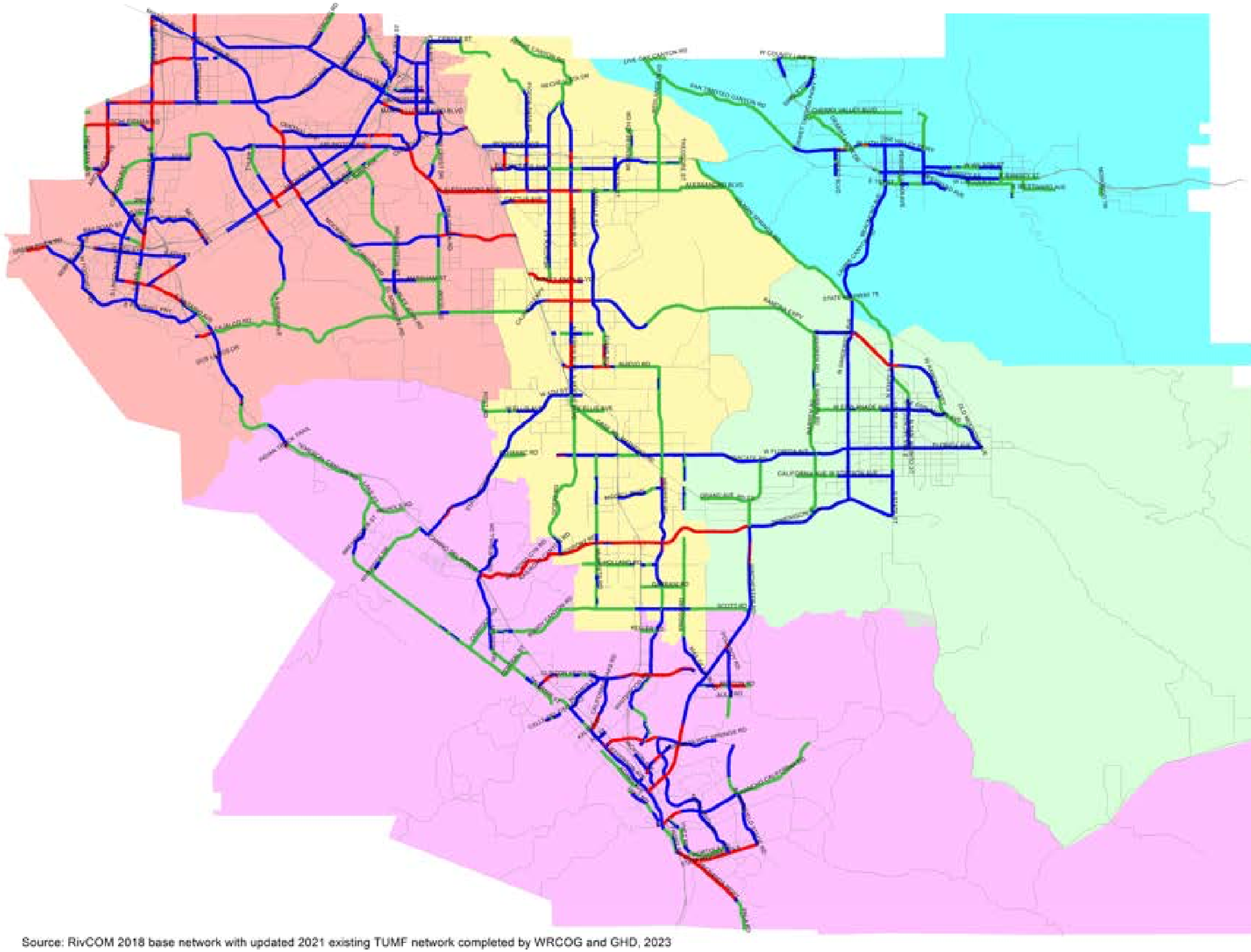
Plan Circulation Elements, primarily to confirm existing and future number of lanes and appropriateness of the facilities identified. The initial draft network was subsequently revised to consolidate appropriate General Plan Circulation Elements, including the identification of proposed new facilities as alternatives to existing facilities. It should be pointed out that the Regional System of Highways and Arterials does not represent a simple compilation of regional General Plan Circulation Elements, but rather incorporates the elements of regional General Plan Circulation Elements that are necessary for mitigating the cumulative regional traffic impacts of new development within the horizon year of the TUMF program.

The consolidated list of proposed network improvements (along with associated initial cost estimates) was subsequently distributed to each of the WRCOG jurisdictions, individual landowners, and other stakeholders including representatives of the development community through the Building Industry Association (BIA) for review. The review of the consolidated list of improvements (and associated costs) prompted a series of five peer review workshop meetings to specifically review each segment of roadway identified and the associated improvements to mitigate the traffic impacts of new development. One peer review workshop meeting was held for each of the five zones in the WRCOG region with meetings held at the Riverside County Assessor's Office between June 27, 2002 and July 18, 2002. The peer review workshop meetings involved representatives from WRCOG, the respective zone jurisdictions and the BIA. The peer review workshops culminated in the development (by consensus of the groups) of a revised list of proposed network improvements (and associated costs) more accurately reflecting the improvements necessary to mitigate the cumulative regional traffic impacts of new development.

Following the peer review, the initial Regional System of Highways and Arterials was reviewed and endorsed by the TUMF Technical Advisory Committee, the TUMF Policy Committee and the WRCOG Executive Committee and utilized as the basis for developing the original TUMF Nexus Study in October 2002.

For the 2024 update of the TUMF Nexus Study, the Regional System of Highways and Arterials was reassessed. Consistent with the changing rate of new development forecast for Western Riverside County as part of the SCAG 2020 RTP/SCS, including reductions in the overall level of non-residential employment, the review of the TUMF Network as part of the 2024 Nexus Update ensured facilities generally still met the previously described performance guidelines, and/or that the scope and magnitude of specific improvements to the TUMF Network were roughly proportional to the impacts needing to be mitigated. This review process involved the comparison of model outputs for the 2018 Baseline and 2045 No-Build Scenarios on the 2021 Existing arterial network to identify those facilities no longer expected to be impacted substantially by the cumulative effects of traffic growth from new development. This review resulted in various changes in the scope and magnitude of specific improvements previously identified on the TUMF Network. The updated model output plots utilized as the basis for the latest network review are included in this appendix as **Exhibit E-1** through **E-8**. The Regional System of Highways and Arterials is included as **Figure 4.1** in the Nexus Study report.

EXHIBIT E-1
Western Riverside County
2021 Existing Network
Number of Lanes



LEGEND

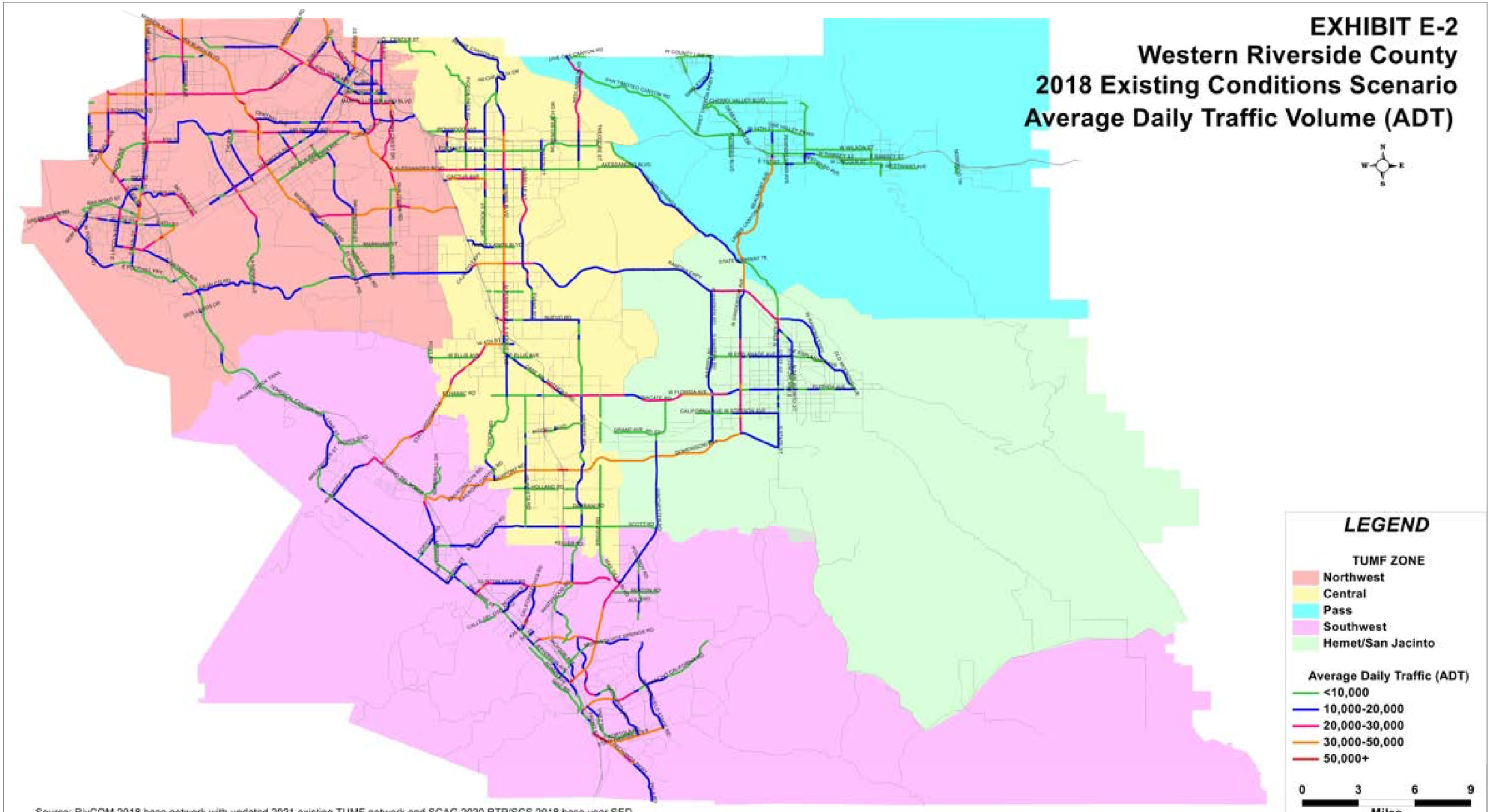
TUMF ZONE
- Northwest
- Central
- Pass
- Southwest
- Hemet/San Jacinto

Existing Number of Lanes (Directional)
- 1 lane
- 2 lanes
- 3+ lanes

0 3.3 6.7 10
Miles

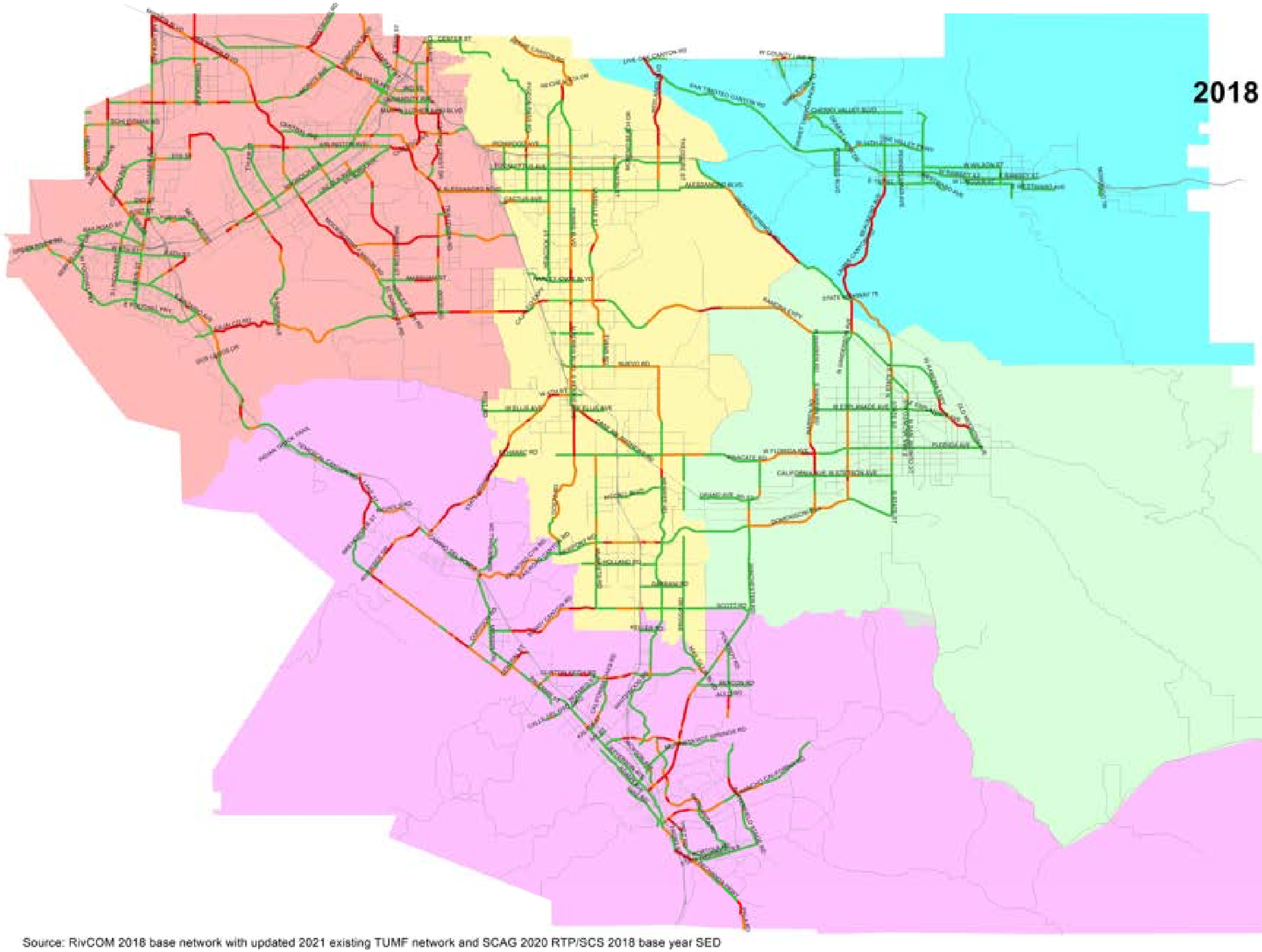
Source: RivCOM 2018 base network with updated 2021 existing TUMF network completed by WRCOG and GHD, 2023

EXHIBIT E-2
Western Riverside County
2018 Existing Conditions Scenario
Average Daily Traffic Volume (ADT)



Source: RivCOM 2018 base network with updated 2021 existing TUMF network and SCAG 2020 RTP/SCS 2018 base year SED

EXHIBIT E-3
Western Riverside County
2018 Existing Conditions Scenario
Level of Service (LOS)



LEGEND

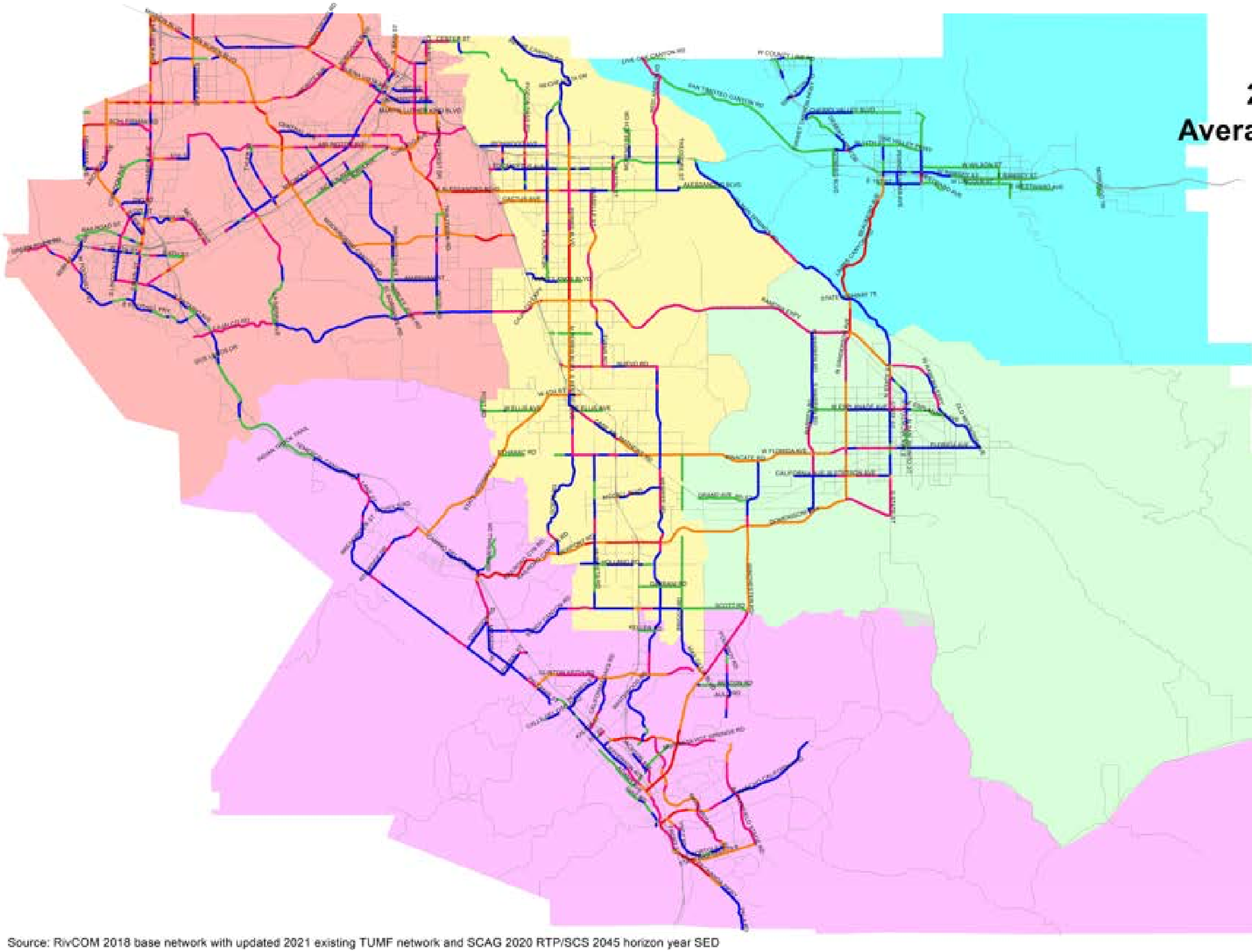
TUMF ZONE
- Northwest
- Central
- Pass
- Southwest
- Hemet/San Jacinto

Peak Period LOS
- LOS A or B
- LOS C or D
- LOS E or F

0 3 6 9
Miles

Source: RivCOM 2018 base network with updated 2021 existing TUMF network and SCAG 2020 RTP/SCS 2018 base year SED

EXHIBIT E-4
Western Riverside County
2045 Future No-Build Scenario
Average Daily Traffic Volume (ADT)



LEGEND

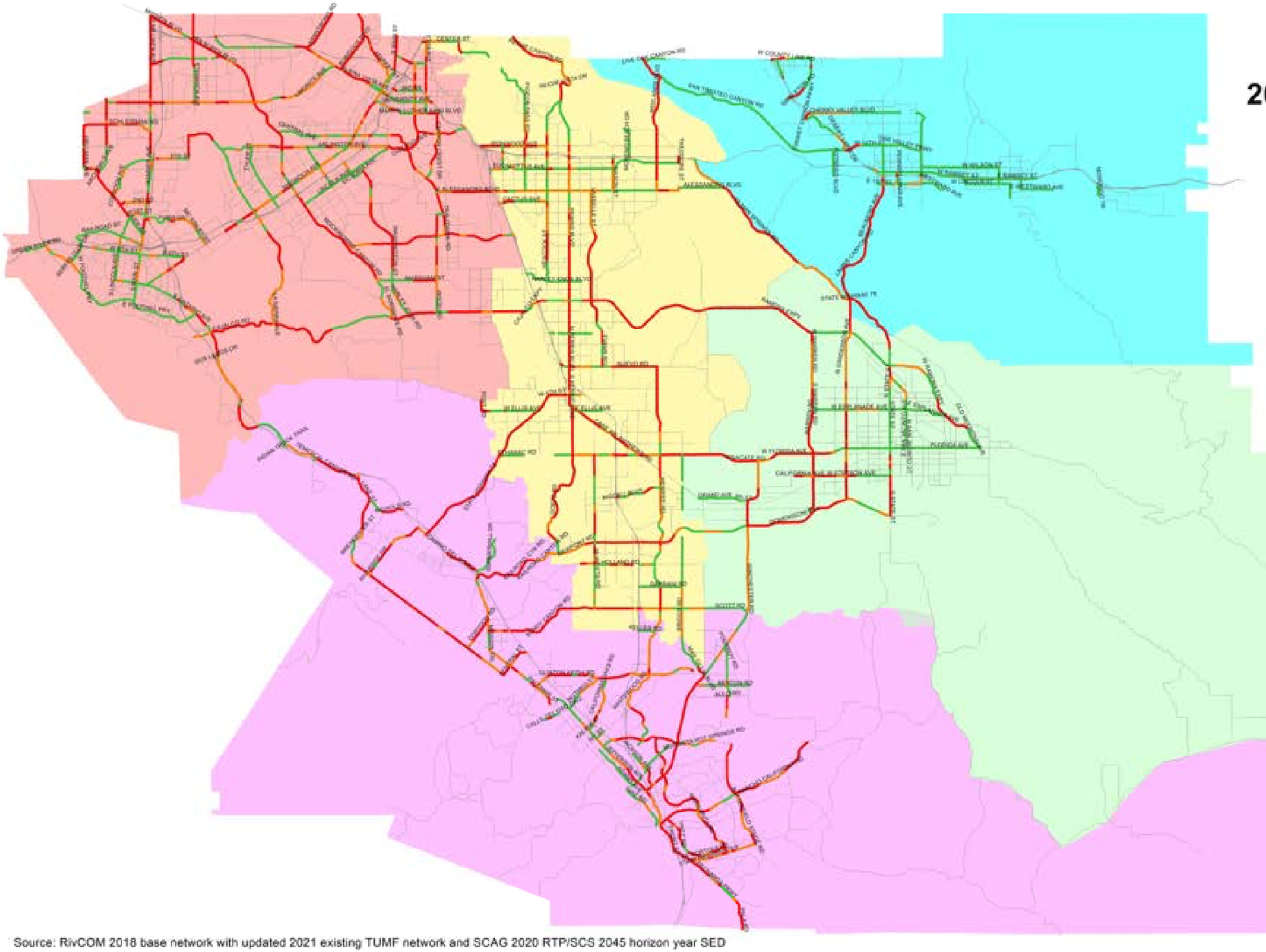
TUMF ZONE
- Northwest
- Central
- Pass
- Southwest
- Hemet/San Jacinto

Average Daily Traffic (ADT)
- <10,000
- 10,000-20,000
- 20,000-30,000
- 30,000-50,000
- 50,000+

0 3 6 9
Miles

Source: RivCOM 2018 base network with updated 2021 existing TUMF network and SCAG 2020 RTP/SCS 2045 horizon year SED

EXHIBIT E-5
Western Riverside County
2045 Future No-Build Scenario
Level of Service (LOS)



LEGEND

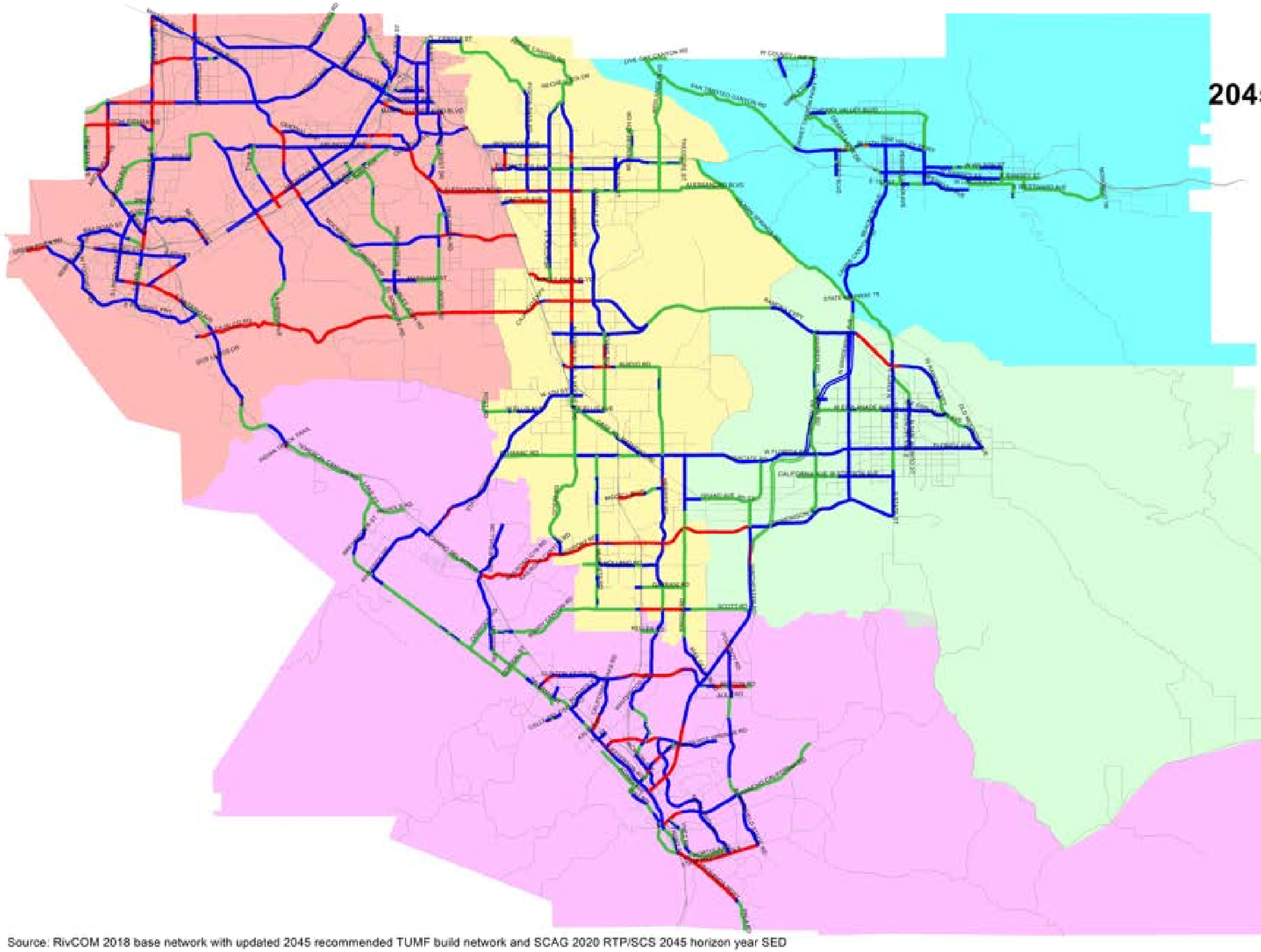
TUMF ZONE
- Northwest
- Central
- Pass
- Southwest
- Hemet/San Jacinto

Peak Period LOS
- LOS A or B
- LOS C or D
- LOS E or F

0 3 6 9
Miles

Source: RivCOM 2018 base network with updated 2021 existing TUMF network and SCAG 2020 RTP/SCS 2045 horizon year SED

EXHIBIT E-6
Western Riverside County
2045 Future TUMF Build Scenario
Number of Lanes



LEGEND

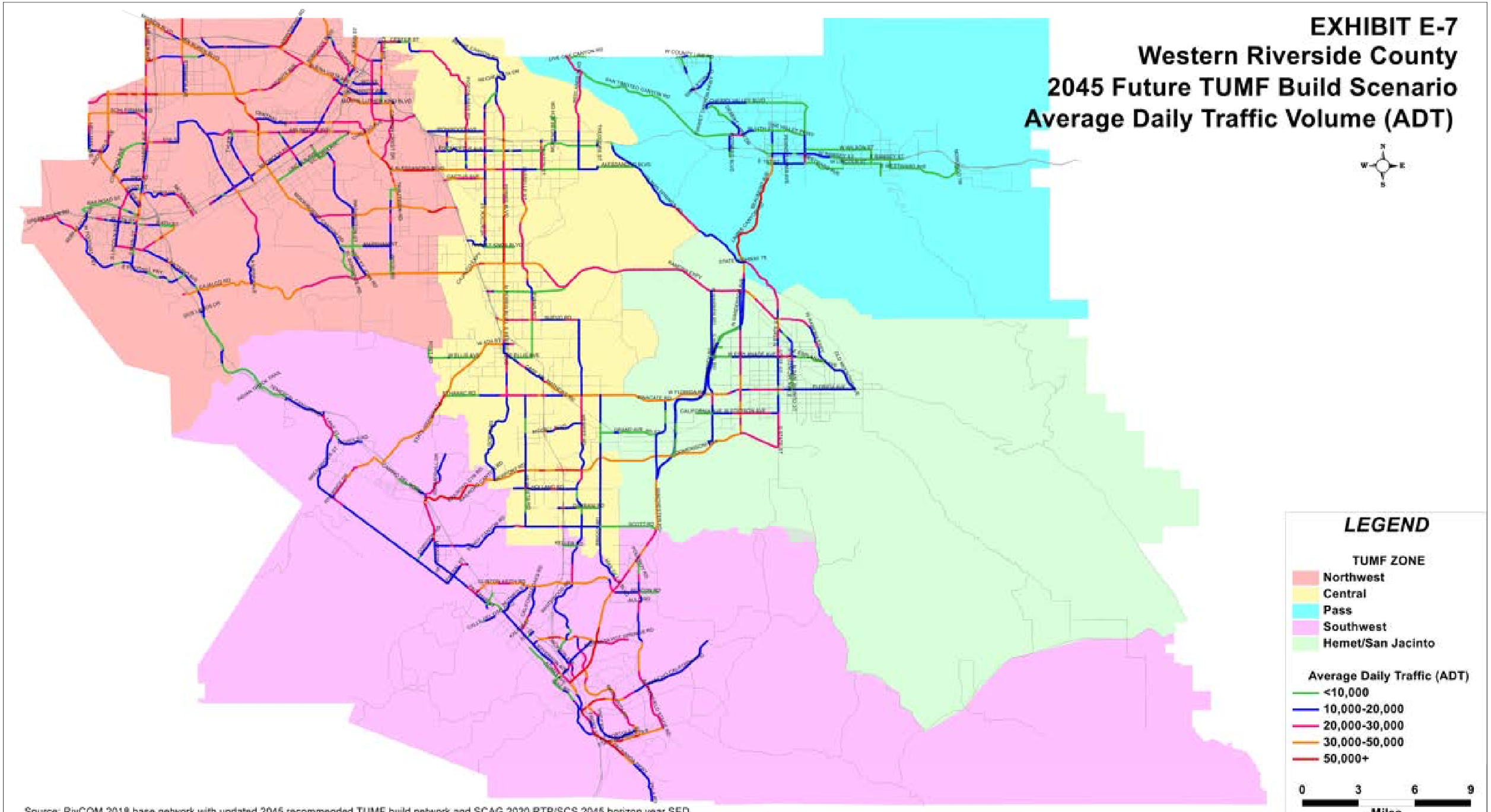
TUMF ZONE
- Northwest
- Central
- Pass
- Southwest
- Hemet/San Jacinto

Existing Number of Lanes (Directional)
- 1 lane
- 2 lanes
- 3+ lanes

0 3.3 6.7 10
Miles

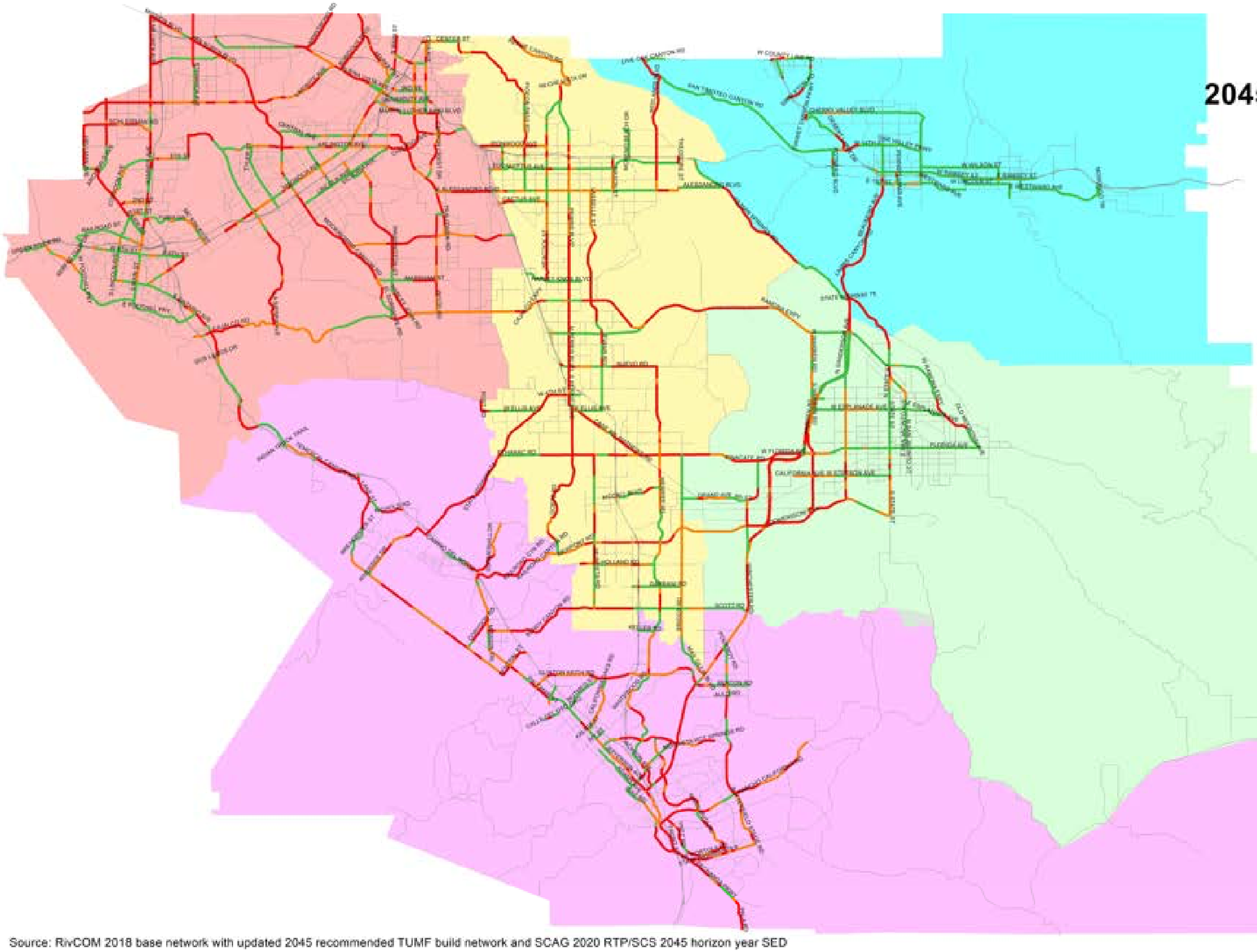
Source: RivCOM 2018 base network with updated 2045 recommended TUMF build network and SCAG 2020 RTP/SCS 2045 horizon year SED

EXHIBIT E-7
Western Riverside County
2045 Future TUMF Build Scenario
Average Daily Traffic Volume (ADT)



Source: RivCOM 2018 base network with updated 2045 recommended TUMF build network and SCAG 2020 RTP/SCS 2045 horizon year SED

EXHIBIT E-8
Western Riverside County
2045 Future TUMF Build Scenario
Level of Service (LOS)



LEGEND

TUMF ZONE
- Northwest
- Central
- Pass
- Southwest
- Hemet/San Jacinto

Peak Period LOS
- LOS A or B
- LOS C or D
- LOS E or F

0 3 6 9
Miles

Source: RivCOM 2018 base network with updated 2045 recommended TUMF build network and SCAG 2020 RTP/SCS 2045 horizon year SED

Appendix F - TUMF Network Cost Assumptions

The TUMF program was established as a uniform impact fee program that is applied to mitigate the cumulative transportation impacts of new development on the regional arterial highway system. In establishing the technical basis for TUMF, like any impact fee program, there are two fundamental requirements that must be addressed: establishing a rational nexus for the program; and determining that any fee is roughly proportional to the impact of a proposed development. These requirements are rooted in two well-known legal cases: Nollan v. California Coastal Commission (1987) 483 U.S. 825; and Dolan v. City of Tigard (1994) 512 U.S. 374.

To establish project costs that meet the rough proportionality test for an expansive network of facilities, WRCOG utilizes a conceptual planning level project and cost estimation approach based on typical unit costs for a variety of project types and conditions. These unit costs are intended to reflect a range of values that are typical for the types of projects that are necessary to mitigate the cumulative regional impacts of new development. These unit costs are developed for each typical project type based on actual observed values for the various materials, labor and right-of-way that would typically be required to complete a project. Although the actual materials, labor, right-of-way and associate costs to complete each specific project can be expected to vary based on the particular conditions of each site and project requirements at the time the project is actually implemented, the approach of using typical unit costs as the basis for the TUMF program represents a manageable and appropriate level of detail to establish conceptual project cost estimates that meet the requirement for rough proportionality.

The application of typical unit costs and the associated identification of a maximum TUMF share for each eligible project also provides a framework that protects the program from projects with actual costs that vary significantly from the typical cost estimates used as the program basis. The TUMF program administrative polices limit reimbursement of costs associated with eligible TUMF projects to the lesser of maximum TUMF share identified in the Nexus Study or the actual eligible project costs. In this manner, projects that are completed by participating jurisdictions or developers for less than the maximum TUMF share are reimbursed (or credited) for the actual amount expended, while projects that exceed the maximum TUMF share are only reimbursed (or credited) by the program up to the maximum TUMF share value ensuring that the program is mitigating impacts at a level that is roughly proportional to that typically expected, and is not subject to extreme project costs to address unusual or exceptional local conditions or requirements.

For the purposes of TUMF, unit cost values were developed for various eligible improvement types that all provide additional capacity needed to mitigate the cumulative regional traffic impacts of new development to facilities on the TUMF Network. Eligible improvement types include:

1. Construction of additional Network roadway lanes;
2. Construction of new Network roadway segments;
3. Expansion of existing Network bridge structures;

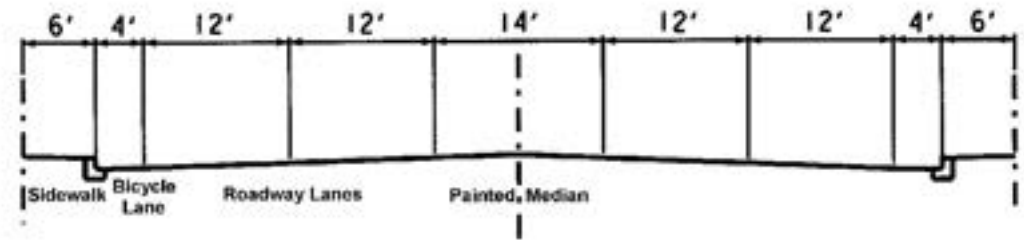
4. Construction of new Network bridge structures;
5. Expansion of existing Network interchanges with freeways;
6. Construction of new Network interchanges with freeways;
7. Grade separation of existing Network at-grade railroad crossings;
8. Expansion of existing Network-to-Network intersections;
9. Infrastructure for Intelligent Transportation Systems (ITS) of Network roadway segments.

Because roadway improvement standards vary considerably between respective jurisdictions, a typical roadway standard for the TUMF Network was recommended by the Public Works Committee (PWC) during the development of the original TUMF Nexus Study adopted by the WRCOG Executive Committee in October 2002 as the basis for developing the TUMF Network cost estimate. The typical roadway standard assumes the following design characteristics that are consistent with the minimum requirements of the Caltrans Highway Design Manual:

- Asphalt concrete pavement and appropriate base material to accomplish up to 12 feet per travel lane plus up to four feet for ancillary treatments (e.g. shoulders, or Class II Bike Lane);
- Concrete curb and gutter and associated drainage (e.g. paved roadway shoulders and/or open swale);
- Storm drains located within curb to curb, and associated transverse portions perpendicular to the roadway and adjoining portions longitudinal to the roadway;
- 14 foot paved and painted median (or dual center left turn lane);
- Traffic signals at intersections with state highways and other major arterials that are also on the TUMF Network;
- Pavement striping and roadway signing, as required;
- 6 foot wide concrete sidewalks and associated curb cuts for ADA access at street crossings.

A cross-section of the Typical Roadway Standard is illustrated in **Figure F-1**.

Figure F-1. Typical Roadway Standard Cross-Section



It is recognized that the typical roadway standard is not appropriate in all potential TUMF Network locations. Where appropriate, typical design standards could be substituted with design elements such as open swale drainage and paved roadway shoulders with no curbing that would typically cost less than the implementation of the

Typical Roadway Standard. Roadway improvements in excess of the Typical Roadway Standard include, but are not limited to:

- Portland concrete cement pavement or other aesthetic pavement types (except at intersections);
- Major rehabilitation or overlay of existing pavement in adjacent roadway lanes;
- Raised barrier medians;
- Parking lanes;
- Roadway tapers outside the extents of the approved project
- Sanitary sewage infrastructure;
- Water systems
- Dry utilities
- Undergrounding infrastructure
- Relocation of non-prior rights utilities
- Storm Drain Systems in excess of draining the roadway
- Landscaping;
- Streetlighting;
- Class I Bike Lanes (e.g. separate bicycle paths)
- Environmental Permitting
- Detection/Retention Basins outside of Street Right-of-Way
- Agency Staff time in excess of 15% of Engineering
- Agency Staff Time in excess of 15% of Construction

These improvements in excess of Typical Roadway Standards are not eligible for TUMF funding and will be the responsibility of the local funding agency.

Unit cost estimates for the implementation of TUMF Network improvements were developed based on the unit cost to accomplish the Typical Roadway Standard. Initial unit cost estimates were developed as part of the original TUMF Nexus in 2002. These original values were adjusted as part of the 2005 Nexus Update to reflect changes in cost based on relevant indices. The unit cost estimates were fully revised as part of the 2009 Nexus Update to capture the full effects of the economic recession on the costs of labor, materials and property acquisition. For the previous 2016 Nexus Update, the unit costs were fully revised. The 2016 Nexus Update reflected the effects of the ongoing recovery from the economic recession that has saw the costs of materials, labor and land acquisition in California rebound from relative historical lows previously observed at the time of the 2009 Nexus Update.

For the 2024 Nexus Update, the unit costs were again fully revised to generate entirely new unit cost values based on the most recent available construction cost, labor cost and land acquisition cost values for comparable projects within and adjacent to Riverside County. The recalculation of the TUMF unit cost components was completed as part of the 2024 Nexus Update to account for the unprecedented materials cost increases, labor shortages and high rate of inflation generally attributable to a combination of the disruption to global supply chains caused by the COVID-19 pandemic and additional tariffs on a range of products imported into the United States. In December 2023, the unit cost values were validated utilizing Caltrans Contract Cost Data and the resultant unit costs are noted in **Exhibit F-2** and summarized in **Table 4.1**.

For simplicity, the roadway unit cost was assumed to provide for the full depth construction (including grading) of 16 feet of new pavement per lane (to accommodate a minimum 12 foot lane and ancillary treatments). The unit cost was assumed to include the following construction elements:

- Sawcut of existing pavement
- Removal of existing pavement
- Roadway excavation and embankment
- 10" thick class 2 aggregate base
- 4.0" thick asphaltic concrete surface
- Concrete curb, gutter and drainage improvements

Roadway unit costs were determined for each unique cost item. The source used to determine the roadway unit costs as part of the 2024 Nexus Update are listed below.

- Caltrans Contract Cost Data 2021-2022
- Projects within Riverside County and Adjacent Counties
- Typical experience for local cities, Western Riverside County
- Michael Baker international (MBI), Structural Group
- MBI, ITS Group
- Caltrans Contract Cost Data 2022-2023

All data described above was initially obtained in October 2022 and refreshed and validated in December 2023.

Right-of-way acquisition costs were determined based on the cost to acquire 18 feet of right-of-way per lane of new roadway improvement. For urban and suburban land use areas, the amount of right-of-way to be acquired as part of the TUMF program was reduced by 75% to account for property already owned by a participating jurisdiction through prior acquisition or dedication. Right-of-way unit costs were assumed to include the following elements:

- Land acquisition
- Documentation and legal fees
- Relocation and demolition costs and condemnation compensation requirements
- Utility relocation
- Direct environmental mitigation

Right-of-way unit costs were determined based on a review of actual property sales within the WRCOG region during the prior 18 month period. The task of determining the valuation per square foot of right-of-way for different land uses was completed by Epic Land Solutions, Inc.

A typical existing condition of each component type was used as a guideline for quantity assessments.

- Terrain 1: Level terrain with 0% profile grade. Construction cost is per lane mile.
- Terrain 2: Rolling Terrain with 1.5 % profile grade. Construction cost is per lane mile.

- Terrain 3: Mountainous Terrain with 3% profile grade. Construction cost is per lane mile.
- Land Use 1, 2 and 3; ROW cost factor per lane mile, for Urban, Suburban and Rural areas respectively.
- Interchange 1: Complex New Interchange/Interchange Modification. Existing complex interchange at I-15 & SR-91 was used as a guideline for quantity assessments.
- Interchange 2: New Interchange/Interchange Modification is assumed to be a New Cloverleaf Interchange consisting of 4 (3 lane) direct ramps and 4 (2 lane) loop ramps.
- Interchange 3: Major Interchange Improvement is assumed to correspond to adding 1 lane to each ramp on a cloverleaf Interchange.
- Bridge: New Bridge cost. Construction cost is per linear foot per lane.
- RRXing 1: New Rail Grade Crossing. Construction cost is per lane per crossing.
- RRXing 2: Widening Existing Grade Crossing. Construction cost is per lane per crossing.
- ITS 1: Infrastructure for Intelligent Transportation Systems (ITS) on TUMF Network roadway segments per route mile

The cost estimating methodology here is intended to provide a Present Value Cost Estimate for the WRCOG Transportation Uniform Mitigation Fee based on year 2023 unit prices. A more detailed description of cost categories is detailed below.

I. <u>Roadway Items</u>

Roadway Excavation:

A unit cost of $38.55 per cubic yard (Source: Local Projects and Caltrans Contract Cost Data) is applied to account for the excavation quantities. Assuming proposed profiles to be at 0% grade, the excavation values are estimated based on the component type as follows:

- Terrain 2 and 3: excavation for one lane (16 feet wide and 4 feet deep) is assumed.

Imported Borrow:

The unit cost used for imported borrow is $20.47 per cubic yard (Source: Local Projects and Caltrans Contract Cost Data). Locations where imported borrow is required are determined from aerial photos.

- Terrain 2 and 3: Excavation for one lane (16 feet wide and 4 feet deep) is assumed.
- Interchanges 1, 2, and 3: Vertical clearance of 24.5 feet is used to calculate the maximum amount of imported borrow at areas adjacent to an undercrossing.
- RRXing 1 and 2: Vertical clearance of 31.5 feet and Bridge approach of 1,000 feet is used to determine the quantity of Imported borrow for this component type.

Clearing and Grubbing:

The unit cost for clearing and grubbing is $12,100.00 per acre (Source: Local Projects and Caltrans Contract Cost Data).

- Terrain 1, 2 and 3: The area of clearing and grubbing is assumed to extend 16 feet for the addition of each new lane.
- Interchange 1 and 2: The area of clearing and grubbing is assumed to extend 40 feet beyond the proposed outside edge of shoulder. The clearing and grubbing width varies depending on the number of added lanes.
- Interchange 3 and Intersection: The area of clearing and grubbing is assumed to extend 16 feet for the addition of each lane.

Development of Water Supply:
A lump sum value is used to account for developing water supply. The lump sum cost is estimated as 10% of the combined cost for roadway excavation and imported borrow (Source: RCTC).

PCC Pavement:
The unit cost for PCC pavement is $354.83 per cubic yard (Source: Local Projects and Caltrans Contract Cost Data).
- Terrain 1, 2 and 3: It is assumed that PCC is used at mainline shoulders. The PCC shoulder pavement is assumed to be 4 inch thick and 4 feet wide.

Asphalt Concrete Type A:
It is assumed that Asphalt Concrete is used at mainline and where ramp and bridge widening is required. A unit cost of $240.62 per cubic yard (Source: Local Projects and Caltrans Contract Cost Data) is used to account for asphalt concrete quantities. The asphalt concrete overlay is assumed to be 4 inch thick.

Aggregate Base:
The unit cost for aggregate base is $73.54 per cubic yard (Source: Local Projects and Caltrans Contract Cost Data). Aggregate base quantities are estimated by means of calculating the areas of additional lanes. The aggregate base layer is considered to be 10 inch thick. It is assumed that aggregate base is used over the entire widening width below the PCC pavement and asphalt concrete layers.

Curb and Gutter:
The unit cost used for curb and gutter is $65.74 per linear foot (Source: Local Projects and Caltrans Contract Cost Data). It is assumed that type A2-6 curb and gutter is used on the entire length of travel way where required.

Project Drainage:
A lump sum value is used to account for project drainage cost of roadway construction. The project drainage cost is estimated as 15% (Source: RCTC project 2007) of combined cost for earthwork and pavement structural section.

Traffic Signals:
The costs for traffic signals are calculated per ramp termini intersection. The unit cost used for traffic signals is $531,086 (Source: Caltrans Contract Cost Data and typical experience, Western Riverside County) per intersection. Traffic signals costs are considered only at the Intersection (Network-to-Network) upgrade.

Striping:
The unit cost used for Striping is $2.58 per linear foot (Source: Local Projects and Caltrans Contract Cost Data). It is assumed that two lines of thermo-plastic striping are required for every lane addition.

Marking:
The unit cost used for marking is $7.31 per square foot (Source: Local Projects and Caltrans Contract Cost Data).

- Terrains 1, 2 and 3: It is assumed that there are 8 arrow markers, 2 Stop sign markers and 4 Bike sign markers.
- Interchanges 1, 2, and 3: It is assumed that there are 2 Type I arrows on each on ramp, and 2 Type IV (L) arrows on each off ramp.
- Intersection (network to network) upgrade: It is assumed that there are 2 right turn arrows and two right lane drop arrows for each lane modification for the interchange upgrade

Pavement Marker:
Type G one-way clear retroreflective pavement markers (Spacing @ 48 feet) were assumed for Terrain 1, 2 and 3 component types only. The unit cost used for pavement marker is $5.06 each (Source: Local Projects and Caltrans Contract Cost Data).

Signage:
The signage unit cost accounts for the costs of one-post signs and two-post signs. The unit cost used for one-post signs and two-post signs are $367.69 and $1,211.58 each, respectively (Source: Local Projects and Caltrans Contract Cost Data). The post sign quantities assumed for each component type is summarized below.

Sign Type	Terrain 1, 2 & 3	Interchange			Intersection
		1	2	3	
One Post Signs	33	14	36	20	3
Two Post Signs	-	4	4	4	0

Intelligent Transportation Systems (ITS):
The unit cost used for ITS is $686,338.50 per route mile (Source: Local Projects and MBI ITS Group). It is assumed that there is no existing ITS infrastructure (with the exception of isolated ITS devices) within the TUMF Network roadway segments and essential ITS infrastructure is furnished and installed. This essential ITS infrastructure includes ethernet switch, fiber jumper, fiber distribution unit, splice enclosure, pull box, new cabinet with foundation, 144 strand single-mode fiber optic (SMFO) cable and 3" conduits.

Minor Items, Roadway Mobilization, and Roadway Additions:
A lump sum value is used to account for minor items, roadway mobilization and roadway additions as described below. These lump sum values are recommended based on provisions in Project Development Procedure Manual (PDPM) and the

date from individual sources presented in the introduction of this report (Source: RCTC)

Items	Unit Cost
Minor Items	10% of earthwork, pavement structure, drainage, specialty items and traffic items.
Roadway Mobilization	10% of earthwork, pavement structure, drainage, specialty items, traffic items and minor items.
Roadway Additions	10% of earthwork, pavement structure, drainage, specialty items, traffic items and minor items.

II. Structure Items

New Bridge:

New interchanges account for construction of a new bridge. The unit cost for a new travel way bridge construction and RRXings1 and 2 (New and Widening of Rail Grade Crossings) is $400.00 per square foot (Source: MBI Structural group). The width of a new bridge is assumed to be 82 feet (4 lanes x 12ft + 10ft shoulder x 2 + 14ft median).

Bridge Widening:

Bridge widenings account for the widening of existing bridges. The unit cost is $500.00 per square foot (Source: MBI Structural group). The width of a bridge widening is assumed to be: 2 lanes x 12ft + 10ft shoulder. The width of an arterial crossing over rail road is assumed to be 16 feet (1 lane x 12ft + 4ft shoulder).

Structural Mobilization:

The cost for structural mobilization is estimated as 10% of total structure item cost (Source: Typical experience).

III. Right of Way Items

The right of way unit cost varies with land use designation. The unit cost for ROW was developed by Epic Land Solutions, Inc. based on a review of actual property sales within the WRCOG region during the prior 18 month period. The area of right of way acquisition for the travel way is calculated per additional lane mile, assuming the width of the right-of-way required to be 18 feet per lane (to accommodate a 12 foot roadway lane, shoulders and ancillary amenities, like storm water drainage). The right of way acquisition for RRXings1 and 2 is calculated based on ROW acquisition for bridge approaches.

Property costs per square foot are derived by reviewing a large sample of recently sold land and improved properties within the greater Riverside area. The properties reviewed are identified specifically from completed semi large to very large infrastructure projects and upcoming projects with preferred alternatives and/or approved environmental reports. For the purposes of the 2022 Nexus Study update, an overall sample of approximately 2,700 properties was used.

The properties were designated as: urban areas (generally considered downtown, or very close to downtown in the larger cities - predominantly Corona and Riverside, with a few parcels in Temecula and Moreno Valley); suburban (primarily considered the greater areas of Hemet, Perris, San Jacinto, Moreno Valley, Lake Elsinore, outer portions of Riverside / Corona, Temecula, Murrieta, Calimesa, Eastvale, Norco, and other cities of relative size and location as those previously mentioned); and rural (considered the exurban areas between Corona / Lake Elsinore and Perris along the SR-74/79, Lake Matthews, between Wildomar and Murrieta, Temecula and Perris and other similar areas) to correspond with the land use classifications used for cost estimating purposes in the TUMF program. The properties were also determined to be partial or full property takes to determine the relative percentage of each in order to appropriately weight the average cost per square foot of each type of property. Specialty cost percentages as a share of total acquisition costs (i.e. relocation and demolition) were also derived from actual costs based on a sample of the Inland Empire projects that Epic Land Solutions, Inc. was directly involved in and therefore able to obtain reliable data.

The result is an estimated average cost per square foot for ROW acquisition by land use classification which is then multiplied by the number of square feet per lane mile to obtain the required ROW to accomplish the TUMF typical cross section. The ROW requirement is then reduced by a factor of 75% for urban and suburban areas based on the collective recommendation of the PWC during the development of the initial program cost estimation methodology to reflect the assumption that a majority of the proposed TUMF facilities in these areas already exist and/or have a substantial portion of the necessary right-of-way already owned by or dedicated to the responsible jurisdiction. As a result, the TUMF program only includes the estimated cost for 25% of the right-of-way that could potentially be required to accomplish the TUMF cross sections for the conceptual improvement projects identified as part of the program in urban and suburban areas.

Maintenance of Traffic:
A lump sum value is used to account for maintenance of traffic cost of roadway construction. The project maintenance of traffic cost is estimated as 5% (Source: RCTC) of the total project cost.

The consolidated unit cost values include typical per mile or lump sum costs for each of the eligible improvement element. These elements include new roadways, bridge improvements, interchange improvements and railroad grade separation construction costs, and right of way acquisition.

The consolidated unit costs as developed for the 2024 Nexus Update are summarized in **Exhibit F-1**. **Exhibit F-2** provides a summary of the unit costs for the various roadway and structures construction elements defined. **Exhibit F-3** provides a summary of the unit costs for the various right of way categories. **Exhibit F-4** provides worksheets showing the detailed unit cost calculation for each TUMF unit cost category related to roadway and structures construction, and right of way acquisition.

The unit cost assumptions were subsequently applied to the TUMF Network improvements identified to mitigate the cumulative regional transportation impacts of future new development. The resultant cost value was tabulated for each unique segment of the network, by improvement type. A separate cost estimate was generated for regional transit improvements based on information provided by RTA and added to the TUMF Network Cost Estimate table.

Supplemental categories have been added to the cost assumptions to better delineate the costs associated with planning and engineering a project, accommodating contingencies, mitigating the cumulate multi-species habitat impacts of TUMF arterial highway improvements in accordance with the adopted Riverside County Multi-Species Habitat Conservation Plan (MSHCP), and administering the TUMF program.

Soft Costs

The TUMF program provides for planning, engineering and contingency costs (collectively referred to as soft costs) for eligible projects to be reimbursed through the program. As indicated in **Table 4.1**, planning costs are considered to include those costs associated with planning, preliminary engineering and environmental assessment of the proposed project, with the eligible amount being 10% of the estimated TUMF eligible construction cost only. Engineering costs are considered to include project study report, design, permitting and construction oversight costs based on 25% of the estimated eligible construction cost only. Contingency is provided based on 10% of the total estimated eligible facility cost.

Soft costs include all reasonable required planning, environmental clearance and mitigation, right-of-way documentation, engineering design, plan, specification and estimate preparation and construction management and oversight costs necessary to accomplish the project. The estimated soft cost factors for planning, engineering and contingency were initially established in 2002 by the WRCOG Public Works Committee, which was responsible for the development of the initial TUMF Nexus Study. The percentage multipliers were established by consensus of the PWC based on the collective experience of members in delivering similar public highway projects. A review of various data sources indicates the cost factors are generally consistent with industry guidance for conceptual cost estimation purposes. The City of Los Angeles, Department of Public Works, Bureau of Engineering *California Multi-Agency CIP Benchmarking Study* (December 2016) indicates that combined design and construction management costs for roadway projects represent, on average, 50% of the total cost of construction[14]. Similarly, the American Association of State Highway and Transportation Officials (AASHTO) *Practical Guide for Estimating* (December 2011) also cites the following average multipliers for a range of planning and engineering activities based on national research as a basis for conceptual cost estimation:

[14] City of Los Angeles, Department of Public Works, Bureau of Engineering *California Multi-Agency CIP Benchmarking Study* (December 2016), Table 3-6 Average Project Delivery Costs by Project Type (% of TCC) (Full Range of TCC).

- Preliminary Engineering Costs (including survey/data collection, design, environmental, utilities and contract administration) – 10% to 25% of total construction cost[15]
- Construction Engineering – 10% to 26% of total construction costs[16]

Furthermore, the contingency rate utilized in the TUMF program is significantly less than the industry norm for conceptual cost estimation purposes. Specifically, Caltrans *Project Development Procedures Manual* (July 2021) advocates for contingency rates of 30% to 50% of total costs to be used at the project feasibility (conceptual planning) phase of project development[17], with contingency rates reduced to 10% for preliminary engineers cost estimates completed during project design[18].

MSHCP

Section 8.5.1 of the Riverside County Integrated Project (RCIP) Multiple Species Habitat Conservation Plan (MSHCP) adopted by the Riverside County Board of Supervisors on June 17, 2003, states that "each new transportation project will contribute to Plan implementation. Historically, these projects have budgeted 3% - 5% of their construction costs to mitigate environmental impacts." This provision is reiterated in the Western Riverside County Multiple Species Habitat Conservation Plan Nexus Fee Study Update Final Report (Economic & Planning Systems, Inc., October 2020) section "6. RCA Non-Fee Revenues" which states "The MSHCP forecast an array of revenue sources, in addition to fee revenue, supporting the conservation program. These sources were anticipated to total about 44 percent of the revenue for the program, including:
• Transportation funding – includes the Measure A sales tax which is authorized through 2039 and other transportation funding sources such as the Transportation Uniform Mitigation Fees (TUMF) charged on new development." Table 23 Annual Non-Fee Revenue Projection in this section indicates that an average of $950,000 in MSHCP revenue was derived annually from TUMF during the three years from FY16/17- 18/19 reflecting a TUMF contribution at 5% of construction costs consistent with the MSHCP as adopted in 2003. To clearly demonstrate compliance with the provisions of the MSHCP, the TUMF program will continue to incorporate a cost element to account for the required MSHCP contribution to mitigate the multi-species habitat impacts of constructing TUMF projects.

[15] AASHTO Technical Committee on Cost Estimating (TCCE) *AASHTO Practical Guide for Estimating* (December 2011), Table 2.4. Preliminary Engineering Costs' Average Percentage Ranges (% of Construction).
[16] AASHTO Technical Committee on Cost Estimating (TCCE) *AASHTO Practical Guide for Estimating* (December 2011), Section 2.2.3.2.3 Construction Engineering, "highway improvement projects in an urban environment".
[17] California Department of Transportation (Caltrans) Division of Design *Project Development Procedures Manual* (July 2021), Chapter 20 – Project Development Cost Estimates, Section 2 – Project Planning Cost Estimates, Article 2 Project Feasibility Cost Estimate, Contingencies.
[18] California Department of Transportation (Caltrans) Division of Design *Project Development Procedures Manual* (July 2021), Chapter 20 – Project Development Cost Estimates, Section 3 – Project Design Cost Estimates, Article 4 Preliminary Engineer's Cost Estimate, Contingencies.

An amount equal to 5% of the construction cost for new TUMF network lanes, bridges and railroad grade separations will continue to be specifically included as part of TUMF program with revenues to be provided to the Western Riverside County Regional Conservation Authority (RCA) for the acquisition of land identified in the MSHCP. The relevant sections of the MSHCP document and the 2020 MSHCP Nexus Report are included in this Appendix as **Exhibits F-5** and **F-6**, respectively.

Similarly, an amount of 4% of the total TUMF eligible network cost is included as part of the TUMF program with revenues to be utilized by WRCOG to cover the direct costs to administer the program. The costs incurred by WRCOG include direct salary, fringe benefit and overhead costs for WRCOG staff assigned to administer the program and support participating jurisdictions, and costs for consultant, legal and auditing services to support the implementation of the TUMF program.

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

EXHIBIT F-1

2024 TUMF Nexus Update - Arterial Highway Cost Assumptions:

Component Type	Cost Assumptions as published October 18, 2002	Cost Assumption per 2009 Nexus Update October 5, 2009	Cost Assumptions per 2016 Update	Cost Assumptions per 2024 Update	Description
Terrain 1	$550,000.00	$628,000.00	$692,000.00	**$1,132,000**	Construction cost per lane mile - level terrain
Terrain 2	$850,000.00	$761,000.00	$878,000.00	**$1,740,000**	Construction cost per lane mile - rolling terrain
Terrain 3	$1,150,000.00	$895,000.00	$1,064,000.00	**$2,350,000**	Construction cost per lane mile - mountainous terrain
Landuse 1	$900,000.00	$1,682,000.00	$2,509,000.00	**$7,830,000**	ROW cost factor per lane mile - urban areas
Landuse 2	$420,000.00	$803,000.00	$2,263,000.00	**$5,440,000**	ROW cost factor per lane mile - suburban areas
Landuse 3	$240,000.00	$237,000.00	$287,000.00	**$490,000**	ROW cost factor per lane mile - rural areas
Interchange 1	n/a	$43,780,000.00	$50,032,000.00	**$84,190,000**	Complex new interchange/interchange modification cost
Interchange 2	$20,000,000.00	$22,280,000.00	$25,558,000.00	**$43,490,000**	New interchange/interchange modification total cost
Interchange 3	$10,000,000.00	$10,890,000.00	$12,343,000.00	**$22,550,000**	Major interchange improvement total cost
Bridge 1	$2,000.00	$2,880.00	$3,180.00	**$4,800**	Bridge total cost per lane per linear foot
RRXing 1	$4,500,000.00	$4,550,000.00	$6,376,000.00	**$18,200,000**	New Rail Grade Crossing per lane mile
RRXing 2	$2,250,000.00	$2,120,000.00	$2,733,000.00	**$6,900,000**	Existing Rail Grade Crossing per lane mile
ITS	n/a	n/a	n/a	**$686,400**	Infrastructure for ITS of Network roadway segments per route mile
Planning	10%	10%	10%	**10%**	Planning, preliminary engineering and environmental assessment costs based on construction cost only
Engineering	25%	25%	25%	**25%**	Project study report, design, permitting and construction oversight costs based on construction cost only
Contingency	10%	10%	10%	**10%**	Contingency costs, including TUMF program administration based on total segment cost
Administration		3%	4%	**4%**	TUMF program administration based on total TUMF eligible network cost
MSHCP		5%	5%	**5%**	TUMF component of MSHCP based on total TUMF eligible construction cost

EXHIBIT F-2
WRCOG Transportation Uniform Mitigation Fee
2024 Nexus Update Master Unit Cost Summary

I. Roadway Items	Unit	Unit Cost	Notes
Section 1: Earthwork			
Roadway Excavation			
Travel way	cubic yard	$38.55	Source: Ave unit costs from Local Projects and Caltrans Contract Cost Data 2021/2022 - ITEM 190101
Imported Borrow			
Travel way	cubic yard	$20.47	Source: Ave unit costs from Local Projects and Caltrans Contract Cost Data 2021/2022 - ITEM 198010
Clearing & Grubbing			
Travel way	acre	$12,100.00	Source: Ave unit costs from Local Projects and Caltrans Contract Cost Data 2021/2022 - ITEM 170105
Develop Water Supply	lump sum	10% of Excavation and Borrow Cost	Same as RCTC
Section 2: Pavement Structural Section			
PCC	cubic yard	$354.83	Source: Ave unit costs from Local Projects and Caltrans Contract Cost Data 2021/2022 - ITEM 401050
Asphalt Concrete Type A (Including Bike Lane)	cubic yard	$240.62	Source: Ave unit costs from Local Projects and Caltrans Contract Cost Data 2021/2022 - ITEM 390132
Aggregate Base (Including Bike Lane)	cubic yard	$73.54	Source: Ave unit costs from Local Projects and Caltrans Contract Cost Data 2021/2022 - ITEM 260203
Curb and Gutter	linear foot	$65.74	Source: Ave unit costs from Local Projects and Caltrans Contract Cost Data 2022/2023 - ITEM 731504
Section 3: Drainage			
Project Drainage	lump sum	15% of Sections 1 and 2	Same as RCTC
Section 4: Specialty Items			
Retaining Walls	square foot	$90.00	Source: MBI structural group
Ramp Realignment	each		
Water Quality and Erosion Control	lump sum	3% of sections 1 to 3	Same as RCTC
Environmental Mitigation	lump sum	3% of sections 1 to 3	Same as RCTC
Section 5: Traffic Items			
Lighting	each	$7,500	Source: RCTC
Traffic Signals	each	$531,086	Typical for public agency projects in Western Riverside County and Caltrans Contract Cost Data 2022/2023
Striping - Thermo plastic (1 GP Lane, per direction)	linear foot	$2.58	Source: Ave unit costs from Local Projects and Caltrans Contract Cost Data 2021/2022 - ITEM 846007
Marking - Thermo plastic cross walks & pavement marking	square foot	$7.31	Source: Ave unit costs from Local Projects and Caltrans Contract Cost Data 2021/2022 - ITEM 840516
Pavement Marker Retroreflective	each	$5.06	Source: Ave unit costs from Local Projects and Caltrans Contract Cost Data 2022/2023 - ITEM 810230
Signage - 1 Post	each	$367.69	Source: Ave unit costs from Local Projects and Caltrans Contract Cost Data 2021/2022 - ITEM 820840
Signage - 2 Post	each	$1,211.58	Source: Ave unit costs from Local Projects and Caltrans Contract Cost Data 2022/2023 - ITEM 820850
Infrastructure for ITS of Network roadway segments	route mile	$686,383.00	Source: Ave unit costs from Local Projects and MBI ITS Team - Assumptions: 3 Traffic Signals per route mile
Section 6: Minor Items	lump sum	10% of sections 1 to 5	Same as RCTC
Section 7: Roadway Mobilization	lump sum	10% of sections 1 to 6	Same as RCTC
Section 8:Roadway Additions	lump sum	10% of sections 1 to 6	Same as RCTC
II. STRUCTURE ITEMS			
Major New Interchange - 2 Lane New Bridge	square foot	$400.00	Interchange/Interchange, Cloverleaf Interchange - Cost provided by MBI Structural Group
New Interchange - 2 Lane New Bridge	square foot	$400.00	Interchange/Interchange, Diamond Interchange - Cost provided by MBI Structural Group
Major Interchange Improvement - 2 Lane Bridge Widening	square foot	$500.00	Interchange/Interchange, Cloverleaf Interchange - Cost provided by MBI Structural Group
Bridge	square foot	$400.00	Cost provided by MBI Structural Group
Structure Mobilization	lump sum	10% of structure cost	Typical for public agency projects in Western Riverside County
III. RIGHT OF WAY ITEMS			
Urban			
Travel Way - Additional lane	square foot	$330	Provided by Epic Land Solutions, Inc.
Suburban			
Travel Way - Additional lane	square foot	$229	Provided by Epic Land Solutions, Inc.
Rural			
Travel Way - Additional lane	square foot	$5	Provided by Epic Land Solutions, Inc.
Utility Relocation	lump sum	10% of ROW	Includes mobilization for one occurrence per lane mile
Total Items		I + II + III	Same as RCTC
Maintenance of Traffic	lump sum	5% of total items	Same as RCTC

EXHIBIT F-3
WRCOG Transportation Uniform Mitigation Fee
2024 Nexus Update Master Property Cost Summary

URBAN	Avg. $ per SF	% of Total Area	Weighted Cost
Commercial			
Part Take	$22	1.4%	$0.30
Full Take	$597	7.9%	$47.40
		9.3%	
Industrial			
Part Take	$29	0.5%	$0.15
Full Take	$267	6.0%	$16.02
		6.5%	
Single Family Residential			
Part Take	$10	16.8%	$1.68
Full Take	$348	66.2%	$230.24
		83.0%	
Multi Family Residential			
Part Take	$27	0.3%	$0.07
Full Take	$307	0.8%	$2.52
		1.1%	
Average Unit Price per Square Foot:			$298.38
Residential & Non-Res. Relocation (7.5%):			$22.38
Demolition (3%)			$8.95
Urban Unit Cost per Square Foot:			**$329.71**

SUBURBAN	Avg. $ per SF	% of Total Area	Weighted Share
Commercial			
Part Take	$17	5.1%	$0.87
Full Take	$425	14.6%	$62.01
		19.7%	
Industrial			
Part Take	$20	0.0288	$0.58
Full Take	$227	0.08645	$19.62
		11.5%	
Single Family Residential			
Part Take	$4	0.24	$0.96
Full Take	$292	0.3866	$112.89
		62.7%	
Multi Family Residential			
Part Take	$14	0.0284	$0.40
Full Take	$313	0.0321	$10.05
		6.1%	
Average Unit Price per Square Foot:			$207.37
Residential & Non-Res. Relocation (7.5%):			$15.55
Demolition (3%)			$6.22
Suburban Unit Cost per Square Foot:			**$229.14**

RURAL	$ per SF
Range of Value of Rural Vacant land sold within last year:	$0.07 - $31.48
Average price per square foot of rural land:	$4.66
Miscellaneous improvements (10%):	$0.46
Rural Unit Cost per Square Foot:	**$5.12**

EXHIBIT F-4
WRCOG Transportation Uniform Mitigation Fee
Cost Assumption Estimate - 2024 Nexus Update
Terrain 1 - Level Terrain

I. ROADWAY ITEMS	Unit	Unit Cost	Quantity / lane mile	Cost / lane mile
Section 1: Earthwork				
Roadway Excavation				
Travel way	cubic yard	$38.55	0.00	$0
Imported Borrow				
Travel way	cubic yard	$20.47	0.00	$0
Clearing & Grubbing				
Travel way	acre	$12,100.00	1.94	$23,467
Develop Water Supply	lump sum	10% of Excavation and Borrow Cost	1.00	$0
Section 2: Pavement Structural Section				
Sidewalk				
PCC	cubic yard	$354.83	258.13	$91,593
Travel way				
Asphalt Concrete Type A	cubic yard	$240.62	1,032.53	$248,448
Aggregate Base	cubic yard	$73.54	2,596.98	$190,982
Curb and Gutter	linear foot	$65.74	5,280.00	$347,107
Section 3: Drainage				
Project Drainage	lump sum	15% of Sections 1 and 2	1.00	$135,240
Section 5: Traffic Items				
Striping - Thermo plastic (1 GP Lane, per direction)	linear foot	$2.58	10,560.00	$27,245
Marking	square foot	$7.31	211.50	$1,546
Pavement Marker (Type G One-way Clear Retroreflective)	each	$5.06	110.00	$557
Signage - 1 Post (Mainline)	each	$367.69	33.00	$12,134
Total Items				$1,078,318
Maintenance of Traffic		5% of total items	1.00	$53,916
Project Cost / Lane mile				**$1,132,234**

EXHIBIT F-4 (Continued)
WRCOG Transportation Uniform Mitigation Fee
Cost Assumption Estimate - 2024 Nexus Update
Terrain 2 - Rolling Terrain

I. ROADWAY ITEMS	Unit	Unit Cost	Quantity / lane mile	Cost / lane mile
Section 1: Earthwork				
Roadway Excavation				
Travel way	cubic yard	$38.55	7,739.26	$298,348
Imported Borrow				
Travel way	cubic yard	$20.47	7,739.26	$158,423
Clearing & Grubbing				
Travel way	acre	$12,100.00	1.94	$23,467
Develop Water Supply	lump sum	10% of Excavation and Borrow Cost	1.00	$45,677
Section 2: Pavement Structural Section				
Sidewalk				
PCC	cubic yard	$354.83	258.13	$91,593
Travel way				
Asphalt Concrete Type A	cubic yard	$240.62	1,032.53	$248,448
Aggregate Base	cubic yard	$73.54	2,596.98	$190,982
Curb and Gutter	linear foot	$65.74	5,280.00	$347,107
Section 3: Drainage				
Project Drainage	lump sum	15% of Sections 1 and 2	1.00	$210,607
Section 5: Traffic Items				
Striping - Thermo plastic (1 GP Lane, per direction)	linear foot	$2.58	10,560.00	$27,245
Marking	square foot	$7.31	211.50	$1,546
Pavement Marker (Type G One-way Clear Retroreflective)	each	$5.06	110.00	$557
Signage - 1 Post (Mainline)	each	$367.69	33.00	$12,134
Total Items				$1,656,133
Maintenance of Traffic		5% of total items	1.00	$82,807
Project Cost / Lane mile				**$1,738,940**

EXHIBIT F-4 (Continued)
WRCOG Transportation Uniform Mitigation Fee
Cost Assumption Estimate - 2024 Nexus Update
Terrain 3 - Mountainous Terrain

I. ROADWAY ITEMS	Unit	Unit Cost	Quantity / lane mile	Cost / lane mile
Section 1: Earthwork				
Roadway Excavation				
Travel way	cubic yard	$38.55	15,478.52	$596,697
Imported Borrow				
Travel way	cubic yard	$20.47	15,478.52	$316,845
Clearing & Grubbing				
Travel way	acre	$12,100.00	1.94	$23,467
Develop Water Supply	lump sum	10% of Excavation and Borrow Cost	1.00	$91,354
Section 2: Pavement Structural Section				
Sidewalk				
PCC	cubic yard	$354.83	258.13	$91,593
Travel way				
Asphalt Concrete Type A	cubic yard	$240.62	1,032.53	$248,448
Aggregate Base	cubic yard	$73.54	2,596.98	$190,982
Curb and Gutter	linear foot	$65.74	5,280.00	$347,107
Section 3: Drainage				
Project Drainage	lump sum	15% of Sections 1 and 2	1.00	$285,974
Section 5: Traffic Items				
Striping - Thermo plastic (1 GP Lane, per direction)	linear foot	$2.58	10,560.00	$27,245
Marking	square foot	$7.31	211.50	$1,546
Pavement Marker (Type G One-way Clear Retroreflective)	each	$5.06	110.00	$557
Signage - 1 Post (Mainline)	each	$367.69	33.00	$12,134
Total Items				$2,233,949
Maintenance of Traffic		5% of total items	1.00	$111,697
Project Cost / Lane mile				**$2,345,646**

EXHIBIT F-4 (Continued)
WRCOG Transportation Uniform Mitigation Fee
Cost Assumption Estimate - 2024 Nexus Update

Landuse 1 - ROW Urban areas

	Unit	Unit Cost	Quantity / lane mile	Cost / lane mile
III. RIGHT OF WAY ITEMS				
Urban				
Travel Way	square foot	$329.71	95,040.00	$31,335,419
Project Cost / Lane mile			25%	**$7,833,855**

Landuse 2 - ROW Suburban Areas

	Unit	Unit Cost	Quantity / lane mile	Cost / lane mile
III. RIGHT OF WAY ITEMS				
Suburban				
Travel Way	square foot	$229.14	95,040.00	$21,777,847
Project Cost / Lane mile			25%	**$5,444,462**

Landuse 3 - ROW Rural areas

I. Roadway Items	Unit	Unit Cost	Quantity / lane mile	Cost / lane mile
III. RIGHT OF WAY ITEMS				
Rural				
Travel Way	square foot	$5.12	95,040.00	$486,605
Project Cost / Lane mile				**$486,605**

EXHIBIT F-4 (Continued)
WRCOG Transportation Uniform Mitigation Fee
Cost Assumption Estimate - 2024 Nexus Update
Interchange 1 - Complex New Interchange/Interchange Modification

I. ROADWAY ITEMS	Unit	Unit Cost	Quantity / lane mile	Cost / lane mile
Section 1: Earthwork				
Imported Borrow				
Travel way	cubic yard	$20.47	700,000.00	$14,329,000
Clearing & Grubbing				
Travel way	acre	$12,100.00	51.93	$628,349
Develop Water Supply	lump sum	10% of Excavation and Borrow Cost	1.00	$1,432,900
Section 2: Pavement Structural Section				
Asphalt Concrete Type A (Including Bike Lane)	cubic yard	$240.62	13,500.00	$3,248,370
Aggregate Base (Including Bike Lane)	cubic yard	$73.54	34,000.00	$2,500,360
Curb and Gutter	linear foot	$65.74	31,000.00	$2,037,940
Section 3: Drainage				
Project Drainage	lump sum	15% of Sections 1 and 2	1.00	$3,626,538
Section 5: Traffic Items				
Striping - Thermo plastic (1 GP Lane, per direction)	linear foot	$2.58	84,250.00	$217,365
Marking	square foot	$7.31	368.00	$2,690
Signage - 1 Post	each	$367.69	14.00	$5,148
Signage - 2 Post	each	$1,211.58	4.00	$4,846
II. STRUCTURE ITEMS				
Complex New Interchange - 2 Lane New Bridge	square foot	$400.00	140,400.00	$56,160,000
Total Items		I + II + III		$84,193,506
Total Project Cost / lane mile				**$84,193,506**

EXHIBIT F-4 (Continued)
WRCOG Transportation Uniform Mitigation Fee
Cost Assumption Estimate - 2024 Nexus Update
Interchange 2 - New Interchange/Interchange Modification

I. ROADWAY ITEMS	Unit	Unit Cost	Quantity / lane mile	Cost / lane mile
Section 1: Earthwork				
Imported Borrow				
Travel way	cubic yard	$20.47	400,000.00	$8,188,000
Clearing & Grubbing				
Travel way	acre	$12,100.00	25.12	$304,000
Develop Water Supply	lump sum	10% of Excavation and Borrow Cost	1.00	$818,800
Section 2: Pavement Structural Section				
Asphalt Concrete Type A (Including Bike Lane)	cubic yard	$240.62	7,040.00	$1,693,965
Aggregate Base (Including Bike Lane)	cubic yard	$73.54	17,706.67	$1,302,148
Curb and Gutter	linear foot	$65.74	16,000.00	$1,051,840
Section 3: Drainage				
Project Drainage	lump sum	15% of Sections 1 and 2	1.00	$2,003,813
Section 5: Traffic Items				
Striping - Thermo plastic (1 GP Lane, per direction)	linear foot	$2.58	43,200.00	$111,456
Marking	square foot	$7.31	368.00	$2,690
Signage - 1 Post	each	$367.69	36.00	$13,237
Signage - 2 Post	each	$1,211.58	4.00	$4,846
II. STRUCTURE ITEMS				
New Interchange - 2 Lane New Bridge	square foot	$400.00	70,000.00	$28,000,000
Total Items		I + II + III		$43,494,795
Total Project Cost / lane mile				**$43,494,795**

EXHIBIT F-4 (Continued)
WRCOG Transportation Uniform Mitigation Fee
Cost Assumption Estimate - 2024 Nexus Update
Interchange 3 - Major Interchange Improvement

I. ROADWAY ITEMS	Unit	Unit Cost	Quantity / lane mile	Cost / lane mile
Section 1: Earthwork				
Imported Borrow				
Travel way	cubic yard	$20.47	180,000.00	$3,684,600
Clearing & Grubbing				
Travel way	acre	$12,100.00	3.97	$48,000
Develop Water Supply	lump sum	10% of Excavation and Borrow Cost	1.00	$368,460
Section 2: Pavement Structural Section				
Asphalt Concrete Type A (Including Bike Lane)	cubic yard	$240.62	3,128.89	$752,873
Aggregate Base (Including Bike Lane)	cubic yard	$73.54	7,869.63	$578,733
Curb and Gutter	linear foot	$65.74	16,000.00	$1,051,840
Section 3: Drainage				
Project Drainage	lump sum	15% of Sections 1 and 2	1.00	$972,676
Section 5: Traffic Items				
Striping - Thermo plastic (1 GP Lane, per direction)	linear foot	$2.58	32,000.00	$82,560
Marking	square foot	$7.31	184.00	$1,345
Signage - 1 Post	each	$367.69	20.00	$7,354
Signage - 2 Post	each	$1,211.58	4.00	$4,846
II. STRUCTURE ITEMS				
Major Interchange Improvement - 2 Lane Bridge Widening	square foot	$500.00	30,000.00	$15,000,000
Total Items		I + II + III		$22,553,287
Total Project Cost / lane mile				**$22,553,287**

EXHIBIT F-4 (Continued)
WRCOG Transportation Uniform Mitigation Fee
Cost Assumption Estimate - 2024 Nexus Update
Bridge 1 - New Bridge Cost

II. STRUCTURE ITEMS	Unit	Unit Cost	Quantity / lane mile	Cost / lane mile
Bridge	square foot	$400.00	12.00	$4,800
Total Items		I + II + III		$4,800
Total Project Cost / lane mile				**$4,800**

EXHIBIT F-4 (Continued)
WRCOG Transportation Uniform Mitigation Fee
Cost Assumption Estimate - 2024 Nexus Update
RRXing 1 - New Rail Grade Crossing

I. ROADWAY ITEMS	**Unit**	**Unit Cost**	**Quantity / lane mile**	**Cost / lane mile**
Section 1: Earthwork				
Imported Borrow				
Travel way	cubic yard	$20.47	17,931.03	$367,048
Section 2: Pavement Structural Section				
Asphalt Concrete Type A (Including Bike Lane)	cubic yard	$240.62	782.22	$188,218
Aggregate Base (Including Bike Lane)	cubic yard	$73.54	1,967.41	$144,683
Curb and Gutter	linear foot	$65.74	1,180.00	$77,573
Section 3: Drainage				
Project Drainage	lump sum	15% of Sections 1 and 2	1.00	$116,628
Section 5: Traffic Items				
Striping - Thermo plastic (1 GP Lane, per direction)	linear foot	$2.58	1,180.00	$3,044
II. STRUCTURE ITEMS				
Bridge	square foot	$400.00	2,880.00	$1,152,000
III. RIGHT OF WAY ITEMS				
Urban				
Travel Way - Additional lane	square foot	$329.71	49,000.00	$16,155,790
Total Items		I + II + III		$18,204,986
Total Project Cost / lane mile				**$18,204,986**

EXHIBIT F-4 (Continued)
WRCOG Transportation Uniform Mitigation Fee
Cost Assumption Estimate - 2024 Nexus Update
RRXing 2 - Widen Existing Rail Grade Crossing

I. ROADWAY ITEMS	Unit	Unit Cost	Quantity / lane mile	Cost / lane mile
Section 1: Earthwork				
Imported Borrow				
Travel way	cubic yard	$20.47	17.78	$364
Section 2: Pavement Structural Section				
Asphalt Concrete Type A (Including Bike Lane)	cubic yard	$240.62	782.22	$188,218
Aggregate Base (Including Bike Lane)	cubic yard	$73.54	1,967.41	$144,683
Curb and Gutter	linear foot	$65.74	1,180.00	$77,573
Section 3: Drainage				
Project Drainage	lump sum	15% of Sections 1 and 2	1.00	$61,626
Section 5: Traffic Items				
Striping - Thermo plastic (1 GP Lane, per direction)	linear foot	$2.58	1,180.00	$3,044
II. STRUCTURE ITEMS				
Bridge	square foot	$400.00	2,880.00	$1,152,000
III. RIGHT OF WAY ITEMS				
Urban				
Travel Way - Additional lane	square foot	$329.71	16,000.00	$5,275,360
Total Items		I + II + III		$6,902,869
Total Project Cost / lane mile				**$6,902,869**

EXHIBIT F-4 (Continued)

WRCOG Transportation Uniform Mitigation Fee

Cost Assumption Estimate - 2024 Nexus Update

Infrastructure for Intelligent Transportation Systems (ITS) on TUMF Network Roadway Segments

I. ROADWAY ITEMS	Unit	Unit Cost	Quantity / route mile	Cost / route mile
Infrastructure for ITS of Network roadway segments	route mile	$686,383.00	1.00	$686,383
Total Items		I + II + III		$686,383
Total Project Cost / route mile				**$686,383**

EXHIBIT F-5

Riverside County Integrated Project (RCIP) Multiple Species Habitat Conservation Plan (MSHCP)
adopted by the Riverside County Board of Supervisors on June 17, 2003

Section 8.0 MSHCP Funding/Financing of Reserve Assembly and Management

8.5 LOCAL FUNDING PROGRAM

The following local funding plan describes the local commitment for funding Reserve Assembly, Management, and Monitoring.

The local funding program includes funding from a variety of sources, including but not limited to, regional funding resulting from the importation of waste into landfills in Riverside County, mitigation for regional public infrastructure projects, mitigation for private infrastructure projects, mitigation for private Development, funds generated by local or regional incentive programs that encourage compact growth and the creation of transit-oriented communities, and dedications of lands in conjunction with local approval of private development projects.

The local funding program will fund the local portion of:

- Land acquisition
- Management
- Monitoring
- Adaptive Management
- Plan administration

8.5.1 Funding Sources

Local funding sources include funding from both public and private developers and regional entities in an effort to spread the financial burden of the MSHCP over a broad base. The mix of funding sources provides an equitable distribution of the cost for local mitigation under the MSHCP. In addition to equitably distributing mitigation for local projects, utilizing a mixture of funding sources will help ensure the long-term viability of the local funding program because a temporary decline in funding from one source may be offset by increases from another. The proposed local funding sources are described below and include:

- Local Development Mitigation Fees
- Density Bonus Fees
- Regional Infrastructure Project Contribution
- Landfill Tipping Fees

- Other Potential New Revenue Sources

➤ Local Development Mitigation Fees

New Development affects the environment directly through construction activity and cumulatively through population bases that result from Development. Government Code Section 66000 et seq. allows cities and counties to charge new Development for the costs of mitigating the impacts of new Development. The Cities and County will implement a Development Mitigation Fee pursuant to the MSHCP; this fee will be one of the primary sources of funding the implementation of the MSHCP. The fee ordinance adopted by the Cities and the County will provide for an annual CPI adjustment based upon the Consumer Price Index for "All Urban Consumers" in the Los Angeles-Anaheim-Riverside Area, measured as of the month of December in the calendar year which ends in the previous Fiscal Year. There will also be a provision for the fee to be reevaluated and revised should it be found to insufficiently cover mitigation of new Development. A fee of approximately $1,500 per residential unit (or an equivalent fee per acre) and $4,800 per acre of commercial or industrial Development was used in the revenue projection shown in *Appendix B-05* of this document. The projected revenues from the Development Mitigation Fee are anticipated to be approximately $540 million over the next 25 years. A nexus study is required to demonstrate that the proposed fee is proportionate to the impacts of the new Development.

➤ Density Bonus Fees

The New Riverside County General Plan creates a number of incentive plans that have the potential both to further the goals of the County's General Plan and to facilitate the implementation of the MSHCP. *Section 8.4.2* above discusses the use of the Rural Incentive Program to aid in the Conservation of lands through non-acquisition means. An additional component of the Incentive Program enables developers to acquire the right to develop at an additional 25% increase in density by providing enhancements to their projects and by paying a "Density Bonus Fee." The fee is anticipated to be $3,000 – $5,000 per additional unit. This program offers a significant incentive to developers when compared with the typical cost of creating a new buildable lot.

The Density Bonus program is new to Riverside County, and it is, therefore, difficult to project annual revenues. The Local Funding Program assumes that between 10% and 20% of the residential units built in the unincorporated County area will participate in the incentive program and that only 50% of the revenues of the program will be committed to the MSHCP, with the remaining portion staying in the local community in which the additional units are located to provide additional

amenities that will help offset the greater density. Of the 330,000 units projected to be built over the next 25 years, 10% (or 33,000 units) are assumed to be built utilizing the Density Bonus Fee resulting in $132,000,000 in revenues of which 50% (or $66,000,000) will be allocated to the MSHCP.

➤ Regional Infrastructure Project Contribution

Regional infrastructure projects directly affect the environment not only through the effect they have on species and their Habitats, but also by facilitating continued new Development. It is appropriate, therefore, for regional infrastructure projects to contribute to Plan implementation . Four general categories of infrastructure projects have been identified:

- Transportation Infrastructure
- Regional Utility Projects
- Local Public Capital Construction Projects
- Regional Flood Control Projects

Transportation Infrastructure

The RCIP has identified the need for approximately $12 billion in new transportation infrastructure to support the Development proposed for the next 25 years. Each new transportation project will contribute to Plan implementation . Historically, these projects have budgeted 3% – 5% of their construction costs to mitigate environmental impacts. The local funding program anticipates that more than one-half of the $12 billion cost of contribution to acquisition of Additional Reserve Lands will be funded locally and will result in approximately $371 million in contribution over the next 25 years as discussed below.

▸ Riverside County's ½ cent sales tax for Transportation

In 1988, Riverside County voters approved a measure to increase local sales tax by ½ cent to fund new transportation projects (Measure A). The sales tax measure is due to be reauthorized in 2002. Under the reauthorization, $121 million will be allocated as local contribution under the MSHCP. (For further information on the sales tax measure, see *Section 13.5* of the MSHCP Implementing Agreement and *Appendix B-07* of this document).

Regional Utility Projects

As Riverside County's population doubles over the next 25 years, new regional utility infrastructure will be required. Since the utilities are not Permittees under the MSHCP, they may choose to mitigate under the Plan or seek their own regulatory permits. In either case, their mitigation will be focused on the objectives of the MSHCP and will contribute to the local implementation funding. No estimate of the number of projects or the scope or costs is available at this time; consequently, no estimate of mitigation funding has been made. The Permittees expect that regional utility projects will contribute to the implementation of the MSHCP and provide an additional contingency should other revenue sources not generate the projected levels of funding or should implementation costs be higher than projected.

Local Public Capital Construction Projects

Local public capital construction projects may include construction of new schools, universities, City or County administrative facilities, jails, courts, juvenile facilities, parks, libraries, or other facilities that serve the public. These projects will be mitigated under the MSHCP and will utilize a per acre mitigation fee based on the fee then in place for private, commercial and industrial Development. No attempt has been made to estimate the number or magnitude of these projects. The Permittees expect that local pubic construction projects will contribute to the implementation of the MSHCP and provide an additional contingency should other revenue sources not generate the projected levels of funding or should implementation costs be higher than projected.

Regional Flood Control Projects

Flood control projects will receive coverage under the MSHCP for both new capital construction and for the maintenance of existing and new facilities. Preliminary estimates from the Riverside County Flood Control and Water Conservation District indicate that they will likely budget approximately $15 M in projects annually. Based on using 3% of capital costs, the District would be expected to contribute approximately $450,000 to $750,000 annually to MSHCP implementation. Since many flood control projects serve existing developed communities and therefore have less impacts than projects adding capacity to serve new Development and may provide some conservation value especially in terms of Constrained Linkages, the District's contributions may average something below the 5% level on average.

➤ Landfill Tipping Fees

Riverside County has utilized revenues from public and private landfills in Riverside County to generate funding for conservation and open space projects for over a decade. In 1990, the County utilized $1 per ton tipping fee assessed all waste deposited in County landfills to fund the acquisition of the Santa Rosa Plateau and approximately $260,000 annually to fund the operation of the County Park and Open Space Districts. More recently, the County has negotiated agreements with two private landfills in the County to commit $1 per ton on all waste imported from outside Riverside County to Conservation within Riverside County.

El Sobrante Landfill

This privately owned landfill was permitted to expand its capacity to 10,000 tons per day in 2001. In approving the landfill expansion, the Riverside County Board of Supervisors authorized fifty cents per ton of the County's portion of the revenue from the landfill expansion to be applied to Conservation in addition to the $1 per ton that was committed under the landfill agreement. The projection of the annual tonnage and revenue for Conservation included in *Appendix B-09* of this document reflects the $1.5 per ton commitment to Conservation. Over the life of the landfill, 60 million tons of imported waste are allowed. Sixty million tons at $1.5 per ton will generate $90 million for Conservation. The Cash Flow Analysis in *Appendix B-10* of this document reflects the annual revenues from the El Sobrante Landfill.

County Landfills

The County Board of Supervisors, beginning in 1990, authorized $1 per ton for all in-county waste deposited in County landfills to go toward habitat and open space Conservation. After adjusting for the debt service on the Santa Rosa Plateau acquisition and an annual commitment to the Park and Open Space District, there is a projected annual balance of $400,000 that can be applied to additional Conservation under the MSHCP. *Appendix B-09* of this document includes a projection of tonnage from in-County waste at County landfills. The Cash Flow Analysis in *Appendix B-10* of this document reflects the annual revenues from the County landfills. Over the next 25 years, County landfills will contribute approximately $10 million to the implementation of the MSHCP.

Eagle Mountain

In 1997, the County approved the use of the old Kaiser mine at Eagle Mountain in eastern Riverside County as a regional landfill to serve primarily Los Angeles County. Subsequently, the Los Angeles County Sanitation District has acquired the rights to the Eagle Mountain Landfill and intends to begin operation of the landfill within the next decade. At this time, litigation is still pending that could prohibit the development of the landfill. The Development Agreement with the County would require the payment of $1 per ton for Conservation if the landfill is developed. Conservation needs in the Coachella Valley would have first priority over the revenues from the Eagle Mountain Landfill; however, some portion of the revenues would be available to support Conservation needs in Western Riverside County. The Permittees expect that the Eagle Mountain Landfill will provide funding to support implementation of the MSHCP over the life of the MSHCP. However, no revenue from the Eagle Mountain Landfill has been projected in the funding program at this time. These potential revenues provide a contingency should other revenue sources not generate the projected levels of funding or should implementation costs be higher than projected.

➤ Potential New Revenue Sources

The County and Cities may levy assessments to pay for services that directly benefit the property on which the fee is levied. Under current law, a local election may be required to initially levy the assessment or to confirm the assessment if a protest is filed. No such assessments are currently projected for the MSHCP. As the MSHCP Conservation Area is developed, however, its value as open space and for recreation opportunities may lend itself to a local funding program for ongoing management and enhancement. In more urban areas, which Western Riverside County will be in 25 years, local voters routinely approve such funding programs.

Other revenue opportunities may be realized over the next 25 years. The County, Cities, and RCA will explore new revenue sources to support the acquisition of the MSHCP Conservation Area and its long-term management and enhancement. A goal of any new fee would be to spread a portion of the costs for the MSHCP across as broad a regional base as possible.



TABLE 8-5
LOCAL PUBLIC/REGIONAL FUNDING SOURCES

Source Anticipated	$ Range	Requirements to Implement	Responsible Party
Private Funding Sources:			
Cities and County Development Mitigation Fees	$539.6M	Approval of County Ordinance Approval of City(ies) Ordinance	County Cities
Density Bonus Fees	$66M	Approval of General Plan	County
Public Funding Sources			
Local Roads	$121M	Approval of Measure A, local agreement on allocation	RCTC/County
Other Transportation	$250M	% of new road construction	RCTC/County
Other infrastructure Projects	$unknown	Project-by-project negotiation	County and Cities
El Sobrante Landfill	$90M	In place	County
County Landfills	$10M	In place	County
Eagle Mountain Landfill	$unknown	In place pending start-up	County
New Regional funding	$unknown	Voter approval	County and Cities
TOTAL LOCAL FUNDS	**$1,076.6M**		

8.6 ADEQUACY OF FUNDING

The Permittees and the Wildlife Agencies will annually evaluate the performance of the funding mechanisms and, notwithstanding other provisions of the MSHCP, will develop any necessary modifications to the funding mechanisms to address additional funding needs. Additionally, this annual evaluation will include an assessment of the funding plan and anticipate funding needs over the ensuing 18 months for the purpose of identifying any potential deficiencies in cash flow. If deficiencies are identified through this evaluation, then the Permittees and the Wildlife Agencies will develop strategies to address any additional funding needs consistent with the terms and conditions of the MSHCP.

EXHIBIT F-6

Western Riverside County Multiple Species Habitat Conservation Plan Nexus Fee Study Update Final Report
Economic & Planning Systems, Inc., October 2020

Final Report

Western Riverside County Multiple Species Habitat Conservation Plan Nexus Fee Study Update

Prepared for:

Western Riverside County Regional Conservation Authority

Prepared by:

Economic & Planning Systems, Inc.

October 2020

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1. INTRODUCTION AND KEY FINDINGS

This Updated Nexus Study (2020 Nexus Study) provides the technical justification for changes to the Local Development Mitigation Fee schedule that applies to Local Permittee participants in the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP or Plan). These changes are necessary to ensure adequate funding of the obligations of the Local Permittees under the MSHCP and the associated Incidental Take Permit and Implementing Agreement. The resulting increased fee revenues will support the continued implementation of the MSHCP and the streamlining of endangered species incidental take permitting for new Western Riverside County development provided under the MSHCP. This Nexus Study is consistent with the requirements of California Government Code 66000 et seq. (the Mitigation Fee Act) that requires specific findings (as well as administration and implementation procedures) for "any action establishing, increasing, or imposing a fee as a condition of approval of a development project by a local agency."

Background

The Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP or Plan), originally adopted in 2004, is a comprehensive, multi-jurisdictional Habitat Conservation Plan (HCP) focusing on the conservation of species and their associated habitats in Western Riverside County. The MSHCP was developed in response to the need for future growth opportunities in Western Riverside County while addressing the requirements of the State and federal Endangered Species Acts. The MSHCP serves as an HCP pursuant to Section 10(a)(1)(B) of the federal Endangered Species Act of 1973 as well as a Natural Communities Conservation Plan under the NCCP Act of 2001. The MSHCP streamlines these environmental permitting processes by allowing the participating jurisdictions to authorize "take" of plant and wildlife species identified within the Plan Area. At the same time, Plan implementation provides a coordinated MSHCP Conservation Area and implementation program to preserve biological diversity and maintain the region's quality of life.

The MSHCP and the associated Implementing Agreement and Incidental Take Permit collectively determine a set of conservation actions that must be taken to meet the terms of the Incidental Take Permit and benefit from the regulatory streamlining and other benefits of the MSHCP. This includes the identification of the responsible parties, including the responsibilities of the Local Permittees.[1] One of the key requirements of the MSHCP, Implementing Agreement, and Incidental Take Permit (consistent with the requirements of the federal Endangered Species Act) is the provision of adequate funding by Local Permittees to the Implementing Entity (the Western Riverside County Regional Conservation Authority[2]) to conduct their portion of the conservation actions identified in the MSHCP.

[1] Local Permittees include the Western Riverside cities, the County of Riverside, County Flood Control and Water Conservation District, County Regional Park and Open-Space District, County Department of Waste Resources, and Riverside County Transportation Commission.

[2] The Western Riverside County Regional Conservation Agency is a Joint Powers Authority established in 2004 to implement the MSHCP.

Section 8.0 of the MSHCP outlines the MSHCP funding/financing approach. It also identified best estimates of Plan implementation costs at the time of Plan adoption, including the local funding commitment that represents a portion of the overall land acquisition, management and monitoring, and Plan administration costs. The Local Funding Program included a mix of funding sources to provide "an equitable distribution of the cost for local mitigation under the MSHCP." The proposed funding sources included Local Development Mitigation Fees (and land dedications), regional infrastructure project public contributions (including contributions to mitigate for transportation infrastructure, regional utility projects, local public capital construction projects, and regional flood control projects), and landfill tipping fees.

Participating cities and the County were each required to implement a Local Development Mitigation Fee under California Government Code Section 66000 et seq. (the "Mitigation Fee Act") and supported by the separate "Final Mitigation Fee Nexus Study Report for the Western Riverside County Multiple Species Habitat Conservation Plan," July 1, 2003 (Original or 2003 Nexus Study). The MSHCP funding chapter notes the need for frequent evaluations of the performance of the funding mechanisms and assessments of the funding plan and the need to make any necessary modifications to the funding mechanisms. The MSHCP also notes that the mitigation fee will need to be "reevaluated and revised should it be found to insufficiently cover mitigation of new development."

In addition to the common practice of updating mitigation fees periodically to account for changing circumstances, the Western Riverside County Regional Conservation Authority (RCA) has determined that significant changes have occurred and/or circumstances have arisen that justify an update to the mitigation fees. These changes include, but are not limited to, the following:

- The need to acquire more land than originally forecast due to the lower than expected land dedication.
- The lower-than-expected levels of non-fee funding from local and regional funding sources.
- The lower than expected levels of residential development.
- The need to diversify land acquisitions away from a focus on the larger, more remote parcels to also acquiring parcels closer to urbanized areas, consistent with the reserve assembly requirements of the MSHCP.

Original and Existing Fee Schedule

All local jurisdictions participating in the MSHCP and obtaining coverage for public and private take in their jurisdictions were required to adopt and implement the 2004 Mitigation Fee Schedule through ordinance and resolution and then to pass through the fee funding (except for any additional administrative charges added by the jurisdictions) to the RCA to fund MSHCP implementation. The ordinances allowed for periodic inflationary increases based on the annual change in the Consumer Price Index for the Los Angeles-Anaheim-Riverside area. In 2018 the Bureau of Labor Statistics implemented a geographic revision, establishing Riverside as its own Core Based Statistical Area. As a result, Riverside was removed from the Consumer Price Index encompassing Los Angeles and Anaheim. Going forward, inflationary increases will be based on the annual change in the Consumer Price Index for the newly established Riverside-San

Bernardino-Ontario area. As outlined in the 2003 Nexus Study (Original Nexus Study), all new development in Western Riverside County is required to pay the mitigation fee.

Table 1 shows the original 2004 Local Development Mitigation Fee schedule and the current 2021 Fee Schedule that reflects periodic inflationary fee adjustments using the indexing process that collectively increased the fees by 35 percent between 2004 and 2020 (this was below the overall inflation index increase over this period).

Table 1 2004 and 2021 MSHCP Fee Schedule

Fee Category	2004 Fee per unit or per acre	2021 Fee per unit or per acre[3]
Residential: Up to 8.0 dwelling units per acre (DUAC)	$1,651	$2,234
Residential: 8.0-14.0 DUAC	$1,057	$1,430
Residential: 14.0+ DUAC	$859	$1,161
Commercial (per acre)	$5,620	$7,606
Industrial (per acre)	$5,620	$7,606

Updated Mitigation Fee Schedules

This 2020 Nexus Study has estimated the increased fee level that would be required to provide sufficient revenues, based on the best available forecasts of future growth, to support the full implementation of the MSHCP, including the completion of all land acquisition and the establishment of the necessary endowment, by 2029 (Year 25 of Plan implementation).[4] Because, as shown below, this would require a major increase in the fee levels, three other scenarios are also considered where different time extensions provide more time for land acquisition.[5] These extensions allow for the costs of Plan implementation (including land acquisitions) to be spread across more development and, as a result, moderate the level of mitigation fee increase required. In addition, the longer extension scenarios require a pace of land acquisition that is more consistent with what has proven to be achievable. All of these fee

[3] Note it is RCA procedure to refer to fees during, for example, Fiscal Year 2020/2021, as the 2021 fee. The 2021 fee became effective July 1, 2020, and applies for the fiscal year of 2020-21 (i.e., until June 30, 2021 when the 2022 Fee begins).

[4] The MSHCP provided a 25-year period of the required land acquisition with the larger 75-year permit term. This is labelled the "No Extension" or "Baseline Scenario" in this Update Study.

[5] The baseline scenario as well as the extension scenarios assume that all land acquisition as well as the full endowment will be completed/ established by the end of the specified implementation/ land acquisition period. Interest from the non-depleting endowment will fund all ongoing costs thereafter.

increases would be consistent with the Mitigation Fee Act and the MSHCP and associated Incidental Take Permit and Implementing Agreement.

The mitigation fee levels shown for each extension scenario are the fee levels required to cover the appropriate portion of the Local Permittee MSHCP implementation costs based on the best information available at this time. The revised mitigation fee levels reflect changes in estimated costs, expected levels of land dedication, and non-fee funding. Consistent with the MSHCP and Original Nexus Study, it is assumed that all new development in Western Riverside County will pay the mitigation fee because, as noted in the MSHCP, "new development affects the environment through construction activity and cumulatively through population bases that result from such development."[6] Importantly, the revised mitigation fee levels also reflect the decision to determine the mitigation fee that applies to different land uses on a consistent per gross acre basis. This approach is considered to provide a clear, consistent, and proportionate method for determining mitigation fees on new development.[7] The 2020 Nexus Study does convert the overarching per gross acre fee into per unit residential fees for different density ranges; this conversion was conducted to provide implementation/administrative consistency for member jurisdictions.

Table 2 Updated MSHCP Implementation Costs and Per Acre Mitigation Fees

Fee Per Acre	No Extension	5-Year Extension	10-Year Extension	15-Year Extension
Net Cost	**$912,756,583**	**$902,353,150**	**$892,767,438**	**$883,987,805**
Acres of Development				
Residential	14,026	21,818	29,611	37,403
Nonresidential	6,239	9,705	13,171	16,637
Total	**20,265**	**31,523**	**42,782**	**54,040**
Mitigation Fee per Acre	**$45,041**	**$28,625**	**$20,868**	**$16,358**

Sources: Southern California Association of Governments; Western Riverside County RCA; Economic & Planning Systems, Inc.

[6] Consistent with the Original Nexus Study and the technical analysis in this study update (and as described in more detail in the Fee Implementation Handbook), certain types of public improvements/ infrastructure projects will make mitigation payments calculated as a percent of total improvement cost. All projects are required to make a mitigation payment/contribution (except where exempted as specified in the Ordinance); where no mitigation payment process is specified, the project will pay the updated per acre mitigation fee.

[7] This is the approach taken by the majority of regional Habitat Conservation Plans in California, including the Coachella Valley Multiple Species Habitat Conservation Plan mitigation fee.

As shown in **Table 2**, the required mitigation fee per gross acre of development varies substantially based on level of extension as follows:

- **No Extension**. Under the current structure, where all land acquisition must occur by the end of Year 25 of MSHCP implementation (2029), a mitigation fee of **$45,041 per acre** of development would be required.
- **5-Year Extension**. With a 5-year extension, where all land acquisition must occur by the end of Year 30 of MSHCP implementation (2034), a mitigation fee of **$28,625 per acre** of development would be required.
- **10-Year Extension**. With a 10-year extension, where all land acquisition must occur by the end of Year 35 of MSHCP implementation (2039), a mitigation fee of **$20,868 per acre** of development would be required.
- **15-Year Extension**. With a 15-year extension, where all land acquisition must occur by the end of Year 40 of MSHCP implementation (2044), a mitigation fee of **$16,358 per acre** of development would be required.

For residential development, the per gross acre fee is translated into per residential unit fees by density category to provide for a fee framework that is consistent with the current fee structure. The per residential unit fees are calculated by dividing the per gross acre fee by an assumed typical/ average density for each of the three density ranges (low, medium, and high).[8] The full mitigation fee schedule (for each extension scenario) is shown in **Table 3**, including the per unit residential fees by density category and per gross acre fees for non-residential development. The typical/ average residential densities used to calculate the per-unit residential fees are the same as the density assumptions in the Original Nexus Study.[9]

[8] For example, the $3,635 per unit Residential – Low fee under the 15-year extension is derived by dividing the overall per gross acre mitigation fee of $16,358 (shown in Figure 2) by the assumed typical/average density of Residential Low of 4.5 units/acre.

[9] The Fee Implementation Handbook provides more specifics on how to determine a project's residential density and therefore the appropriate per unit residential fee that applies.

Table 3 Updated Mitigation Fee Schedule by Extension Scenario

Fee Per Unit	Current Fee 2021[1]	No Extension	5-Year Extension	10-Year Extension	15-Year Extension
Residential - Low (Up to 8.0 DUAC)[2 3]	$2,234	$10,009	$6,361	$4,637	$3,635
Residential - Medium (8.0-14.0 DUAC)[2 3]	$1,430	$4,170	$2,650	$1,932	$1,515
Residential - High (14.0+ DUAC) [2 3]	$1,161	$1,846	$1,173	$855	$670
Commercial / Industrial (per acre)	$7,606	$45,041	$28,625	$20,868	$16,358

1. Western Riverside County Multiple Species Conservation. Local Development Mitigation Fee Schedule for FY 2020-21 (Effective July 1, 2020 – June 30, 2021), annually adjusted using the Consumer Price Index.

2. Per acre mitigation fees translated into per unit fees based on the following residential densities: for low density, 4.5 units per acre; for medium density, 10.8 units per acre; for high density, 24.4 units per acre, consistent with the assumptions used in Appendix E of the original Nexus Study.

3. DUAC stands for Dwelling Units per Acre.

Sources: Southern California Association of Governments; Western Riverside County RCA; Economic & Planning Systems, Inc.

Key Drivers of Fee Change

The change in Local Development Mitigation Fee is the result of a number of different contributing factors ("moving parts"), fully documented and detailed in **Chapters 2** through **7**. This Nexus Study is based on the most current information available including, for some inputs, recent years of experience from MSHCP implementation. The factors that have had the most significant effect on the Local Development Mitigation Fee calculations are summarized below.

1. **Lower-than-expected land dedications substantially increase the Local Permittee habitat acquisition cost component of MSHCP implementation.** The MSHCP assumed that 41,000 of the 97,000 acres (42 percent) to be conserved by Local Permittee action/funding would be provided at no cost through land dedication associated with development inside the Criteria Cells. Through the first sixteen years of Plan implementation, less than 1,000 acres of the Local Permittee habitat conservation obligations have been generated through these dedications. An additional 10,000 acres of land dedication requirements have been required as part of proposed developments that have yet to occur. Beyond the dedication associated with previously proposed projects, additional land dedication is not expected.[10] As a result, the 2020 Nexus Study assumes the noted 10,000 acres of land dedication is formalized over the next eight years (an average annual land dedication of 1,250 acres per year) prior to the end of the current land acquisition period. No additional land dedication is assumed, even if the acquisition period is extended. As a result, at the end of the current habitat acquisition period (Year 25 of Plan

[10] In September 2016, the RCA revised its fee credit and waiver policy, limiting the likelihood of projects paying fees and dedicating land.

implementation), total land dedication is expected to represent about 11,000 acres and about 11 percent of the Local Permittee land conservation requirement. The RCA therefore needs to directly acquire an additional 30,000 acres of land relative to the expectations of the Original Nexus Study.

2. **Lower than expected regional infrastructure public contributions have reduced the non-fee funding available, increasing the costs to be funded through the mitigation fee.** The MSHCP assumed a substantial level of funding from regional infrastructure project public contributions, including transportation infrastructure, regional utility projects, local public capital construction projects, and regional flood control projects, as well as from landfill tipping fees. While the Measure A sales tax has provided substantial funding as expected, other revenue sources, on aggregate, have provided (and are expected to continue to provide) substantially less funding than forecast in the 2003 Nexus Study. As a result, mitigation fees will need to cover about 91 percent of Local Permittee MSHCP implementation costs relative to the original assumption of about 56 percent.

3. **The change towards a consistent "per gross developed acre" fee basis provides a more consistent approach for all land use development types.** The 2003 Nexus Study used an "Equivalent Benefit Unit" approach to distributing mitigation costs between different land use categories. This Nexus Study adjusts the fee calculation to the more commonly used per gross acre basis. Under this approach, the new Local Development Mitigation Fees are all based on one "across the board" per gross acre fee determination. Non-residential development then pays this per acre fee, while per unit residential fees by density category are derived from this common per gross acre fee.[11] This change evens out some of the prior differences in mitigation fee levels.

4. **The estimates of average per acre land values have not changed substantially, so they have had a limited effect on the change in mitigation fees.** The original MSHCP implementation cost estimate was based on an average land value of about $13,100 per acre. This was based on research on land transactions of parcels with different land use designations and sizes in 2001/2002. The land valuation analysis conducted for this Nexus Study estimated a planning-level land value of about $14,300 per acre based on land transactions primarily in the 2014 to 2017 period (inflated to 2019-dollar terms). As a result, land value estimates have not changed substantially in nominal dollar terms since the Original Nexus Study. This estimated per acre land value is above the cost of most RCA transactions to date, though the average land values of future RCA land acquisition are expected to increase due to the increasing need to purchase more expensive land in "linkage" areas.

[11] Similar to the Original Nexus Study, all new development in Western Riverside County is required to pay the mitigation fee (or otherwise provide the necessary mitigation). The conversion from per gross acre to per unit fees for residential development is conducted to provide administrative continuity for member agencies.

Organization of Report

This Nexus Study includes several chapters. **Chapter 1**, this chapter, describes the purpose and need for this Nexus Study, the recommended changes in the Local Development Mitigation Fee, and the key drivers of these changes. **Chapters 2** through **7** provide the technical analysis that supports the updated fees and nexus findings. **Chapter 2** summarizes the purpose of and basis for the MSHCP, the conservation requirements of the MSHCP, and the financing strategy and approach developed to implement the MSHCP in 2004. **Chapter 3** describes the conservation achievements to date, identifies the remaining conservation requirements, and identifies expected land dedication. **Chapter 4** provides the development forecast used in the calculation of the updated mitigation fees. **Chapter 5** provides the estimates of MSHCP implementation costs, including land acquisition, management and monitoring, program administration, and endowment. **Chapter 6** describes the historical levels of non-fee revenues available to help fund Local Permittee MSHCP implementation costs. **Chapter 7** brings together the technical analysis in **Chapters 2** through **6** to estimate the updated 2020 Local Development Mitigation Fees. **Chapter 8** provides the nexus findings required under the Mitigation Fee Act as require to establish the updated fees. Finally, **Chapter 9** highlights some of the administration and implementation requirements under the Mitigation Fee Act, recognizing that the Fee Implementation Handbook provides more specific guidance to the RCA and its partner agencies on the implementation of the mitigation fee program.

2. MSHCP POLICIES, GOALS, AND FINANCING STRATEGY

MSHCP Purpose, Basis, and Goals

In response to the need to maintain future growth opportunities in Western Riverside County while addressing the requirements of the state and federal Endangered Species Acts, the County and the Riverside County Transportation Commission initiated the Riverside County Integrated Project (RCIP) in 1999. The Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) is one part of the RCIP that includes:

- **Updated County General Plan.** Addresses the required general plan elements such as land use, circulation, housing and open space, and conservation and includes programs to implement the MSHCP, enhance transit alternatives, and encourage development of mixed-use centers.
- **Community and Environment Transportation Acceptability Process**. Identifies future transportation corridors in Western Riverside and provides needed environmental documentation to allow preservation of future right-of-ways.
- **MSHCP**. The Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP or Plan) is a comprehensive, multi-jurisdictional Habitat Conservation Plan (HCP) focusing on the conservation of species and their associated habitats in Western Riverside County. The MSHCP conserves vulnerable plant and animal species and their associated habitats in Western Riverside County and supports economic development.

The MSHCP was adopted in 2003 by the Riverside County Board of Supervisors. Subsequently, all of the Western Riverside cities, the County of Riverside, County Flood Control and Water Conservation District, County Regional Parks and Open-Space District, County Department of Waste Resources, Riverside County Transportation Commission, California Department of Transportation, California Department of Parks and Recreation, California Department of Fish and Game, the US Fish and Wildlife Service and the RCA signed an Implementing Agreement for the MSHCP. The Implementing Agreement includes terms to ensure MSHCP-implementation, defines remedies and recourses should any of the parties of the Agreement fail to perform obligations, and provides assurances that, as long as the MSHCP is being implemented, the Wildlife Agencies will not require additional mitigation from the Permittees.[12]

The MSHCP serves as an HCP pursuant to Section 10(a)(1)(B) of the federal Endangered Species Act of 1973 as well as a Natural Communities Conservation Plan under the NCCP Act of 2001. The MSHCP streamlines these environmental permitting processes by allowing the participating jurisdictions to authorize "take" of plant and wildlife species identified within the Plan Area. At the same time, Plan implementation provides a coordinated MSHCP Conservation Area and implementation program to preserve biological diversity and maintain the region's quality of life.

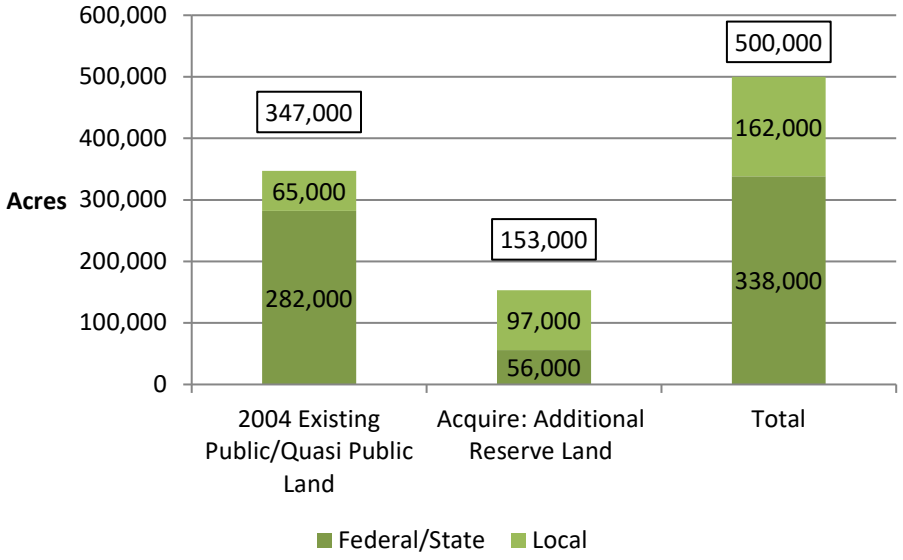
[12] The Wildlife Agencies include the US Fish and Wildlife Service and the California Department of Fish and Wildlife and the Permittees include all of the other parties to the Implementing Agreement.

The MSHCP and the associated Implementing Agreement and Incidental Take Permit collectively determine a set of conservation actions, and the associated responsible parties, that must be taken to meet the terms of the Incidental Take Permit and benefit from the regulatory streamlining and other benefits of the MSHCP. This includes the identification of the responsibilities of the Local Permittees.[13]

MSHCP Conservation Requirements

The goal of the MSHCP is to enhance and maintain biological diversity and ecosystems processes while allowing future economic growth. The MSHCP calls for an MSHCP Conservation Area of 500,000 acres and focuses on the conservation of 146 species.

Figure 1 State of Conservation in 2003: Conserved Land, Additional Reserve Land to be Acquired, and Total MSHCP Conservation Area Needed



As shown in **Figure 1**, when the MSHCP was adopted, existing public and quasi-public conservation lands covered 347,000 acres, leaving a need for 153,000 acres of land, called Additional Reserve Land (ARL), to meet the goals of the MSHCP (see **Figure 1**). The MSHCP specifies that responsibility for the conservation of the 153,000-acre Additional Reserve Lands is shared by the local development process (97,000 acres) and state and federal purchases (56,000).

[13] Local Permittees include the Western Riverside cities, the County of Riverside, County Flood Control and Water Conservation District, County Regional Park and Open Space District, County Department of Waste Resources, and Riverside County Transportation Commission.

Table 4 MSHCP Goals by Area Plan

Area Plan	Total Area of Criteria Cells	Low End of Goal	High End of Goal	Midpoint
Cities of Riverside and Norco	1,756	90	240	165
Eastvale	665	145	290	220
Elsinore	28,946	11,700	18,515	15,110
Harvest Valley / Winchester	820	430	605	515
Highgrove	1,452	345	675	510
Jurupa	5,476	890	1,870	1,380
Lake Mathews / Woodcrest	11,673	3,215	5,470	4,340
Lakeview / Nuevo	14,682	6,650	10,235	8,445
Mead Valley	7,703	1,885	3,635	2,760
Reche Canyon / Badlands	26,000	10,520	15,610	13,065
REMAP	78,423	41,400	58,470	49,935
San Jacinto Valley	32,828	11,540	19,465	15,500
Southwest Area	66,076	22,500	36,360	29,430
Sun City / Menifee Valley	2,059	1,120	1,585	1,355
Temescal Canyon	10,007	3,485	5,800	4,645
The Pass	22,652	8,540	13,925	11,230
Total	**311,218**	**124,455**	**192,750**	**158,605**

The MSHCP includes methods to determine whether the goals of the Plan are being met. One of the methods is measuring the extent to which conservation acquisitions are moving toward acquisition goals by each Area Plan.[14] Area Plans are established in the County's General Plan and are used in the MSHCP as a common geographic unit in Western Riverside County. The MSHCP established low, high, and midpoint acquisition goals for each Area Plan based on biological needs. The midpoint acquisition goals for each Area Plan range from 165 to nearly 49,935 acres, as shown in **Table 4**. The midpoint goals sum to 158,605 which represents 5,605 acres more than are needed to fulfill the MSHCP goals. As a result, acquisitions in some Area Plans can fall below the mid-point targets while the total ARL can still achieve the 153,000-acre goal.

MSHCP Financing Strategy

One of the key requirements of the MSHCP, Implementing Agreement, and Incidental Take Permit (consistent with the requirements of the federal Endangered Species Act) is the provision of adequate funding by Local Permittees to the Implementing Entity (the Regional Conservation Authority) to conduct the conservation actions identified in the MSHCP as the responsibility of the Local Permittees.

[14] Other geographic units include Rough Steps, city jurisdictions, and Area Plan subunits. For the purposes of this analysis, Area Plans have been selected as the primary unit of analysis because they are the middle-sized unit (smaller than Rough Steps and larger than Area Plan subunits) and have not changed over time (unlike jurisdictions, several of which have incorporated since the adoption of the MSHCP.

Section 8.0 of the MSHCP addresses "MSHCP Funding/Financing of Reserve Assembly and Management." This section provides best estimates of Plan implementation costs at the time of Plan adoption, including the local funding commitment – the portion of Plan implementation costs that represents the Local Permittees' portion of the overall land acquisition, management, monitoring, adaptive management, and Plan administration costs. Section 8.5 describes the Local Funding Program. The Local Funding Program included a mix of funding sources to provide "an equitable distribution of the cost for local mitigation under the MSHCP." The proposed funding sources included Local Development Mitigation Fees, density bonus fees, regional infrastructure project public contributions (including transportation infrastructure, regional utility projects, local public capital construction projects, and regional flood control projects), and landfill tipping fees. Key components of the overall MSHCP implementation and funding strategy are highlighted below:

- The Regional Conservation Authority would implement the MSHCP with funding from different sources.
- The permanent protection of 97,000 acres in Additional Reserve Lands by Year 25 of the Plan (2029) would be achieved through direct purchase of habitat lands by the RCA using local funding and through the HANS dedication process.[15]
- Local funding sources would fund the ongoing management and maintenance costs of the local portion of the Additional Reserve Lands acquired through local funding (97,000 acres by end of acquisition period).
- Local funding sources would fund monitoring activities on the pre-Plan local conservation and all the new Additional Reserve Lands (500,000 acers by end of acquisition period).
- The permanent protection of 56,000 acres in Additional Reserve Lands by Year 25 would be achieved using state/federal funding sources or contributions.
- State and federal funding sources would fund the management and maintenance costs of the State/federal portion of the required Additional Reserve Lands.
- Local Development Mitigation Fees (on private development) would fund the Local Permittee MSHCP implementation costs that were not funded by other local/regional funding sources or public contributions for public development project mitigation.
- The overall permit period was set at 75 years. Once habitat acquisition was completed by Year 25, remaining funds along with newly created revenue sources were to be used to fund

[15] Section 6.1.1 of the MSHCP describes the HANS process. The Habitat Evaluation and Acquisition Negotiation Strategy (HANS) process applied to any property owner applying for a discretionary permit for land within a Criteria Area/Criteria Cell. Under the process, the County determined whether portions of the property are needed for conservation and then may send their evaluation to the RCA for Joint Project Review (JPR). During JPR, the project applicant negotiated the terms of the development and conservation of the project. The applicant also paid fees on the new development. This approach was refined when a new fee credit policy, adopted in 2016, provided for fee credits where appropriate lands are dedicated.

monitoring and management as well as to fund the establishment of an endowment to cover ongoing post-permit costs (beyond Year 75).

Importantly, the MSHCP funding chapter notes that frequent evaluations of the performance of the funding mechanisms and assessments of the funding plan will occur and that any necessary modifications to the funding mechanisms will be developed.

MSHCP Implementation Costs and Funding Sources

The original estimated costs and proposed funding sources were documented in the MSHCP and are summarized in **Table 5**. These were developed based on research and analysis conducted as part of MSHCP development.

As shown, Plan implementation costs over the first 25 years of implementation were estimated at about $950 million in 2004-dollar terms. Key assumptions driving the implementation cost estimates included:

- **Dedications**. Direct acquisition using local funding sources would be required to acquire 56,000 acres, with 41,000 acres (or 42 percent) of the required local habitat protection coming through HANS dedication.
- **Land Cost**. Average land value of $13,100 per acre for Additional Reserve Lands purchased by the RCA.
- **Management and Monitoring**: Management and monitoring costs included three key components as follows: Reserve Management, Adaptive Management, and Biological Monitoring.[16]
- **Program Administration**. RCA program administration costs would average about $1.2 million each year in 2004 dollars during the 25-year period where land acquisition was required.
- **Cost Distribution**. Overall, land acquisition costs were estimated at 77 percent of total implementation costs, with management and monitoring at 20 percent, and program administration at 3 percent (see **Figure 2**).

[16] See Chapter 5 of the MSHCP for a description of these activities.

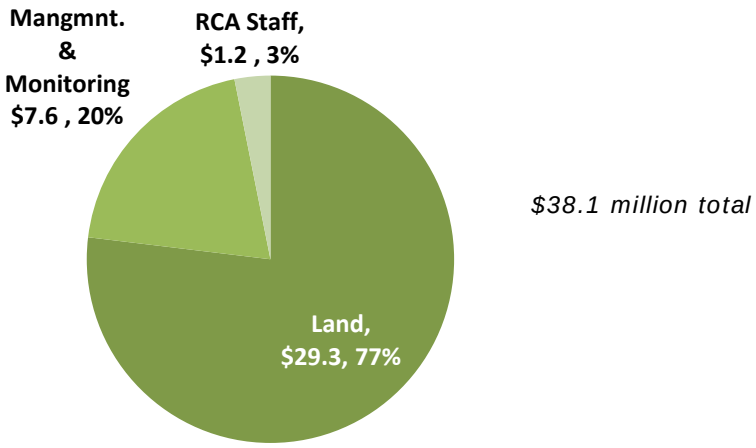
Table 5 2004 Estimates: MSHCP Implementation Costs and Funding Sources

Item	Total for 2004 - 2028 (Years 1 - 25)	Average Annual	% of Total Cost/ Funding Need
Local Permittee Land Requirements			
Preservation Requirement	97,000 acres	3,880 acres	na
HANS Dedication	41,000 acres	1,640 acres	na
Local Permittee Acquisition	56,000 acres	2,240 acres	na
Local Permittee MSHCP Implementation Costs			
Land (1)	$733,600,000	$29,344,000	76.91%
Management & Monitoring	$190,200,000	$7,608,000	19.94%
RCA Staff	$30,000,000	$1,200,000	3.15%
Other Costs	na	na	na
Endowment	*not included*	*not included*	na
Total Costs	**$953,800,000**	**$38,152,000**	**100.0%**
Local Revenues			
Private Development Mitigation Fees	$539,600,000	$21,584,000	50.1%
Density Bonus Fees	$66,000,000	$2,640,000	6.1%
Regional Transportation Infra. (2)	$250,000,000	$10,000,000	23.2%
Local Roads (Measure A)	$121,000,000	$4,840,000 (3)	11.2%
Tipping Fees (4)	$100,000,000	$4,000,000	9.3%
Miscellaneous Revenues (5)	$0	$0	0.0%
Total Revenues	**$1,076,600,000**	**$43,064,000**	**100%**

(1) Average land value per acre assumed to be $13,100 per acre.
(2) Public contributions at specificed % of new road construction.
(3) $121 million to be provided over 10 years, so $12.1 million annually over that period.
(4) Includes $90 million from El Sobrante Landfill and $10 million from other County landfills.
(5) Other potential revenues, including public contributions from other public projects, tipping fees from Eagle Mountain Landfill, and potential new voter-approved regional funding were noted but not estimated.

Source: Chapter 8 of MSHCP; Economic & Planning Systems.

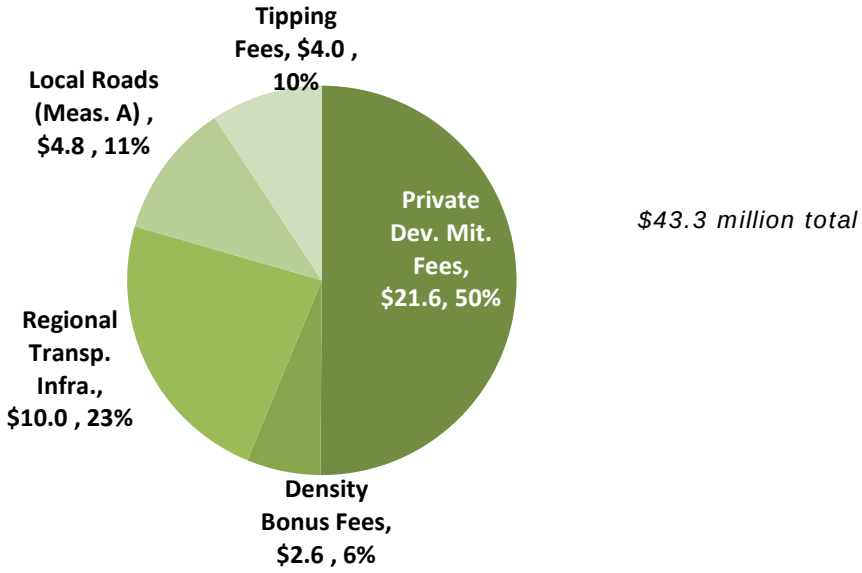
Figure 2 MSHCP Estimated Annual Costs in Millions, 2004 Dollars



As also shown in **Table 5**, MSHCP funding from local/regional sources was estimated to be about $1.0 billion in 2004 dollars through Year 25, sufficient to cover the implementation costs over this period. Key assumptions driving the funding estimates included:

- **Measure A**. Measure A (local sales tax transportation funding measure) would provide $121 million over 10 years in 2004-dollar terms.
- **Regional Transportation Funding**. Public contributions from regional transportation infrastructure projects would provide an average of $10 million each year or $250 million through Year 25.
- **Tipping Fees**. Landfill tipping fees would provide about $100 million in revenue over 25 years, about $4 million each year, primarily from the El Sobrante landfill.
- **Mitigation Fees**. Private development fees, including private development mitigation fees and density bonus fees, would generate over $600 million over the first 25 years, about $24 million annually.
- **Development Forecast and Participation**. The forecast of private development fees was based on a preliminary fee schedule and the forecast of 336,000 new residential units (13,440 units each year) and 371 acres each year of commercial and industrial development. All new development was assumed to pay the private development mitigation fee with a portion paying the density bonus fee.
- **Other Funding Options**. Potential additional funding might come through contributions from other local/regional public entities, other landfills, or new voter-approved funding initiatives.
- **Funding Distribution**. Overall, about 55 percent of the estimated funding was expected to be generated by private development fees, with 45 percent from other funding sources.

Figure 3 MSHCP Estimated Annual Revenues in Millions, 2004 Dollars



Development Mitigation Fees and Calculation

The MSHCP notes that "new development affects the environment directly through construction activity and cumulatively through population bases that result from Development." As a result, the cities and County are required to implement a Local Development Mitigation Fee that was expected to represent one of the primary sources of funding for the implementation of the MSHCP. The MSHCP indicates that the Local Development Mitigation Fee will be adopted under California Government Code Section 66000 et seq. (the "Mitigation Fee Act") that "allows cities and counties to charge new development for the costs of mitigating the impacts of new development."

The MSHCP identified preliminary estimates of Local Development Mitigation Fees and indicated that these mitigation fees were expected to generate the majority of funding for Local Permittee obligations. The MSHCP noted that, under the Mitigation Fee Act, "a nexus study is required to demonstrate that the proposed fee is proportionate to the impacts of new development." The Mitigation Fee Act also includes a number of reviewing and reporting requirements. The MSHCP also notes that the fee will need to be "reevaluated and revised should it be found to insufficiently cover mitigation of new development."

A nexus study entitled "Final Mitigation Fee Nexus Study Report for the Western Riverside County Multiple Species Habitat Conservation Plan" was completed on July 1, 2003 (2003/Original Nexus Study). This nexus study conducted a detailed analysis of the costs of implementing the Plan, identified the Local Permittee funding obligations, determined the portion to be funded through the Local Development Mitigation Fee, and made the necessary nexus findings under the Mitigation Fee Act. The MSHCP and 2003 Nexus Study both indicated that all new development in the Western Riverside County Plan Area affects covered species and habitat and so the Local Development Mitigation Fees would apply to all new development in participating jurisdictions in Western Riverside County.

Mitigation Fee Schedule and Adjustments

All local jurisdictions participating in the MSHCP and obtaining coverage for public and private take in their jurisdictions were required to adopt and implement this mitigation fee schedule through ordinance and resolution and then to pass through the fee funding (minus any additional administrative charges) to the RCA to fund MSHCP implementation. Indexed-increases based on the annual change in the Consumer Price Index for the Los Angeles-Anaheim-Riverside area were provided for in the ordinances to allow modest adjustments in mitigation fees to respond to inflationary cost increases. Due to the geographic revision implemented by the Bureau of Labor Statistics, going forward indexed-adjustments will be based on the annual change in the Consumer Price Index for the Riverside-San Bernardino-Ontario area.

Table 6 shows the original 2004 Local Development Mitigation Fee schedule and current 2021 Fee schedule that reflects periodic inflationary fee adjustments using the indexing process.

Table 6 2004 and 2021 MSHCP Fee Schedule

Fee Category	2004 Fee per unit or per acre	2021 Fee per unit or per acre
Residential: Up to 8.0 dwelling units per acre (DUAC)	$1,651	$2,234
Residential: 8.0-14.0 DUAC	$1,057	$1,430
Residential: 14.0+ DUAC	$859	$1,161
Commercial (per acre)	$5,620	$7,606
Industrial (per acre)	$5,620	$7,606

3. Habitat Protection to Date and Future Conservation Scenario

The RCA has achieved substantial levels of habitat protection to date using the funding sources established and the associated variable flows of incoming revenues. The level of habitat protection achieved, because of lower levels of funding and land dedication than expected, has however fallen behind the pace of protection forecast in the Original Nexus Study. This chapter summarizes the achieved protection to (1) establish both the scale of future acquisitions required to meet the overall Additional Reserve Land (ARL) goals, (2) consider the annual pace of habitat protection through acquisitions and dedications in absolute terms and relative to the original MSHCP forecasts, and (3) inform the development of the Conservation Scenario that forms the baseline (project description) for estimating future MSHCP implementation costs and associated funding requirements and updated mitigation fees.

Habitat Protection Accomplishments Through 2019

Between the start of the MSHCP program and the end of 2019, the most recent full calendar year, about 40 percent of the 153,000-acre ARL target has been achieved, totaling almost 62,000 acres in acquisitions, easements, or dedications (see **Table 7**).[17] As shown of the 97,000 acres in Local Permittee ARL obligation about 40,200 acres had been protected by the end of 2019. Of the 56,000 acres in State/Federal ARL obligation, about 21,600 acres have been protected to date.

Table 7 Conservation Through End of 2019

Party	Need	Conserved 2000-2003	Conserved 2004 - 2019	Total Conserved 2000 - 2019	Remaining Need 2020-2043
Local	97,000	4,531	35,681	40,212	56,788
State + Fed	56,000	12,408	9,200	21,608	34,392
Total	**153,000**	**16,939**	**44,881**	**61,820**	**91,180**

Sources: Western Riverside County Regional Conservation Authority MSHCP Annual Reports; RCA information on 2019 purchases; Economic & Planning Systems, Inc.

Conservation Goals and Progress

The MSHCP anticipated that acquisition would take place for 25 years, through the end of 2029, with 97,000 acres conserved through local means and 56,000 acres conserved with State/federal funding. To achieve this goal, an average of 6,120 acres of conservation is required each year,

[17] Note that while the MSHCP was adopted in 2004, certain conservation which took place between 2000 and 2003 was counted toward the MSHCP reserve.

including an average of 3,880 annually from local funding sources/dedications and 2,240 annually from State and federal conservation.

Figure 4 illustrates how steady progress would result in achievement of the ARL goals by 2029. **Figure 5** shows actual progress toward the goals, through 2019. More than 21,000 acres have been conserved through State/federal means, and over 40,000 acres have been conserved through local actions. These totals sum to about 40 percent of the total ARL goal of 153,000 acres. As shown in **Figure 5**, with 16 years of the 25-year acquisition period completed, the ARL acquisitions have fallen behind the pace forecast in the Original Nexus Study. Protection through the end of 2019 represents 63 percent of the original forecast (65 percent for Local obligations and 60 percent for State/federal obligations). For the Local Permittee obligations, as discussed further below, the lower level of land dedication relative to the original forecasts account for much of the habitat protection gap that has emerged over the last 16 years.

Figure 4 MSHCP Conservation Goals, 2019 and 2029 Goals Highlighted

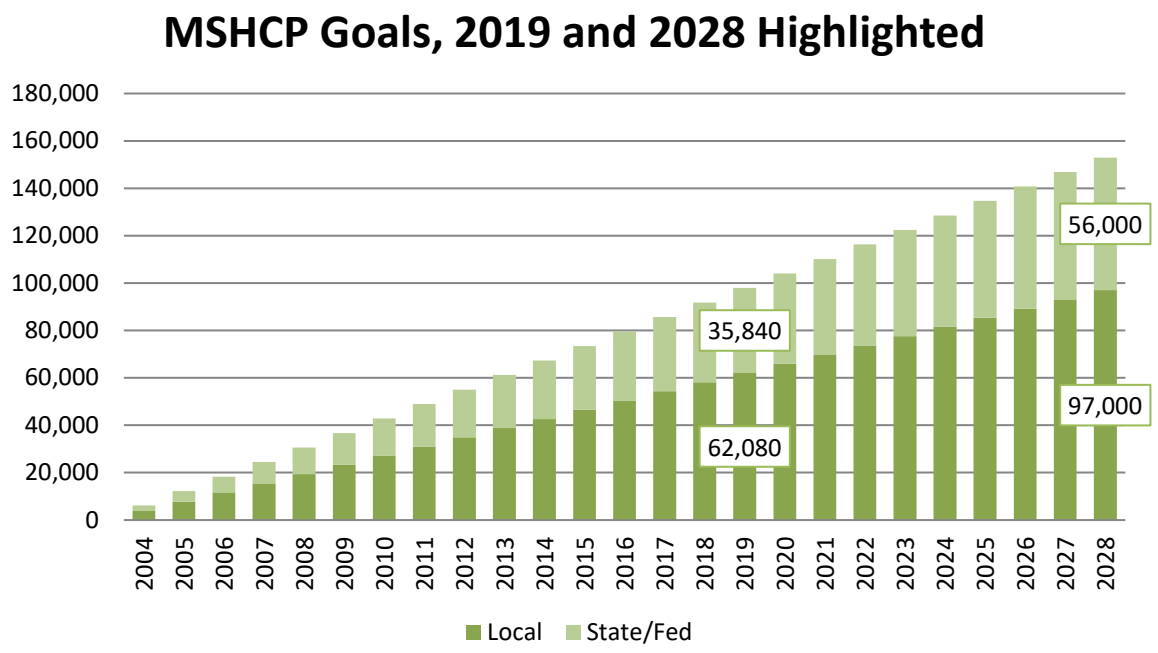
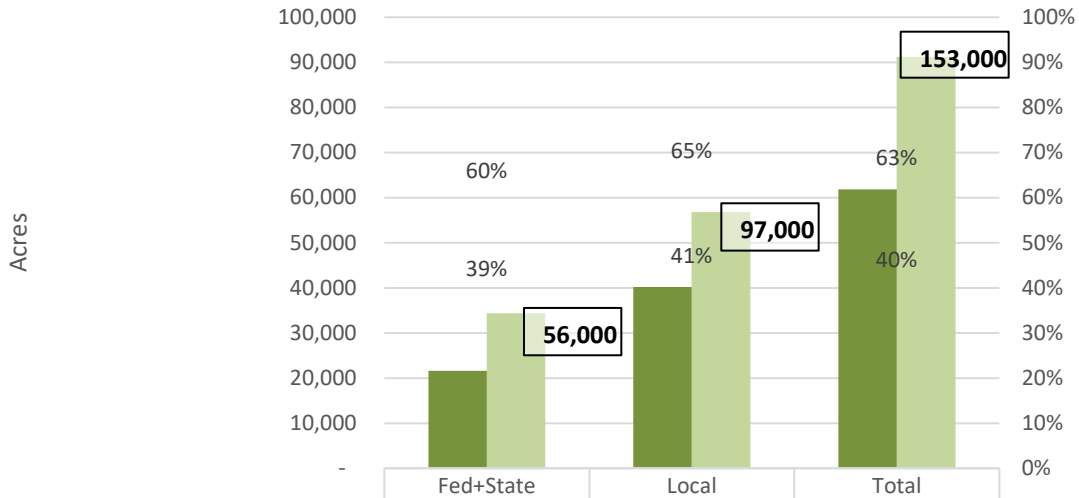


Figure 5 Progress Towards ARL Through End of 2019



	Fed+State	Local	Total
Acqu. through 2019	21,608	40,212	61,820
Remaining Need	34,392	56,788	91,180
% of 2019 Expected Goal Achieved	60%	65%	63%
% of Total Goal Achieved	39%	41%	40%

Sources: Western Riverside County Regional Conservation Authority; Economic & Planning Systems, Inc.

Land Dedications

The MSHCP envisioned a conservation program where land and easements would be purchased by the RCA and land would be dedicated to the RCA through the development process.[18] In addition, the potential for no-cost and low-cost donations for tax benefit purposes was also created. The MSHCP did not assume donations or conservation easement acquisitions as part of its financial analysis (this is appropriate given the limited number of such transactions). The MSHCP did, however, anticipate that 41,000 acres would be conserved through dedications, 56,000 acres through purchases on behalf of local permittees, and 56,000 acres through purchases conducted by or funded by federal and State agencies/sources for a total of 153,000 acres.

For the local portion of the goal (97,000 acres), this translates into about 42 percent of the goal conserved via dedications associated with the development review process—called Habitat Evaluation and Acquisition Negotiation Strategy (HANS)—and the other 58 percent purchased by the RCA from willing sellers. The level of dedication is a key assumption for the MSHCP implementation cost estimate as each acre dedicated through HANS is one fewer acre which must be conserved through land acquisitions at market values.

The HANS process was established to apply to developments proposed within the Criteria Cells of the MSHCP Study Area. The Criteria Cells represent areas with high conservation values relative to the areas outside of the Criteria Cells. The HANS process was designed to indicate what conservation (dedication) may be needed from new development from a biological needs

[18] This process is known as the Habitat Evaluation and Acquisition Negotiation Strategy (HANS).

perspective. Subsequent to that technical analysis, applicants could then proceed to the Joint Project Review (JPR) process during which the parties negotiate an implementation plan for the project, consistent with the HANS findings. The applicants would also pay mitigation fees on the actual development. To date, a modest amount of land (less than 1,000 acres) has been conserved via the HANS/JPR method compared to the 26,000 acres that was forecast to have occurred by this point in the MSHCP implementation.

While very little land has been dedicated to the RCA through HANS/JPR, several projects went through the HANS/JPR process and have agreements in place for dedication/conservation of lands, but the start date (if any) for these projects is unknown (i.e., may be far in the future). These projects cover about 35,000 acres in the Criteria Cells and, under the JPR agreements, have set aside about 30 percent of that total or about 10,000 acres for conservation/dedication.

The adoption of Resolution No. 2016-003 in September 2016 revised the RCA's fee credit and waiver policy. This resolution indicated that MSHCP fee credit should be provided in exchange for land that contributes to reserve assembly. As a result, after the adoption of this resolution, new development is not be expected to pay mitigation fees and dedicate land in the manner originally envisioned in the MSHCP limiting the likelihood of the types of dedications envisioned in the Original Nexus Study.

Future Conservation Scenario

This updated financial analysis, nexus study, and mitigation fees estimate require a base description of the additional habitat protection required. In subsequent chapters, cost estimates are developed in reference to, and in application to, this conservation scenario to develop the overall implementation costs and the associated funding required, both in aggregate and through time during the land acquisition period of the program. Four questions are of particular importance:

1. **Remaining Habitat Protection.** The amount of habitat protection required to meet the MSHCP requirements.

2. **Dedications.** The amount of land dedication assumed to occur through the HANS/JPR process over the habitat protection period and the associated amount of habitat that must be acquired.

3. **Time Frame.** The period over which habitat protection goals must be met.

4. **Land Characteristics.** The characteristics of the land to be protected to meet MSHCP requirements (e.g., goals by Area Plan, habitat cores and linkages etc., land use designations and parcel sizes).

The answers to question 1 are provided in the data above (see **Table 7**). The answer to question 4 is provided in the subsequent chapter on land costs, with illustrative answers coming from RCA data and GIS analysis. The answer to question 2 is addressed below and is based on information on accomplishments to date (described above), discussions with RCA staff, the current Fee Waiver and Credit Policy, and an assessment of realistic opportunities and expectations. Finally, question 3 raises the issue of whether an extension to the MSHCP land acquisition implementation period should be provided. As described below, three different

extension scenarios (5-, 10-, and 15-year extension scenarios) are evaluated, as well as the baseline, "No Extension Scenario," to indicate the outcomes under different scenarios.

Habitat Protection, Land Dedication, and Conservation Scenarios

As shown in **Table 8**, there is a total of about 91,200 acres of land protection still required to complete the land protection obligations under the MSHCP and to bring the Additional Reserve Lands to 153,000 acres. Of this, the State/federal requirements is for about 34,400 acres, while the Local Permittee requirement is for about 56,800 acres.

The experience of the last 16 years indicates that the MSHCP was overly optimistic in terms of land dedications, assuming that 41,000 acres would be dedicated to the RCA. As noted above, about 10,000 acres of potential future land dedication is associated with a range of previously proposed projects. Based on historical information on actual, dedications agreements on proposed projects, current RCA policy, and consultations with RCA staff, minimal additional dedication is expected or assumed. This analysis, therefore, assumes that the prior agreement concerning dedications, summing to about 10,000 acres, will be secured over the next eight years and prior to the end of the current habitat protection period. Even if the implementation period were extended, no extra land dedication is forecast to occur.

As a result, and as shown in **Table 8**, a total of about 46,800 acres of Additional Reserve Land acquisition is required by Local Permittees for MSHCP implementation once the forecast of dedications is incorporated. As shown in **Table 8**, the required average annual pace of habitat protection varies considerably under the different acquisition period extension scenarios, as described below: [19]

- **Baseline / No Extension Scenario.** As currently structured, RCA is required to complete land acquisition by the end of Year 25 of Plan implementation in 2029. This provides nine (9) years to protect the 47,000 acres through direct land acquisition (distinct from the assumed dedications), an average annual acquisition pace of about 5,200 acres each year.
- **5-Year Extension.** With a 5-year extension to the acquisition period, the RCA would be required to complete land acquisitions by the end of Year 30 of Plan implementation in 2034. This provides fourteen (14) years to protect the 47,000 acres through direct land acquisition (distinct from the assumed dedications), an average annual acquisition pace of about 3,300 acres each year.
- **10-Year Extension.** With a 10-year extension to the acquisition period, the RCA would be required to complete land acquisitions by the end of Year 35 of Plan implementation in 2039. This provides nineteen (19) years to protect the 47,000 acres through direct land acquisition (distinct from the assumed dedications), an average annual acquisition pace of about 2,500 acres each year.

[19] As a point of reference, the historical pace of Local Permittee-driven habitat protection has been somewhat above 2,000 acres each year with availability of funding being an important determinant of the pace of acquisition. The pace of State/federal-driven acquisition has averaged about 1,000 acres each year.

- **15-Year Extension.** With a 15-year extension to the acquisition period, the RCA would be required to complete land acquisitions by the end of Year 40 of Plan implementation in 2044. This provides twenty-four (24) years to protect the 47,000 acres through direct land acquisition (distinct from the assumed dedications), an average annual acquisition pace of about 2,000 acres each year.

Table 8 Required Acquisition Acres to Achieve ARL Goals

Entity/Item	Through 2019	2020-End of Acquisition Period	Years Remaining	Annual Conservation Acres Required	Total Acres
NO EXTENSION					
State/Federal	21,608	34,392	9	3,821	56,000
Local					
HANS Dedication (1)	715	10,000	9	1,111	10,715
Net Local Acquisition	39,497	46,788	9	5,199	86,285
Total Local Conservation	40,212	56,788	9	6,310	97,000
State/Federal + Local = ARL Goal	**61,820**	**91,180**	**9**	**10,131**	**153,000**
5 YEAR EXTENSION					
State/Federal			14	2,457	56,000
Local					
HANS Dedication	*See above*		14	714	10,715
Net Local Acquisition			14	3,342	86,285
Total Local Conservation			14	4,056	97,000
State/Federal + Local = ARL Goal			**14**	**6,513**	**153,000**
10 YEAR EXTENSION					
State/Federal			19	1,810	56,000
Local					
HANS Dedication	*See above*		19	526	10,715
Net Local Acquisition			19	2,463	86,285
Total Local Conservation			19	2,989	97,000
State/Federal + Local = ARL Goal			**19**	**4,799**	**153,000**
15 YEAR EXTENSION					
State/Federal			24	1,433	56,000
Local					
HANS Dedication	*See above*		24	417	10,715
Net Local Acquisition			24	1,950	86,285
Total Local Conservation			24	2,366	97,000
State/Federal + Local = ARL Goal			**24**	**3,799**	**153,000**
20 YEAR EXTENSION					
State/Federal			29	1,186	56,000
Local					
HANS Dedication	*See above*		29	345	10,715
Net Local Acquisition			29	1,613	86,285
Total Local Conservation			29	1,958	97,000
State/Federal + Local = ARL Goal			**29**	**3,144**	**153,000**

1. About 10,000 acres of potential future land dedication is associated with a range of previously proposed projects. Based on historical information on actual, dedications agreements on proposed projects, current RCA policy, and consultations with RCA staff, minimal additional dedication is expected or assumed beyond these agreements. This analysis, therefore, assumes that the prior agreements concerning dedications will occur with future dedications summing to about 10,000 acres. The precise timing of these dedications is uncertain, but are assumed to occur over the next eight years. Average annual numbers in this table are shown distributed across the full remaining acquisition period of each extension scenario.

Shading indicates acreage to be acquired with fee revenue.

Sources: Western Riverside County Regional Conservation Authority; and Economic & Planning Systems, Inc.

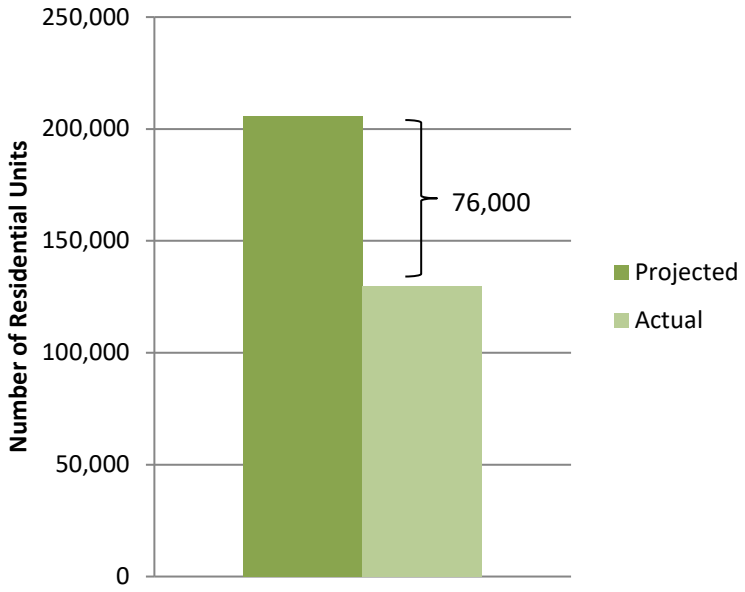
4. FORECASTS OF DEVELOPMENT, DEDICATION, FEE PAYMENT

Future development within Western Riverside County will both reduce land available for conservation while also serving as a primary funding mechanism for habitat acquisitions. This chapter identifies forecasts of future growth in Western Riverside County and develops an associated forecast of land development that is a key component of the fee calculation.

Historic Development and HCP Fees

The MSHCP anticipated that 13,000 to 14,000 residential units and about 370 commercial and industrial acres would be developed on average annually. Specifically, between 2005 and 2019, 206,000 residential units were expected in the Plan Area. A review of new units in the Plan Area indicates about 130,000 units were developed over the period (see **Figure 6**), about 37 percent below the forecast.[20] While the substantial volatility in the real estate market over the period (including the housing boom, deep recession, and modest recovery) may explain some of this difference, the slower pace of development means that fee revenues have been similarly constrained relative to the original revenue projections.

Figure 6 Residential Unit Development, Western Riverside County, 2005-2019



Source: California Department of Finance; MSHCP Projections

[20] Actual units developed have been derived from the California Department of Finance (DOF), Demographics Unit information through January 1, 2019. Note that the DOF reports data by city and for the entire Riverside County unincorporated area. Western Riverside's portion of the total unincorporated area has been derived based on the area's historic share of unincorporated County, taking into account the incorporations of new cities that occurred in Western Riverside County since MSHCP Plan adoption (Eastvale, Jurupa Valley, Menifee, and Wildomar).

Growth Projections

SCAG Forecasts in Context

The Southern California Association of Governments (SCAG) is a Metropolitan Planning Organization (MPO)[21] representing six counties, 191 cities and more than 18 million residents. MPOs, such as SCAG are charged under California Senate Bill 375 with developing Sustainable Community Strategies (SCSs) as part of regional transportation plans. SCAG's SCS includes population, household, and job projections through 2040 by city and unincorporated area. SCAG consults with local governments within the region, including the Western Riverside Council of Governments (WRCOG) which represents Western Riverside County, to develop the projections. SCAG adopted the 2012-2040 Regional Transportation Plan/Sustainable Community Strategy (RTP/SCS) in 2016. The 2016 RTP/SCS forms the basis of the SCAG projections; EPS extrapolated an annual growth rate from the SCAG projections and, assuming consistent development trends through 2050, applied the rate in order to estimate development projections through 2050.

SCAG forecasts for the future, on an annualized basis, were compared with the MSHCP's original forecast along with historical information (when available) as described further below:

- **Residential Development Forecast**. **Figure 7** shows, for Western Riverside County, the annual residential unit count for SCAG projections through 2050, MSHCP projections through 2029, and residential units produced in Western Riverside County between 2005 and 2019. As shown, the SCAG projections suggest about 8,750 units each. This is similar to the average annual historic pace of growth between 2005 and 2019 of about 9,260 units, but well below the original MSHCP projections of about 13,400 units each year. Based on the similarity between the historical average and the SCAG forecast, the SCAG forecast is considered a reasonable basis for determining the future pace of residential development and associated residential land development (based on assumed densities of development).
- **Commercial Development Forecast**. The SCAG jobs forecast of about 15,000 jobs each year was converted into an annual gross amount of commercial/industrial development using the employment density and FAR assumptions used in the most recent Transportation Uniform Mitigation Fee (TUMF) update documents. As shown in **Figure 8**, this results in a forecast of about 690 acres of commercial/industrial land development each year (representing an overall average of about 21 jobs per acre of development), considerably above the original MSHCP projections of about 370 acres each year. The higher SCAG number, however, appears reasonable given recent and ongoing trends in Western Riverside County where substantial amounts of new logistics/distribution development have occurred covering substantial land areas and, as such, is considered reasonable as the basis of the future forecast of commercial/industrial land development.

[21] Federal law requires that an urbanized area with a population of at least 50,000 be guided by a regional entity known as an MPO. California's Senate Bill 375 expands the role of the State's 18 MPOs to include regional plans that help the State reach its greenhouse gas reduction targets by encouraging compact development and new development near public transit.

Figure 7 New Housing Units per Year, SCAG and MSHCP Projections and Historic Production (2005-2019)

SCAG (2012-2040) and MSHCP Projections (2004-2029) and Historic Production (2005-2019)

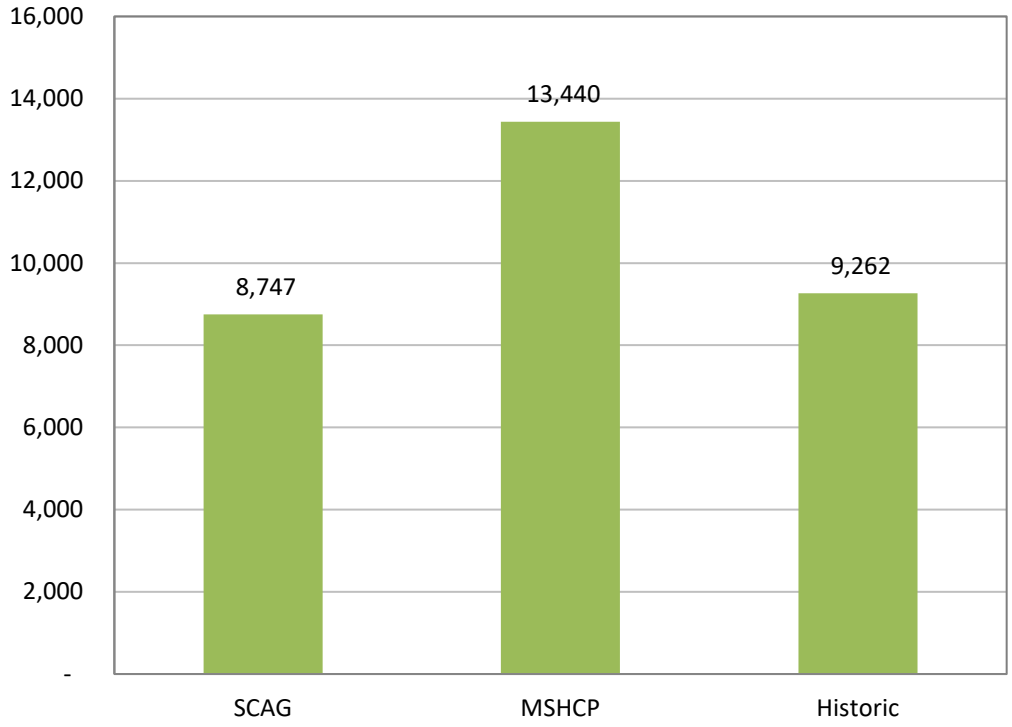
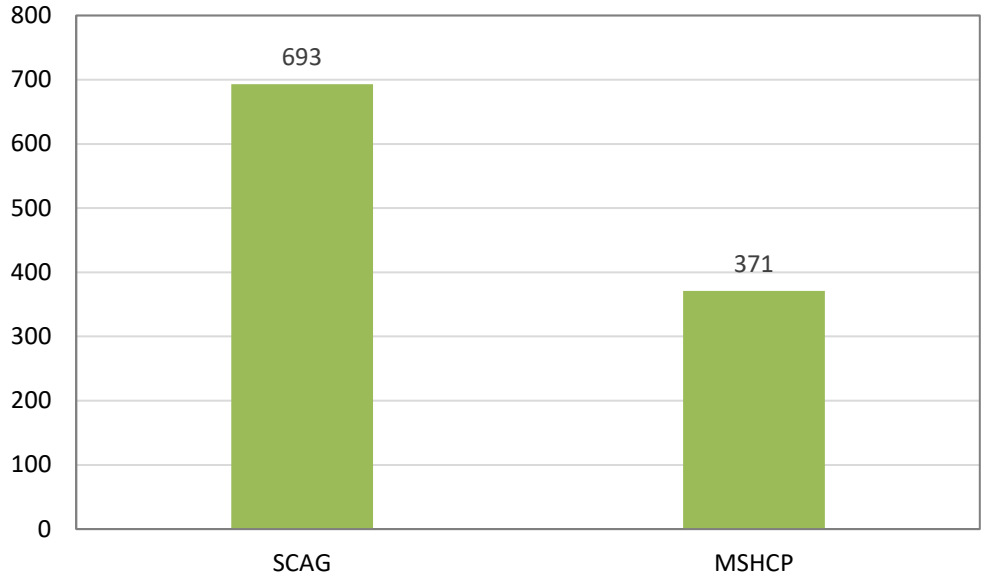


Figure 8 Newly Developed Commercial Acres per Year

SCAG (2012-2040) and MSHCP Projections



Note: SCAG job projections converted into acres by EPS

Forecasts for Fee Calculation

For this fee program update, the SCAG projections are considered a reasonable basis for forecasting future land development. Because all new development is expected to pay the mitigation fee, all of the forecasted household and job growth is converted into a land development forecast that is, in turn, used to calculate the mitigation fees. **Table 9** shows SCAG's overall projections for households and employment in Western Riverside County between 2012 and 2050, and **Table 10** shows the implied average annual land development rates, and, in turn, the overall level of residential and commercial/industrial land development that would be expected to occur through the end of the land acquisition period for each of the extension scenarios.[22] As shown, all scenarios assume an overall average annual land development of 2,252 acres each year, including 693 acres in commercial/industrial land development and 1,558 acres in annual residential land development.[23]

- **Baseline / No Extension Scenario**. Under the no extension scenario, a total of 20,265 acres of land development is expected to occur during the remaining Plan implementation period of nine (9) years and would pay the mitigation fees.
- **5-Year Extension**. Under the 5-year extension to the acquisition period, a total of 31,523 acres of land development is expected to occur during the remaining Plan implementation period of 14 years and would pay the mitigation fees.
- **10-Year Extension**. Under the 10-year extension to the acquisition period, a total of 42,782 acres of land development is expected to occur during the remaining Plan implementation period of 19 years and would pay the mitigation fees.
- **15-Year Extension**. Under the 15-year extension to the acquisition period, a total of 54,040 acres of land development is expected to occur during the remaining Plan implementation period of 24 years and would pay the mitigation fees.

[22] Under the MSHCP, all new development is required to pay the mitigation fee and contribute to funding the implementation of the MSHCP except where specifically exempted in the Ordinance.

[23] The 1,558 acres of residential land development was derived based on the forecasted 8,747 residential units each year and assumptions concerning distribution by density category and an average density level. More specifically, consistent with the recent TUMF analysis assumptions, 70 percent of new residential units are assumed to be in the low density category (less than 8 units per acre) with an average of 4.5 units/acre, 20 percent are assumed to be the medium density category (8 to 16 units per acre) with an average of 10.8 units/acre, and 10 percent are assumed to be the high density category (over 16 units per acre) with an average of 24.4 units/acre. The unit per acre factors are consistent with those indicated in the Original Nexus Study. The overall implied average residential density is 5.6 units/gross acre.

Table 9 Projected Growth in Western Riverside County, through 2050

SCAG	Western Riverside MSHCP Plan Area	
	Households	Employment
2012	530,970	463,833
2040 Projection	775,882	869,792
2050 Projection (1)	863,350	1,014,777
New Households/Jobs Expected by 2050	332,380	550,944
Average Annual	8,747	14,499

(1) SCAG projections forecast growth through 2040. EPS assumes the annual growth rate from 2012 to 2040 remains constant through 2050 and applies the rate to an additional 10 years in order to project growth through 2050.

Sources: Southern California Association of Governments; Economic & Planning Systems, Inc.

Table 10 Projected Developed Acres in Western Riverside County, by Extension Scenario

SCAG	Western Riverside MSHCP Plan Area		
	Residential	Non Residential	Total
No Extension			
Proportionate Share 2020-2028[1]	78,722 Households	130,487 Jobs	
New Development to Acres[2]			
Acres of New Development Through 2028	14,026 Acres	6,239 Acres	**20,265 Acres**
Acres per Year	1,558 Acres	693 Acres	**2,252 Acres**
5 Year Extension			
Proportionate Share 2020-2034[1]	122,456 Households	202,979 Jobs	
New Development to Acres[2]			
Acres of New Development Through 2034	21,818 Acres	9,705 Acres	**31,523 Acres**
Acres per Year	1,558 Acres	693 Acres	**2,252 Acres**
10 Year Extension			
Proportionate Share 2020-2038[1]	166,190 Households	275,472 Jobs	
New Development to Acres[2]			
Acres of New Development Through 2038	29,611 Acres	13,171 Acres	**42,782 Acres**
Acres per Year	1,558 Acres	693 Acres	**2,252 Acres**
15 Year Extension			
Proportionate Share 2020-2043[1]	209,924 Households	347,965 Jobs	
New Development to Acres[2]			
Acres of New Development Through 2043	37,403 Acres	16,637 Acres	**54,040 Acres**
Acres per Year	1,558 Acres	693 Acres	**2,252 Acres**

(1) SCAG forecasts from the 2016 Report have been used for all cities in Western Riverside County. The projections for the entire unincorporated area in Riverside have been split into just the Western part of the County through a review of WRCOG's recent proportion of unincorporated growth, compared to the whole County.

(2) Conversion from household projections to residential acres of developed land is based on expected development mix and average residential density by land use type, with an average residential density of 5.6 DUAC. Similarly, conversion from job projections to nonresidential acres of developed land is based on distribution of jobs by workspace type and average employment density by land use type, with an average nonresidential density of 21 jobs per land acre. Residential density assumptions are based on data from the Census and California Department of Finance; Employment density assumptions are based on SCAG data.

Sources: California Department of Finance; US Census Bureau; Southern California Association of Governments; Economic & Planning Systems, Inc.

5. MSHCP IMPLEMENTATION COSTS

This chapter describes the analysis and assumptions that underpin the estimation of the total remaining MSHCP implementation costs in 2019 dollars. Key cost factors evaluated include land costs, management and monitoring costs, administration and professional services costs, and endowment costs. Together these cost components form the total MSHCP implementation costs. Because the duration allowed for land acquisition and endowment establishment affect several of these cost items, distinct total implementation cost estimates are provided for all scenarios (i.e., Baseline/ No Extension and the three extension scenarios).

Land Costs

Planning-level estimates of the per acre values associated with potential Additional Reserve Land (ARL) acquisitions are a critical input into the estimation of total land acquisition costs associated with Plan implementation. Land acquisition costs represented the majority of the original estimates of MSHCP implementation costs. This chapter provides planning-level estimates of per acre land conservation costs in 2019-dollar terms based on available information. In combination with assumptions concerning the characteristics of the Additional Reserve Lands to be acquired and potential levels of dedication, the per acre land value estimates drive the estimate of overall land acquisition costs.

Actual per acre habitat conservation costs may vary from the average planning-level estimates presented in this chapter for a number of reasons, including differences in the specific characteristics of the actual parcels acquired as well as fluctuations in economic, real estate, and land market conditions over time. Individual transactions will require appraisals to establish their value at the time of acquisition based on parcel characteristics and pertinent market conditions at the time of appraisal. Over time, per acre and overall cost estimates typically change for a number of reasons as discussed further in **Chapter 9**.

MSHCP / Original Nexus Study

The initial adoption of the mitigation fees was based on a nexus study completed in July 2003 that included a land valuation analysis that was completed in December 2002. The land valuation analysis assumed the acquisition of vacant and unentitled lands in the Criteria Cells. The land value analysis provided planning-level estimates of per acre land values by grouped land use designation and by Area Plan. Planning-level land value estimates were based on sales comparables. The land value estimates indicated per acre land values that were primarily driven by differentiation in land use category. The land use designation categories represent groupings of the broad number of land use designations present in the Study Area. **Table 11** summarizes the per-acre land value ranges and resulting averages. Based on this analysis, an overall weighted average of $13,100 per acre was applied in the MSHCP financial sections in the Original Nexus Study.

Table 11 Per-Acre Land Value Estimates—2003 Dollars (2003 Nexus Study)

Land Use Designation	Value Range	Resulting Average *
Open Space	$2,500 to $10,000 per acre	$ 8,000 per acre
Rural/Agricultural	$5,000 to $25,000 per acre	$11,000 per acre
Community Development	$20,000 to $80,000 per acre	$45,000 per acre
Overall (1)	**$2,500 to $80,000 per acre**	**Varied (1)**

** Per acre values rounded to the nearest 1,000.*
(1) Reported overall average land value per acre depends on mix of land types. Number varies by documents, though $13,100 per acre was overall value applied in the MSHCP financing sections.

Source: Original 2003 Nexus Study

RCA Experience to Date

Table 12 summarizes average RCA land acquisition costs to date. Including land purchased shortly before the MSHCP was adopted through the end of 2018, costs for Local Permittee land acquisitions summed to $352.5 million in nominal dollar terms, an average of $9,400 per acre. However, for the year 2018, about 2,100 acres were acquired at the higher average per acre cost of $13,200 per acre.

Table 12 Local Conservation Costs Through 2018

Item	Pre-MSHCP through 2018	2018
Total Acres Acquired (1)	37,547	2,066
Total Cost (millions)	$352.5	$27.4
Cost per Acre (Nominal $s)	$9,400	$13,200

(1) Includes all acres purchased; does not include acres conserved via easement.

Sources: Western Riverside County Regional Conservation Authority MSHCP Annual Report 2018; Economic & Planning Systems, Inc.

To date, the overall historical level of per acre land acquisition expenditures is well below the original 2004 per acre land value estimates. The cost of RCA acquisitions during this timeframe were kept relatively low by concentrating more on lower cost parcels (larger parcels in remote areas with limited development potential). In 2018, as in the future, the average cost per acre is expected to be higher than this historical average due to the characteristics of land still needing to be acquired.

New Land Value Analysis and Conclusions

New 2019 per acre land value estimates were developed based on recent historical transactions as reported in the sales comparables sections of appraisals conducted for RCA acquisitions. This data set provided a substantial inventory of over 150 land sales between 2012 and 2017 that supported conclusions concerning per acre land values by key land value characteristic.

Similar to the Original Nexus Study, land values were determined to be substantially affected by land use designation and by parcel size. Land values were developed for twelve different value categories based on combinations of three land use designations and four different size ranges.

Based on the land valuation data and detailed GIS analysis by RCA staff, parcels were divided into three groups of development potential based on their land use designation:[24]

- **Open Space.** Low development potential land use designations included open space, rural mountainous, and rural residential.
- **Rural.** Medium development potential land use designations include agriculture and rural communities land use designations.
- **Community Development.** High development potential land use designations include all community development designations, including residential, non-residential, and other community development designations.

In addition to these three land use designation groupings reflecting different levels of development potential, parcels were also divided by parcel size. The land value information indicated a per acre value distinction between the following parcels sizes:

- Parcels less than 5 acres.
- Parcels between 5 and 20 acres.
- Parcels between 20 and 80 acers.
- Parcels over 80 acres.

Based on the analysis of the sales comparables, **Table 13** shows the planning level per acre land value by land use designation grouping/size range in 2017 dollars.

Table 13 Planning Level Per Acre Land Value Estimates by Category

Land Use Designation	Per Acre Land Value ($ / Acre)[1]			
	Less than 5 Acres	5 - 19.99 Acres	20 - 79.99 Acres	80 + Acres
Open Space	$11,761	$5,091	$3,949	$1,866
Rural	$33,363	$11,553	$8,337	$5,531
Community Development	$177,414	$76,050	$72,369	$24,335

1. Most land sale comparables used for pricing are from 2013 to 2017 and were converted to 2017 dollars using BLS CPI adjustments for the Los Angeles-Riverside-Orange County area.

Sources: Economic & Planning Systems, Inc.

[24] RCA staff developed a consistent set of land use designation categories across different jurisdictions in the Study Area for the purposes of this study. These formed the basis of the development potential categories.

The average land value per acre for future RCA acquisitions is dependent on the different land values per acre as well as the expected distribution of future acquisitions. The actual land to be acquired is uncertain and is dependent on the availability of land through willing sellers. However, based on the conservation needs by Area Plan, the suitable land available for protection, as well as the specific linkages that must be created between the core reserve areas, RCA staff provided sufficient information for EPS to develop a general expression of parcels by characteristic to support the land value analysis. An illustration of the expected distribution of acres by land use designation and size range is provided in **Table 14**.

Table 14 Illustrative Distribution of Land Acquisitions by Land Use and Size

Land Use Designation	Conservation Scenario (Acres) (1)				*Total*
	Less than 5 Acres	5 - 19.99 Acres	20 - 79.99 Acres	80 + Acres	
Open Space	535	1,531	3,626	4,654	10,346
Rural	1,901	17,241	26,802	29,428	75,371
Community Development	638	1,707	3,613	4,384	10,342
Total Purchases by Acreage	**3,074**	**20,479**	**34,041**	**38,466**	**96,059**

1. Conservation scenario analysis was conducted in 2017 so overall acres acquired more than those required as of end of 2019.

Sources: RCA; Economic & Planning Systems, Inc.

Applying the per acre land values in **Table 13** to the illustrative land conservation distribution in **Table 14** provides an estimate of the aggregate land value, supporting the estimate of the average planning level land value per acre in 2017-dollar terms (see **Table 15**).

Table 15 Aggregate Land Value of Remaining Areas (2017 dollars)

Land Use Designation	Land Comparables by Acres				*Total*
	Less than 5 Acres	5 - 19.99 Acres	20 - 79.99 Acres	80 + Acres	
Open Space	$6,292,633	$7,795,633	$14,319,467	$8,682,942	*$37,090,674*
Rural	$63,411,345	$199,183,566	$223,437,526	$162,777,034	*$648,809,470*
Community Development	$113,198,910	$129,817,405	$261,456,200	$106,682,740	$611,155,254
Total Cost of Purchases	**$182,902,887**	**$336,796,603**	**$499,213,192**	**$278,142,716**	***$1,297,055,399***
% of Total	**14%**	**26%**	**38%**	**21%**	***100%***

1. This table is the average land value per acre multiplied by the Conservation Scenario. See **Table E-1** and **E-2**.

Sources: RCA; Economic & Planning Systems, Inc.

As shown in **Table 15**, the aggregate land value of the approximately 96,000 acres remaining to be protected as part of the MSHCP as of 2017 is estimated at about $1.3 billion in 2017 dollars. This represents an average land value of about $13,500 per acre. To convert this land value into 2019 dollars terms (similar to the rest of the analysis), EPS indexed the value to about $14,300 per acre in 2019-dollar terms.[25]

Other Costs—Administration, Management, and Monitoring

Program administration, reserve management, and reserve monitoring are required functions that require annual funding. The forecasts for each of these cost categories are described below.

Administration and Professional Service Costs

The Western Riverside County Regional Conservation Authority is responsible for implementing the MSHCP. Since 2004, RCA staff members have directed the acquisition, management, and monitoring of the local portion of the Additional Reserve Land (ARL) required by the MSHCP, monitored State and federal Public/Quasi-Public lands and the State and federal portions of the ARL, and undertook all of the administrative tasks associated with maintaining the permit.

Costs categorized in this fee study under MSHCP administration include all RCA staff costs and other costs like building rents and average expenditures on non-acquisition related professional services that are not anticipated to vary as the size of the ARL increases. The forecast for the acquisition period assumes that these costs will remain at approximately $4.2 million in constant 2019 dollars, increasing with inflation but not increasing as the size of the ARL grows (see **Table 16**). This includes salaries and benefits of about $2.3 million annually and about $1.5 million in professional services, supplies, and other costs.

[25] Two years of inflation (2017 – 2019) based on by BLS CPI adjustment for Riverside-San Bernardino-Ontario Metro Area.

Table 16 Administrative and Professional Services Costs

Expenditures	RCA FY16/17- 18/19 3-Year Average of Actuals	CPI Adjusted to 2019$[1]
Total Salaries and Employee Benefits	**$2,219,261**	**$2,288,495**
Professional Services and Supplies		
Environmental		
Legal	$394,320	$406,621
Auditing, Accounting & Financial Services	$101,717	$104,891
GIS Services	$10,000	$10,312
Personnel Services	$13,920	$14,354
Real Estate Services	$653,774	$674,169
Other Services	$247,979	$255,715
Subtotal	**$1,421,710**	**$1,466,062**
Other Charges	$388,145	$400,254
Total	**$4,029,116**	**$4,154,811**

(1) Three year average CPI-adjusted by one year, the average of the annual CPI adjustments for the three years.

Sources: Western Riverside County Regional Conservation Authority; Bureau of Labor Statistics;

Management and Monitoring

Reserve Management

The MSHCP describes reserve management activities focused on maintaining and improving habitat conditions and ecosystem functions including habitat and landscape-based activities and species-specific activities. For the purposes of this analysis, the average per acre cost estimate for Reserve Management as reported in the RCA actual spending for FY 2018-19 has been used to inform cost projections through the full acquisition period. Because RCA staff and relevant contractors have indicated that the current spending on staff capacity is not adequate to accomplish necessary management with existing land holdings, additional staffing and associated expenditures have been added to the current reserve management expenditures. Specifically, three new full time equivalent (FTE) positions are added to the current 2019 spending for reserve management. Overall, the 2019 per acre reserve management cost of $25.39 per acre was adjusted to $32.70 per acre (2019 dollars) to account for three new mid-level park ranger FTEs. While as of the end of 2019 about 40,200 acres were under management, ultimately, reserve management activities will cover the entire 97,000 acres to be acquired by the RCA.

Biological Monitoring

The purpose of biological monitoring is to provide Reserve Managers with information and data upon which reserve management decisions will be made. According to the MSHCP, the monitoring program must provide "sufficient, scientifically reliable data for Reserve Managers to assess the MSHCP's effectiveness at meeting resource objectives and achieving or maintaining a

healthy MSHCP Conservation Area in perpetuity." Unlike the RCA's reserve management activities which are limited to local ARL acres, the RCA will ultimately be responsible for monitoring all 500,000 acres of the reserve lands mandated under the MSHCP. The acreage currently being monitored totals roughly 408,000 acres. For the purposes of this analysis, the $1.1 million annual cost estimate based on FY 2018-19 actual spending was used to inform cost projections through the full acquisition period. Because current staff capacity is not adequate to accomplish necessary biological monitoring with existing land holdings, to address the additional land acquisitions, two new full time equivalent (FTE) positions are added to the current 2019 spending for reserve monitoring. The 2019 per acre reserve monitoring cost of $2.67 was adjusted to $3.01 (2019 dollars) to account for two new entry-level biologist FTEs. (see **Table 17**). This constant dollar per acre cost was assumed to apply throughout the period of implementation.

Reserve Management and Biological Monitoring Costs

Table 17 summarizes estimated per acre costs for reserve management and monitoring in 2019 dollars. Applying these per acre costs (in 2019 dollars) to current acreage under management and monitoring projects results in annual costs of $1.32 million and $1.23 million, respectively. The annual reserve management and biological monitoring costs increase as new acquisitions occur.

Table 17 Management and Monitoring Anticipated Costs in 2004 and 2019 Dollars

Item	Actual FY 2019 Spending
Reserve Management[1]	
Acres under Management	40,212
Existing Reserve Management Expenses	$1,021,000
Additional Staff Capacity Required[3]	$294,000
Total Reserve Management Expenses	$1,315,000
$/Acre	$32.70
$/Acre without additional staff capacity	$25.39
Biological Monitoring[2]	
Acres being Monitored	408,820
Existing Biological Monitoring Expenses	$1,092,000
Additional Staff Capacity Required[3]	$140,000
Total Biological Monitoring Expenses	$1,232,000
$/Acre	$3.01
$/Acre without additional staff capacity	$2.67

1. Reserve Management costs include Parks & Open Space contract fees, maintenance of motor vehicles, and HOA dues.
2. Biological Monitoring costs include SAWA contract fees, office and computer supplies, training, private mileage reimbursement, building rent, and rental vehicles/fuel.
3. Current staff capacity is not sufficient to accomplish necessary management and monitoring. An Expanded staff capacity scenario envisions adding 3 FTE mid-level park rangers to Reserve Management and 2 FTE entry-level biologists to Reserve Monitoring, with salaries and benfits of $98,000 and $70,000

Sources: Western Riverside County Regional Conservation Authority; and Economic & Planning Systems, Inc.

Endowment Funding

The overall permit period was set at 75 years, ending in 2079. To cover ongoing management and monitoring costs beyond the duration when mitigation fees will be collected, the establishment of a non-depleting endowment is required. In other words, the endowment must be sufficient such that expected average interest revenues (after inflation and transaction costs) can cover the ongoing costs associated with administration, management and monitoring in perpetuity. This section summarizes the estimated cost of establishing this endowment under the different scenarios. A key assumption is that the endowment must be fully established by

the end of the land acquisition period as it is assumed that no more mitigation fees will be collected at that time.[26]

For the purposes of this analysis, we have assumed that habitat management and habitat monitoring costs continue in full, while administration costs are reduced by half following the end of the land acquisition period. All of these costs then continue in perpetuity. As a result and as shown in **Table 18**, the endowment is sized to cover the expected annual management and monitoring costs and 50 percent of the administration costs, totaling $6.8 million (2019 dollars) once all lands have been acquired.

Table 18 Annual Implementation Cost Estimate (2019$)

Cost Categories	Annual Cost by Last Year of Land Acquisition Period	Adjustment	Annual Post-Land Acquisition Cost
Ongoing Habitat Management	$3,172,063	100%	$3,172,063
Ongoing Habitat Monitoring	$1,506,776	100%	$1,506,776
Administration[1]	$4,154,811	50%	$2,077,406
Total	**$8,833,650**		**$6,756,244**

1. Adminsitration includes salaries and benefits, accounting, auditing and reporting, contracts, etc.. Assumes less administration is needed following the land acquisition period; ongoing adminsitrative needs include oversight, auditing and reporting, and board staffing.

Sources: Western Riverside County Regional Conservation Authority; and Economic & Planning Systems, Inc.

Consistent with many regional habitat conservations plans, the average annual net, real (allowing for inflation and institutional fees) interest rate is assumed to be three (3) percent.[27] Under all extension scenarios, the total required endowment funding is $225.2 million. Because the longer extension periods provide more time for the accrual of interest revenues, the net endowment cost (that must be funded by mitigation fees) is different for each scenario. **Table 19** shows the consistent total endowment funding required by scenario as well as the different levels of aggregate endowment interest and associated net endowment funding requirement. For a detailed time-series accounting of endowment funding by extension scenario, see **Appendix II**.

[26] It is important to note that the RCA has collected a distinct set of endowment funds for situations where specific conservation activities are required over-and-above the core activities covered by this endowment calculation.

[27] This assumes that the implementing entity can use investment vehicles that may be not be typical for Riverside County.

Table 19 Endowment Funding (2019$), by Extension Scenario

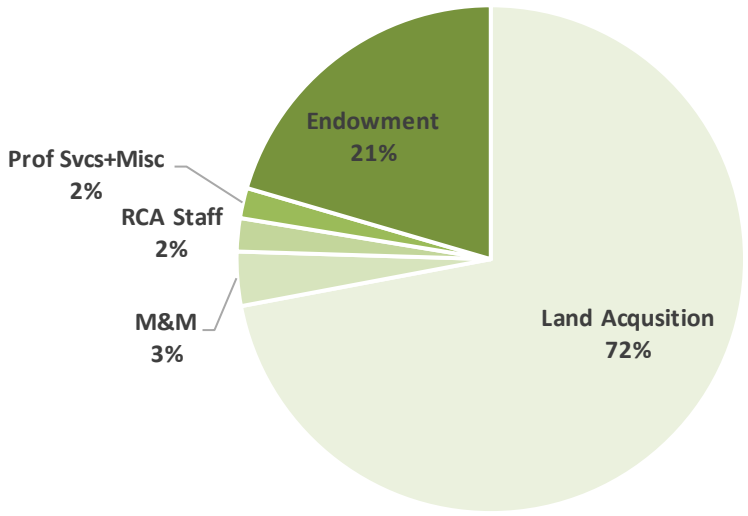
Item	No Extension	5-Year Extension	10-Year Extension	15-Year Extension
Total Endowment Funding Required	$225,208,133	$225,208,133	$225,208,133	$225,208,133
(Less) Endowment Interest	($25,695,187)	($40,679,628)	($54,846,349)	($68,206,990)
Net Endowment Funding Required	$199,512,947	$184,528,506	$170,361,785	$157,001,144

Sources: Western Riverside County Regional Conservation Authority; and Economic & Planning Systems, Inc.

Total Implementation Costs

Implementation costs include land costs, administrative and professional services expenses, management and monitoring costs, and the required net endowment funding. The remaining MSHCP implementation costs, as described in detail in the preceding sections, are all estimated in 2019 constant dollar terms. Under the Baseline/ No Extension scenario, as shown in **Figure 9**, the $702 million in estimated land acquisition costs make up 72 percent of the total implementation cost of $974 million. Administrative costs total about 4 percent of total costs, management and monitoring sum to 3 percent of total implementation costs, and the endowment constitutes 21 percent of total costs.

Figure 9 Comparison of Costs by Category



Total implementation costs vary by extension scenario. Land acquisition costs are the same for all scenarios. Administrative, management and monitoring costs increase the longer the acquisition period is extended, but the endowment funding required decreases the longer the

acquisition period is extended. As shown in **Table 20**, total implementation costs range from $890 million to $967 million depending on the extension period. Although total costs over time increase with longer extension periods the per-year implementation costs decrease with longer extension periods, as shown in **Table 21**. For a detailed time-series of all implementation costs excepting the endowment, see **Appendix I**.

Table 20 Total Implementation Costs (2019$*), by Extension Scenario

Local Permittee MSHCP Implementation Costs	Total for 2020 - 2028 No Extension	Total for 2020 - 2033 5-Yr Extension	Total for 2020 - 2038 10-Yr Extension	Total for 2020 - 2043 15-Yr Extension
Land [1]	$701,931,902	$701,931,902	$701,931,902	$701,931,902
Management & Monitoring	$33,582,193	$51,646,790	$69,711,387	$87,775,983
RCA Staff [2]	$20,596,453	$32,038,927	$43,481,401	$54,923,875
Professional Services and Supplies [2]	$13,194,561	$20,524,873	$27,855,185	$35,185,497
Loan Repayment [3]	$2,000,000	$2,000,000	$2,000,000	$2,000,000
Other Costs [2 4]	$3,602,285	$5,603,554	$7,604,824	$9,606,093
Net Endowment Funding Required	$199,512,947	$184,528,506	$170,361,785	$157,001,144
Total Costs	**$974,420,341**	**$998,274,552**	**$1,022,946,483**	**$1,048,424,494**

1. Land value estimates at $14,288 per acre in 2019 dollar terms.
2. RCA Administrative Costs are based on a three year average of FY 2016-17 through FY 2018-19 actual costs, adjusted to 2019 dollars.
3. RCA has "Other Long Term Obligations" totaling $5 million, which was a loan received from the County in FY 2012/13 and is now payable in increments of $1 million starting in FY 2018.
4. Includes rents and all other miscellaneous expenses.
NOTE: In some cases numbers may not perfectly sum due to rounding.

Sources: Western Riverside County RCA; Economic & Planning Systems, Inc.

* All costs are provided in constant 2019 dollar terms. Costs will change over time due to inflation and other factors. These changes will be addressed through the fee indexing/ updating process that will include automatic inflation-indexed fee changes annually based on the regional Consumer Price Index and periodic comprehensive updates to the Nexus Study.

Table 21 Average Annual Implementation Costs (2019$), by Extension Scenario

Local Permittee MSHCP Implementation Costs	Average Annual			
	2020 - 2028 No Extension	2020 - 2033 5-Yr Extension	2020 - 2038 10-Yr Extension	2020 - 2043 15-Yr Extension
Land [1]	$77,992,434	$50,137,993	$36,943,784	$29,247,163
Management & Monitoring	$3,731,355	$3,689,056	$3,669,020	$3,657,333
RCA Staff [2]	$2,288,495	$2,288,495	$2,288,495	$2,288,495
Professional Services and Supplies [2]	$1,466,062	$1,466,062	$1,466,062	$1,466,062
Loan Repayment [3]	$222,222	$142,857	$105,263	$83,333
Other Costs [2 4]	$400,254	$400,254	$400,254	$400,254
Net Endowment Funding Required	$22,168,105	$13,180,608	$8,966,410	$6,541,714
Total Costs	**$108,268,927**	**$71,305,325**	**$53,839,289**	**$43,684,354**

1. Land value estimates at $14,288 per acre in 2019 dollar terms.
2. RCA Administrative Costs are based on a three year average of FY 2016-17 through FY 2018-19 actual costs, adjusted to 2019 dollars.
3. RCA has "Other Long Term Obligations" totaling $5 million, which was a loan received from the County in FY 2012/13 and is now payable in increments of $1 million starting in FY 2018.
4. Includes rents and all other miscellaneous expenses.
NOTE: In some cases numbers may not perfectly sum due to rounding.

Sources: Western Riverside County RCA; Economic & Planning Systems, Inc.

MSHCP Forecast of Non-Fee Revenues

The MSHCP forecast an array of revenue sources, in addition to fee revenue, supporting the conservation program. These sources were anticipated to total about 44 percent of the revenue for the program, including:

- **Transportation funding** – includes the Measure A sales tax which is authorized through 2039 and other transportation funding sources such as the Transportation Uniform Mitigation Fees (TUMF) charged on new development. Note that the MSHCP envisioned up to $121 million of Measure A money to the HCP.
- **Other infrastructure projects** – funding from this source was not quantified in the MSHCP but reflected the expectation that local public construction projects such as schools, administrative facilities, libraries, jails, and other projects like flood control and utility projects would mitigate the construction through the payment of a per-acre fee.[28] Since MSHCP adoption, the standard contribution has been three to five percent of total project costs.
- **Landfill contributions** – Landfill tipping fees have been used in the County since the 1990 for conservation programs. Under county permitting of landfills, the County has committed to divert portions of tipping fees to MSHCP implementation.

Table 22 and **Figure 10** summarizes the revenue forecasts under the MSHCP. Including the fee revenues, these sources totaled $1.07 billion or an estimated average almost $43 million per year for 25-years (in 2004 dollars). Excluding fee revenues, a total of $18.84 million in annual revenues were forecast, including Measure A funding, $10 million each year from other transportation projects, and $4.0 million from land fill contributions.

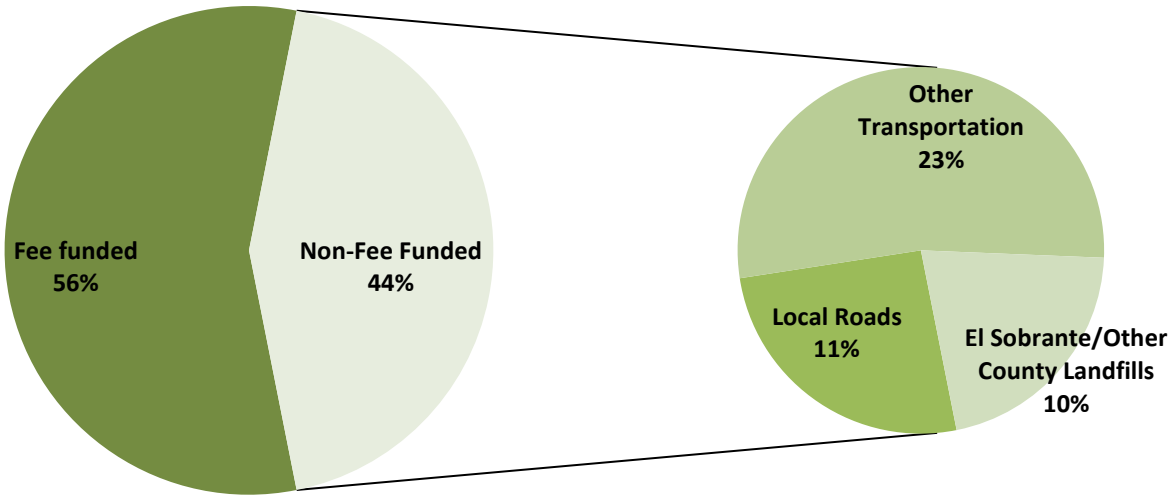
As described further below, at this point, the average annual funding from non-fee revenues sources are well below the MSCHP forecast. Measure A, a voter-approved ½ cent sales tax measure did provide substantial funding as envisioned (though is now fully used/ allocated) and, collectively, the other non-fee funding sources are well beyond what was originally envisioned.

[28] See Chapter 8.5.1 Funding Sources in the MSHCP.

Table 22 2004 MSHCP Anticipated Funding Sources

MSHCP Anticipated Funding Source	Estimate (millions)	% of Total	Avg/Yr (millions over 25 years)
Fee Funded Sources:			
Cities and County Development Mitigation Fees	$539.6	50%	$21,584,000
Density Bonus Fees	$66.0	6%	$2,640,000
Non-Fee Funded Sources	$605.6		$24,224,000.0
Public Funding Sources			
Local Roads (Measure A)	$121.0	11%	$4,840,000
Other Transportation	$250.0	23%	$10,000,000
Other infrastructure Projects	unknown	0%	$0
El Sobrante Landfill	$90.0	8%	$3,600,000
County Landfills	$10.0	1%	$400,000
Eagle Mountain Landfill	unknown	0%	$0
New Regional funding	unknown	0%	$0
Non-Fee Funded Sources	$471.0		$18,840,000
Total, Local Funds	$1,076.6	100%	$43,064,000

Figure 10 2004 MSHCP Anticipated Funding Sources



New Forecast of Non-Fee Revenues

Non-fee revenues to the RCA are projected to be $6.85 million annually in 2019 dollars. This estimate was derived from a line by line review of the major revenue items for a 3-year period from FY 2016-17 to FY 2018-19, projections by collection entities (e.g., TUMF revenue), and recent dynamics likely to affect the revenue source (e.g., greater diversion of trash to recycling

will likely reduce tipping fees). The estimates have been inflated from a three-year average to 2019 dollars, as detailed in **Table 23**.

Table 23 Annual Non-Fee Revenue Projection (2019$s)

Non-Fee Revenue Item	RCA FY16/17- 18/19 3-Year Average of Actuals	CPI Adjusted to 2019$
Transportation Mitigation[1]		
TUMF Revenue-Developer Fees	$950,000	$979,637
Subtotal	**$950,000**	**$979,637**
Tipping Fee	**$3,865,728**	**$3,986,326**
Public Project Mitigation		
PSE Mitigation Fee[2]	NA	$500,000
Other Gov MSHCP Infrastructure	$284,570	$293,448
Other Gov MSHCP Civic Projects	$93,629	$96,550
Flood Control District	$293,084	$302,227
Subtotal	**$671,283**	**$1,192,225**
Other Revenue		
Interest and Other Sources	$467,073	$481,644
Rents	$80,531	$83,043
Joint Project Review Fees	$124,762	$128,654
Subtotal	**$672,365**	**$693,341**
Total Revenue	**NA**	**$6,851,529**

1. All Measure A funding was provided prior to 2020 and the associated obligations have been met.
2. Participating Special Entities fees. This does not include Developer Mitigation Fees. These fees vary widely year over year, $500,000 is used as an annual average per the recommendation of RCA staff.

Sources: Western Riverside County Regional Conservation Authority; Economic & Planning Systems, Inc.

7. MITIGATION FEE CALCULATION

The revised Local Development Mitigation Fee is based on a generally similar methodology to the Original Nexus Study that ensures the fee level is proportional to the development impact. This methodology looks at the remaining conservation requirements associated with Local Permittee obligations under the MSHCP and associated Incidental Take Permit and Implementing Agreement, determines the remaining Local Permittee implementation cost, subtracts out reasonable estimates of non-fee revenues and other contributions, to determine the overall fee-funding obligation. This obligation is then divided among the new development forecast to determine the required mitigation fee. In others words, the original 2003 and updated 2020 Local Development Mitigation Fee estimates are the outcome of the following formula (the 2003 and 2020 Nexus Studies differ in their process of allocating funding required between land uses):

1. **Implementation Costs**
   minus
2. **Non-Fee Funding**
   equals
3. **Outstanding Funding Required**
   divided by
4. **Development Forecast**
   equals
5. **Local Development Mitigation Fee Schedule**

Table 24 summarizes the estimated Net Implementation Costs, Expected Acres of Development, and the associated per gross acre mitigation fee. As shown, the average mitigation fee per gross acre decreases with each extension as similar levels of net implementation costs are spread across more development. **Tables 25** through **28** provide the detailed calculations that determine the total net MSHCP implementation costs shown in **Table 24**. As noted in **Chapter 1**, for residential development, the per-gross-acre fee is translated into a per-unit fee schedule for administrative continuity.

Table 24 MSHCP Implementation Costs and Per Acre Mitigation Fees

Fee Per Acre	No Extension	5-Year Extension	10-Year Extension	15-Year Extension
Net Cost	**$912,756,583**	**$902,353,150**	**$892,767,438**	**$883,987,805**
Acres of Development				
Residential	14,026	21,818	29,611	37,403
Nonresidential	6,239	9,705	13,171	16,637
Total	**20,265**	**31,523**	**42,782**	**54,040**
Mitigation Fee per Acre	**$45,041**	**$28,625**	**$20,868**	**$16,358**

Sources: Southern California Association of Governments; Western Riverside County RCA; Economic & Planning Systems, Inc.

Table 25 Recommended Fee Level—No Extension

Item	Total for 2020 - 2029 (Years 17 - 25)	9 yrs	Average Annual	% of Total Cost/ Funding Need
Local Permittee Land Requirements				
Preservation Requirement	56,788 acres		6,310 acres	na
(less) HANS Dedication	10,000 acres		1,111 acres	na
Local Permittee Acquisition	46,788 acres		5,199 acres	na
Local Permittee MSHCP Implementation Costs				
Land (1)	$701,931,902		$77,992,434	72.0%
Management & Monitoring	$33,582,193		$3,731,355	3.4%
RCA Staff (2)	$20,596,453		$2,288,495	2.1%
Professional Services and Supplies (2)	$13,194,561		$1,466,062	1.4%
Loan Repayment (3)	$2,000,000		$222,222	0.2%
Other Costs (2) (4)	$3,602,285		$400,254	0.4%
Net Endowment Funding Required	$199,512,947		$22,168,105	20.5%
Total Costs	**$974,420,341**		**$108,268,927**	**100.0%**
Offsetting Revenues (5) (exc. Private Development Mitigation)				
Public Project Mitigation (6)	$10,730,025		$1,192,225	1.4%
Transportation Mitigation (7)	$8,816,731		$979,637	1.1%
Tipping Fees	$35,876,934		$3,986,326	4.6%
Other Revenues (8)	$6,240,068		$693,341	0.8%
Total Selected Revenues	**$61,663,758**		**$6,851,529**	**8.0%**
Funding Required from Private Development Mitigation				
Net Cost	$912,756,583		$101,417,398	93.7%

Mitigation Fee Estimates (per gross acre of development)

Growth Projection:

Development	**2020 - 2028**	**Annual**
Residential Units	79,000	8,778
Residential Acres	14,026	1,558
Non-Residential Acres	6,239	693
Total Acres	20,265	2,252
Mitigation Fee	**$45,041 per acre**	

(1) Land value estimates at $14,288 per acre in 2019 dollar terms plus a 5% transaction cost.
(2) RCA Administrative Costs are based on a three year average of FY 2016-17 through FY 2018-19 actual costs, adjusted to 2019 dollars.
(3) RCA has "Other Long Term Obligations" totaling $2 million, which was a loan received from the County in FY 2012/13 and is now payable in increments of $1 million over the course of two years.
(4) Includes rents and all other miscellaneous expenses.
(5) RCA Revenues are based on a three year average of FY 2016-17 through FY 2018-19 actual costs, adjusted to 2019 dollars.
(6) Includes Flood Control District, PSE mitigation payments, and other government MSHCP infrastructure & civic project revenues.
(7) Includes TUMF fees.
(8) Includes interest and other sources, rents, and joint project review fees.

Sources: MSHCP; RCA; Economic & Planning Systems, Inc.

Table 26 Recommended Fee Level—5-Year Extension

Item	Total for 2020 - 2034 (Years 17 - 30)	14 yrs	Average Annual	% of Total Cost/ Funding Need
Local Permittee Land Requirements				
Preservation Requirement	56,788 acres		4,056 acres	na
(less) HANS Dedication	10,000 acres		714 acres	na
Local Permittee Acquisition	46,788 acres		3,342 acres	na
Local Permittee MSHCP Implementation Costs				
Land (1)	$701,931,902		$50,137,993	70.3%
Management & Monitoring	$51,646,790		$3,689,056	5.2%
RCA Staff (2)	$32,038,927		$2,288,495	3.2%
Professional Services and Supplies (2)	$20,524,873		$1,466,062	2.1%
Loan Repayment (3)	$2,000,000		$142,857	0.2%
Other Costs (2) (4)	$5,603,554		$400,254	0.6%
Net Endowment Funding Required	$184,528,506		$13,180,608	18.5%
Total Costs	**$998,274,552**		**$71,305,325**	**100.0%**
Offsetting Revenues (5) (exc. Private Development Mitigation)				
Public Project Mitigation (6)	$16,691,150		$1,192,225	2.1%
Transportation Mitigation (7)	$13,714,915		$979,637	1.7%
Tipping Fees	$55,808,564		$3,986,326	6.9%
Other Revenues (8)	$9,706,772		$693,341	1.2%
Total Selected Revenues	**$95,921,402**		**$6,851,529**	**11.8%**
Funding Required from Private Development Mitigation				
Net Cost	$902,353,150		$64,453,796	90.4%
Mitigation Fee Estimates (per gross acre of development)				
Growth Projection:				
Development	**2020 - 2033**		**Annual**	
Residential Units (4.2 DU/Acres)	122,456		8,747	
Residential Acres	21,818		1,558	
Non-Residential Acres	9,705		693	
Total Acres	31,523		2,252	
Mitigation Fee	**$28,625 per acre**			

(1) Land value estimates at $14,288 per acre in 2019 dollar terms plus a 5% transaction cost.
(2) RCA Administrative Costs are based on a three year average of FY 2016-17 through FY 2018-19 actual costs, adjusted to 2019 dollars.
(3) RCA has "Other Long Term Obligations" totaling $2 million, which was a loan received from the County in FY 2012/13 and is now payable in increments of $1 million over the course of two years.
(4) Includes rents and all other miscellaneous expenses.
(5) RCA Revenues are based on a three year average of FY 2016-17 through FY 2018-19 actual costs, adjusted to 2019 dollars.
(6) Includes Flood Control District, PSE mitigation payments, and other government MSHCP infrastructure & civic project revenues.
(7) Includes TUMF fees.
(8) Includes interest and other sources, rents, and joint project review fees.

Sources: MSHCP; RCA; Economic & Planning Systems, Inc.

Table 27 Recommended Fee Level—10-Year Extension

Item	Total for 2020 - 2039 (Years 17 - 35)	19 yrs	Average Annual	% of Total Cost/ Funding Need
Local Permittee Land Requirements				
Preservation Requirement	56,788 acres		2,989 acres	na
(less) HANS Dedication	10,000 acres		526 acres	na
Local Permittee Acquisition	46,788 acres		2,463 acres	na
Local Permittee MSHCP Implementation Costs				
Land (1)	$701,931,902		$36,943,784	68.6%
Management & Monitoring	$69,711,387		$3,669,020	6.8%
RCA Staff (2)	$43,481,401		$2,288,495	4.3%
Professional Services and Supplies (2)	$27,855,185		$1,466,062	2.7%
Loan Repayment (3)	$2,000,000		$105,263	0.2%
Other Costs (2) (4)	$7,604,824		$400,254	0.7%
Net Endowment Funding Required	$170,361,785		$8,966,410	16.7%
Total Costs	**$1,022,946,483**		**$53,839,289**	**100.0%**
Offsetting Revenues (5) (exc. Private Development Mitigation)				
Public Project Mitigation (6)	$22,652,275		$1,192,225	2.7%
Transportation Mitigation (7)	$18,613,099		$979,637	2.2%
Tipping Fees	$75,740,195		$3,986,326	8.9%
Other Revenues (8)	$13,173,476		$693,341	1.5%
Total Selected Revenues	**$130,179,045**		**$6,851,529**	**15.3%**
Funding Required from Private Development Mitigation				
Net Cost	$892,767,438		$46,987,760	87.3%

Mitigation Fee Estimates (per gross acre of development)

Growth Projection:

Development	**2020 - 2038**	**Annual**
Residential Units (4.2 DU/Acres)	166,000	8,737
Residential Acres	29,611	1,558
Non-Residential Acres	13,171	693
Total Acres	42,782	2,252
Mitigation Fee	**$20,868 per acre**	

(1) Land value estimates at $14,288 per acre in 2019 dollar terms plus a 5% transaction cost.
(2) RCA Administrative Costs are based on a three year average of FY 2016-17 through FY 2018-19 actual costs, adjusted to 2019 dollars.
(3) RCA has "Other Long Term Obligations" totaling $2 million, which was a loan received from the County in FY 2012/13 and is now payable in increments of $1 million over the course of two years.
(4) Includes rents and all other miscellaneous expenses.
(5) RCA Revenues are based on a three year average of FY 2016-17 through FY 2018-19 actual costs, adjusted to 2019 dollars.
(6) Includes Flood Control District, PSE mitigation payments, and other government MSHCP infrastructure & civic project revenues.
(7) Includes TUMF fees.
(8) Includes interest and other sources, rents, and joint project review fees.

Sources: MSHCP; RCA; Economic & Planning Systems, Inc.

Table 28 Recommended Fee Level—15-Year Extension

Item	Total for 2020 - 2044 (Years 17 - 40)	24 yrs	Average Annual	% of Total Cost/ Funding Need
Local Permittee Land Requirements				
Preservation Requirement	56,788 acres		2,366 acres	na
(less) HANS Dedication	10,000 acres		417 acres	na
Local Permittee Acquisition	46,788 acres		1,950 acres	na
Local Permittee MSHCP Implementation Costs				
Land (1)	$701,931,902		$29,247,163	67.0%
Management & Monitoring	$87,775,983		$3,657,333	8.4%
RCA Staff (2)	$54,923,875		$2,288,495	5.2%
Professional Services and Supplies (2)	$35,185,497		$1,466,062	3.4%
Loan Repayment (3)	$2,000,000		$83,333	0.2%
Other Costs (2) (4)	$9,606,093		$400,254	0.9%
Net Endowment Funding Required	$157,001,144		$6,541,714	15.0%
Total Costs	**$1,048,424,494**		**$43,684,354**	**100.0%**
Offsetting Revenues (5) (exc. Private Development Mitigation)				
Public Project Mitigation (6)	$28,613,400		$1,192,225	3.2%
Transportation Mitigation (7)	$23,511,283		$979,637	2.6%
Tipping Fees	$95,671,825		$3,986,326	10.7%
Other Revenues (8)	$16,640,181		$693,341	1.9%
Total Selected Revenues	**$164,436,689**		**$6,851,529**	**18.4%**
Funding Required from Private Development Mitigation				
Net Cost	$883,987,805		$36,832,825	84.3%

Mitigation Fee Estimates (per gross acre of development)

Growth Projection:

Development	**2020 - 2043**	**Annual**
Residential Units	210,000	8,750
Residential Acres	37,403	1,558
Non-Residential Acres	16,637	693
Total Acres	54,040	2,252
Mitigation Fee	**$16,358 per acre**	

(1) Land value estimates at $14,288 per acre in 2019 dollar terms plus a 5% transaction cost.
(2) RCA Administrative Costs are based on a three year average of FY 2016-17 through FY 2018-19 actual costs, adjusted to 2019 dollars.
(3) RCA has "Other Long Term Obligations" totaling $2 million, which was a loan received from the County in FY 2012/13 and is now payable in increments of $1 million over the course of two years.
(4) Includes rents and all other miscellaneous expenses.
(5) RCA Revenues are based on a three year average of FY 2016-17 through FY 2018-19 actual costs, adjusted to 2019 dollars.
(6) Includes Flood Control District, PSE mitigation payments, and other government MSHCP infrastructure & civic project revenues.
(7) Includes TUMF fees.
(8) Includes interest and other sources, rents, and joint project review fees.

Sources: MSHCP; RCA; Economic & Planning Systems, Inc.

8. MITIGATION FEE ACT (NEXUS) FINDINGS

Mitigation fees are utilized in California to finance public facilities necessary to mitigate impacts stemming from new development. In 1987, the California Legislature adopted the Mitigation Fee Act to provide a framework for the application and administration of such fees. Current prevailing practice among the majority of approved and permitted regional multiple-species Habitat Conservation Plans is that any habitat mitigation fees are to be adopted by the relevant jurisdictions (cities and Counties) consistent with the Mitigation Fee Act.[29] As discussed further in **Chapter 9**, the adoption of fees under the Mitigation Fee Act includes a number of auditing and reporting requirements.

The Mitigation Fee Act, defined in California Government Code Sections 66000 to 66025, requires all public agencies to document five findings when establishing or increasing a fee as a condition for new development. These findings were made when the Western Riverside County MSHCP Local Development Mitigation Fees were first justified and established.[30]

This Chapter of the Western Riverside Habitat Conservation Plan Nexus Fee Study was prepared to describe how the proposed increase in the Local Development Mitigation Fee satisfies the five statutory findings required by the Mitigation Fee Act and is based on the appropriate nexus between new development and the imposition of a mitigation fee. The five statutory findings required for the establishment of a mitigation fee are summarized in the sections below and supported by the technical analysis in the prior chapters of this Study.

Purpose of Fee

Identify the purpose of the fee. (66001(a)(1))

The purpose of the Local Development Mitigation Fee is to contribute to the funding required to implement the MSCHP and, as a result, help maintain the incidental take permits for new private and public development in Western Riverside County under the federal and State Endangered Species Acts. Maintaining the incidental take permit is necessary to allow for future development, and without the development community paying for the cost of the MSHCP, individual applicants will need to apply independently for development approval under federal and State law if the project impacts a threaten or endangered species. The federal Endangered Species Act specifically requires that the applicant for incidental take permit "ensure that adequate funding for the plan will be provided."[31] In addition, the Local Development Mitigation Fee helps provide the regional benefit of streamlined economic development in Western Riverside County as well as

[29] In addition to the current Western Riverside County habitat mitigation fee, see also the Coachella Valley habitat mitigation fee, the San Joaquin County Multi-Species Habitat Conservation and Open Space Fee, and the East Contra Costa County HCP/NCCP mitigation fee.

[30] See the Final Mitigation Nexus Report for the Western Riverside County Multiple Species Habitat Conservation Plan, published July 1, 2003.

[31] See Section 1539(a)(2)Biii of the federal Endangered Species Act.

the provision of contiguous open spaces that will serve as a community amenity to residents, workers, and visitors.

Use of Fee Revenues

Identify the use to which the fee is to be put. If the use is financing public facilities, the facilities shall be identified. That identification may, but need not, be made by reference to a capital improvement plan as specific in Section 65403 or 66002, may be made in applicable general or specific plan requirements, or may be made in other public documents that identify the public facilities for which the fee is charged. (66001(a)(2)).

The MSHCP is the public document that outlines the actions required as a whole and the particular set of actions required by the Local Permittees (and the Regional Conservation Agency as their agent) to obtain incidental take permits—associated with State and federal Endangered Species Act requirements—for new public and private development in Western Riverside County. Failure to meet the requirements of the MSHCP will result in an inability to obtain or maintain incidental take permits through the MSHCP, which would require future development to secure individual take authorization if the project impacts a threaten or endangered species.

Revenues from the Local Development Mitigation Fee will be used, in conjunction with other local and regional funding sources, to fund the conservation actions identified as the responsibility of Local Permittees in the MSHCP. The revenue from the Local Development Mitigation Fee will be used to help fund the appropriate habitat acquisition (land acquisition and associated transaction costs), maintenance and monitoring of habitat land (preserve management, monitoring, and adaptive management), and program management, administration, and oversight activities and costs.[32] **Chapter 3** of this report describes the Local Permittee conservation requirements, progress to date, and the remaining actions required under the MSHCP.

Relationship

Determine how there is a reasonable relationship between the fee's use and the type of development project on which the fee is imposed. (66001(a)(3)).

The implementation of the MSHCP, and the mitigation fee as a fundamental part of it, will benefit all new development by mitigating their collective impacts on covered species and associated habitat. All new public and private development in the Plan area will affect habitat and species either directly, indirectly, or as a cumulative effect. New infrastructure development, for example, in addition to its direct effects, will support new development on other parcels and other locations in the Plan Area. Similarly, new private development will require new infrastructure and also result in additional demand for new developments through linkages—for

[32] Consistent with the interpretation applied to the majority of permitted and approved regional, multiple-species Habitat Conservation Plans in California and guidance from RCA Counsel, the Local Development Mitigation Fee is assumed to fund its proportionate share (as determined by the technical analysis and constrained by the statutory requirements) of applicable MSHCP implementation costs including, but also limited to, habitat acquisition costs (and associated transaction costs), the costs of managing and monitoring the habitat preserves in perpetuity, and the administrative and other costs of managing the overall program.

example, the need for new housing to accommodate new workers at commercial developments or the need for new retail developments to serve new residents at residential developments. In other words, all new development in Western Riverside County will benefit from the incidental take permits obtained through the MSHCP and via the use of the mitigation fee revenues.

In addition, the incidental take permits are necessary to permit any future development within the Plan Area, and in order to obtain or maintain such incidental take permits, the MSHCP must be fully funded. Because funding the MSHCP is required in order to allow for future development under the MSHCP, there is a direct relationship between the proposed use of the mitigation fee and development within the Plan Area.

Need

Determine how there is a reasonable relationship between the need for the public facility and the type of development project on which the fee is imposed. (66001(a)(4)).

Without new development, no MSHCP would be necessary and no further habitat conservation would be required under the federal and State Endangered Species Acts. To allow for any future development under the Plan, the MSHCP must be fully funded. New development in the Plan Area, as noted above, will directly, indirectly, or cumulatively affect species and habitat in Western Riverside County. Because of this, development of the MSHCP was undertaken to provide a regional, streamlined approach to benefit future development of all types in Western Riverside County, including the development and improvements envisioned under the numerous General Plans and the Regional Transportation Improvement Program. The requirements of the MSHCP (habitat acquisition, management and monitoring, program administration) are a direct result of the regional approach to mitigation that is engendered by all new development in the Plan Area under the pertinent environmental regulations. Meeting the requirements of the MSHCP is necessary to obtain the necessary federal authorization to develop within the Plan Area.

Proportionality

Determine how there is a reasonable relationship between the amount of the fee and the cost of the public facility or portion of the public facility attributable to the development on which the fee is imposed. (66001(b)).

The MSHCP includes detailed conservation requirements based on the scientific evaluations that form the basis of the MSHCP. Based on these evaluations, conservation responsibilities were allocated between the Local Permittees and other agencies, such as the State and federal governments. The Local Development Mitigation Fee appropriately provides funding towards the fulfillment of the Local Permittee conservation requirements. Furthermore, the Local Permittee obligations are not fully funded through the Local Development Mitigation Fee revenues. Other local and regional funding sources, such as the Measure A sales tax and tipping fees, provide additional mitigation and/or offsetting revenues that reduce the overall cost allocation to the Local Development Mitigation Fee Program. In addition, consistent with the relationship between new development in Western Riverside County and the need for the public facilities (conservation program) described above, proportional attribution between new development is ensured

through the determination of a consistent per gross acre Local Development Mitigation Fee.[33] As a result, the Local Development Mitigation Fee level calculations are carefully determined to fund only the proportionate (or less than) conservation costs attributable to the new development on which the fee is imposed and to allocate the fee levels proportionally across all new development. It is this process of careful calculation based on the requirements of the MSHCP that is the subject of a substantial portion of this Nexus Study (see **Chapters 2** through **7**).

[33] Determining habitat mitigation fees on a gross acre basis is the clearest way of ensuring proportionate cost allocations among new developments and is a common practice among adopted Habitat Conservation Plans. For purposes of implementation/administrative consistency, for residential uses, the per-gross-acre fee is translated into per unit fees for different density categories.

9. FEE IMPLEMENTATION

The revised Local Development Mitigation Fee must be implemented consistent with the MSHCP (and associated Incidental Take Permit and Implementing Agreement) as well as the California Mitigation Fee Act. A detailed set of guidance is included in the Fee Implementation Handbook to support clarity and specificity in the implementation of the updated fee program by Local Permittees. The sections below summarize some of the key implementation and administration actions to be consistent with the requirements.

Adoption of Revised LDMF

- Consistent with the MSHCP and associated documents, each Local Permittee (i.e., all participating jurisdictions) must adopt an updated LDMF ordinance and a fee resolution establishing the revised fee level as prescribed by the Mitigation Fee Act.
- Consistent with the Mitigation Fee Act, the revised ordinance and associated fee resolution will become effective after a public hearing and 60 days.
- RCA Legal Counsel will prepare a Fee Update Ordinance and Resolution to facilitate the consistent adoption of the updated LDMF by Local Permittees.

Securing Supplemental Funding

The revised Local Development Mitigation Fee is set at the level that would cover the Local Permittee cost obligations once expected non-fee revenues are subtracted out. To the extent any discounts/exemptions are provided to new Western Riverside County development below the updated fee level, additional funding will be required to backfill the fee revenue losses. To the extent, these revenues do not make up for any fee discounts provided, other sources of funding will need to be sought by the RCA and the Local Permittees to fulfill their Plan obligations. At the same time, if new substantial funding sources become available to the RCA for Local Permittee obligations, the funding required through fees may decrease, in turn reducing the required fee levels through a new update.

Annual Review

The Mitigation Fee Act (at Gov. C. §§ 66001(c), 66006(b)(1)) stipulates that each local agency that requires payment of a fee make specific information available to the public annually within 180 days of the last day of the fiscal year. In this case, the RCA can play this role on behalf of the Local Permittees. This information includes the following:

- A description of the type of fee in the account.
- The amount of the fee (the mitigation fee schedule).
- The beginning and ending balance of the fund.
- The amount of fees collected and interest earned.
- Identification of the improvements constructed.
- The total cost of the improvements constructed.
- The fees expended to construct the improvement.
- The percentage of total costs funded by the fee.

If sufficient fees have been collected to fund specific improvement cost, the agency must specify the approximate date for the cost of that improvement. Because of the dynamic nature of growth and MSHCP implementation costs and consistent with current practice, the RCA should continue to monitor progress towards MSHCP goals. The overall adequacy of the fee revenues and other available funding in meeting these goals should be reviewed annually.

Surplus Funds

The Mitigation Fee Act also requires that if any portion of a fee remains unexpended or uncommitted in an account for 5 years or more after deposit of the fee, the RCA, acting for the Local Permittees, shall make findings once each year (1) to identify the purpose to which the fee is to be put, (2) to demonstrate a reasonable relationship between the fee and the purpose for which it was charged, (3) to identify all sources and amounts of funding anticipated to complete financing of incomplete improvements, and (4) to designate the approximate dates on which the funding identified in (3) is expected to be deposited into the appropriate fund (§66001(d)).

If adequate funding has been collected for specific investments, an approximate date must be specified as to when the cost of the investment will be incurred. If the findings show no need for the unspent funds, or if the conditions discussed above are not met, and the administrative costs of the refund do not exceed the refund itself, the local agency that has collected the funds must refund them (Gov. C §66001(e)(f)).

Annual and Periodic Updates

Consistent with the current practice, the Fee Ordinance should allow an automatic annual adjustment to the fees based on the Riverside-San Bernardino-Ontario, CA Consumer Price Index (CPI) or a similar inflation factor. In addition, a more comprehensive update should be conducted required periodically. The Nexus Study and the technical information it contains should be reviewed periodically by the RCA (every five years is recommended) to identify any necessary refinements to the Local Development Mitigation Fees to ensure adequate funding to implement the MSHCP. Under certain circumstances, the RCA may wish to conduct a Nexus Study update sooner than after five years. For example, to the extent there are significant and unexpected changes in implementation costs, in the level of non-fee funding, and/ or the level of fee-paying private development over time, a more immediate fee update may be appropriate.

APPENDIX I:

Detailed Time Series of Implementation Costs



All Implementation Costs Over Time – No Extension

Habitat Lands/ Cost Items	Factors		End of: 17 2020	18 2021	19 2022	20 2023	21 2024	22 2025	23 2026	24 2027	25 2028
ACRES											
Land Acuisition Costs											
Land Acquisition (Annual)											
Local			6,310	6,310	6,310	6,310	6,310	6,310	6,310	6,310	6,310
(less) HANS/JPR Dedications			-1,250	-1,250	-1,250	-1,250	-1,250	-1,250	-1,250	-1,250	0
Total Local			5,060	5,060	5,060	5,060	5,060	5,060	5,060	5,060	6,310
State/Fed			3,821	3,821	3,821	3,821	3,821	3,821	3,821	3,821	3,821
Total			8,881	8,881	8,881	8,881	8,881	8,881	8,881	8,881	10,131
Land Acquisition (Cumulative)											
Local [1]			45,272	50,332	55,391	60,451	65,511	70,571	75,630	80,690	87,000
State/Fed			25,429	29,251	33,072	36,893	40,715	44,536	48,357	52,179	56,000
Local - HANS/JPR Dedications			1,250	2,500	3,750	5,000	6,250	7,500	8,750	10,000	10,000
Total			71,951	82,082	92,213	102,344	112,476	122,607	132,738	142,869	153,000
Management and Monitoring Costs											
Reserve Summary	***Financial Responsibility***										
	Monitoring	Management									
State/ Federal											
PQP	RCA	State/ Fed	282,000	282,000	282,000	282,000	282,000	282,000	282,000	282,000	282,000
ARL	RCA	State	25,429	29,251	33,072	36,893	40,715	44,536	48,357	52,179	56,000
Total			307,429	311,251	315,072	318,893	322,715	326,536	330,357	334,179	338,000
Local											
PQP	RCA	Non-RCA Local	65,000	65,000	65,000	65,000	65,000	65,000	65,000	65,000	65,000
ARL	RCA	RCA	46,522	52,832	59,141	65,451	71,761	78,071	84,380	90,690	97,000
Total			111,522	117,832	124,141	130,451	136,761	143,071	149,380	155,690	162,000
Total Acres under RCA Management			46,522	52,832	59,141	65,451	71,761	78,071	84,380	90,690	97,000
Total Acres under RCA Monitoring			418,951	429,082	439,213	449,344	459,476	469,607	479,738	489,869	500,000
COSTS (all constant 2019 dollars)											
Land Acquisition Costs											
Local, ARL, Annual	$14,288	$/Acre	$72,294,065	$72,294,065	$72,294,065	$72,294,065	$72,294,065	$72,294,065	$72,294,065	$72,294,065	$90,154,055
Land Transaction Costs	5%	of acquisition costs	$3,614,703	$3,614,703	$3,614,703	$3,614,703	$3,614,703	$3,614,703	$3,614,703	$3,614,703	$4,507,703
Total, Land Acquisition Costs			$75,908,768	$75,908,768	$75,908,768	$75,908,768	$75,908,768	$75,908,768	$75,908,768	$75,908,768	$94,661,758
Local, ARL, Cumulative			$75,908,768	$151,817,536	$227,726,304	$303,635,072	$379,543,840	$455,452,608	$531,361,376	$607,270,144	$701,931,902
Management and Monitoring Costs											
Management, Annual	$32.70	$/Acre	$1,521,340	$1,727,681	$1,934,021	$2,140,361	$2,346,702	$2,553,042	$2,759,382	$2,965,723	$3,172,063
Management Cumulative			$1,521,340	$3,249,021	$5,183,042	$7,323,403	$9,670,105	$12,223,147	$14,982,530	$17,948,252	$21,120,315
Monitoring, Annual	$3.01	$/Acre	$1,262,531	$1,293,061	$1,323,592	$1,354,122	$1,384,653	$1,415,184	$1,445,714	$1,476,245	$1,506,776
Monitoring Cumulative			$1,262,531	$2,555,592	$3,879,184	$5,233,306	$6,617,959	$8,033,143	$9,478,857	$10,955,102	$12,461,878
Endowment Costs											
Net Endowment Funding, Annual			$22,168,105	$22,168,105	$22,168,105	$22,168,105	$22,168,105	$22,168,105	$22,168,105	$22,168,105	$22,168,105
Net Endowment Funding, Cumulative			$22,168,105	$44,336,210	$66,504,316	$88,672,421	$110,840,526	$133,008,631	$155,176,736	$177,344,842	$199,512,947
Administrative Costs [2]											
RCA Staff Costs			$2,288,495	$2,288,495	$2,288,495	$2,288,495	$2,288,495	$2,288,495	$2,288,495	$2,288,495	$2,288,495
Professional Services			$1,466,062	$1,466,062	$1,466,062	$1,466,062	$1,466,062	$1,466,062	$1,466,062	$1,466,062	$1,466,062
Loan Repayment [3]			$1,000,000	$1,000,000	$0	$0	$0	$0	$0	$0	$0
Other			$400,254	$400,254	$400,254	$400,254	$400,254	$400,254	$400,254	$400,254	$400,254
Total Annual			$5,154,811	$5,154,811	$4,154,811	$4,154,811	$4,154,811	$4,154,811	$4,154,811	$4,154,811	$4,154,811
Cumulative Costs			$5,154,811	$10,309,622	$14,464,433	$18,619,244	$22,774,055	$26,928,866	$31,083,677	$35,238,488	$39,393,299
TOTAL ALL COSTS											
TOTAL Annual			$106,015,555	$106,252,426	$105,489,297	$105,726,168	$105,963,039	$106,199,910	$106,436,781	$106,673,652	$125,663,513
TOTAL Cumulative			$106,015,555	$212,267,981	$317,757,279	$423,483,447	$529,446,486	$635,646,396	$742,083,177	$848,756,829	$974,420,341

1. All local land conserved to date, including all HANS dedications to date, are captured in the year 17 number.
2. RCA Administrative Costs are based on a three year average of FY 2016-17 through FY 2018-19 actual costs, adjusted to 2019 dollars.
3. Annual administrative costs decrease in year 19 due to assumption that loan repayment is completed.

All Implementation Costs Over Time – 5 Year Extension

Habitat Lands/ Cost Items	Factors		End of: 17 2020	18 2021	19 2022	20 2023	21 2024	22 2025	23 2026	24 2027	25 2028	26 2029	27 2030	28 2031	29 2032	30 2033
ACRES																
Land Acquisition Costs																
Land Acquisition (Annual)																
Local			4,056	4,056	4,056	4,056	4,056	4,056	4,056	4,056	4,056	4,056	4,056	4,056	4,056	4,056
(less) HANS/JPR Dedications			-1,250	-1,250	-1,250	-1,250	-1,250	-1,250	-1,250	-1,250	0	0	0	0	0	0
Total Local			2,806	2,806	2,806	2,806	2,806	2,806	2,806	2,806	4,056	4,056	4,056	4,056	4,056	4,056
State/Fed			2,457	2,457	2,457	2,457	2,457	2,457	2,457	2,457	2,457	2,457	2,457	2,457	2,457	2,457
Total			5,263	5,263	5,263	5,263	5,263	5,263	5,263	5,263	6,513	6,513	6,513	6,513	6,513	6,513
Land Acquisition (Cumulative)																
Local [1]			43,018	45,825	48,631	51,437	54,243	57,050	59,856	62,662	66,719	70,775	74,831	78,887	82,944	87,000
State/Fed			24,065	26,521	28,978	31,434	33,891	36,347	38,804	41,261	43,717	46,174	48,630	51,087	53,543	56,000
Local - HANS/JPR Dedications			1,250	2,500	3,750	5,000	6,250	7,500	8,750	10,000	10,000	10,000	10,000	10,000	10,000	10,000
Total			68,333	74,846	81,359	87,871	94,384	100,897	107,410	113,923	120,436	126,949	133,461	139,974	146,487	153,000
Management and Monitoring Costs																
Reserve Summary																
	Financial Responsibility															
	Monitoring	Management														
State/ Federal																
PQP	RCA	State/ Fed	282,000	282,000	282,000	282,000	282,000	282,000	282,000	282,000	282,000	282,000	282,000	282,000	282,000	282,000
ARL	RCA	State	24,065	26,521	28,978	31,434	33,891	36,347	38,804	41,261	43,717	46,174	48,630	51,087	53,543	56,000
Total			306,065	308,521	310,978	313,434	315,891	318,347	320,804	323,261	325,717	328,174	330,630	333,087	335,543	338,000
Local																
PQP	RCA	Non-RCA Local	65,000	65,000	65,000	65,000	65,000	65,000	65,000	65,000	65,000	65,000	65,000	65,000	65,000	65,000
ARL	RCA	RCA	44,268	48,325	52,381	56,437	60,493	64,550	68,606	72,662	76,719	80,775	84,831	88,887	92,944	97,000
Total			109,268	113,325	117,381	121,437	125,493	129,550	133,606	137,662	141,719	145,775	149,831	153,887	157,944	162,000
Total Acres under RCA Management			44,268	48,325	52,381	56,437	60,493	64,550	68,606	72,662	76,719	80,775	84,831	88,887	92,944	97,000
Total Acres under RCA Monitoring			415,333	421,846	428,359	434,871	441,384	447,897	454,410	460,923	467,436	473,949	480,461	486,974	493,487	500,000
COSTS (all constant 2019 dollars)																
Land Acquisition Costs																
Local, ARL, Annual	$14,288	$/Acre	$40,096,188	$40,096,188	$40,096,188	$40,096,188	$40,096,188	$40,096,188	$40,096,188	$40,096,188	$57,956,178	$57,956,178	$57,956,178	$57,956,178	$57,956,178	$57,956,178
Land Transaction Costs	5%	of acquisition costs	$2,004,809	$2,004,809	$2,004,809	$2,004,809	$2,004,809	$2,004,809	$2,004,809	$2,004,809	$2,897,809	$2,897,809	$2,897,809	$2,897,809	$2,897,809	$2,897,809
Total, Land Acquisition Costs			$42,100,997	$42,100,997	$42,100,997	$42,100,997	$42,100,997	$42,100,997	$42,100,997	$42,100,997	$60,853,987	$60,853,987	$60,853,987	$60,853,987	$60,853,987	$60,853,987
Local, ARL, Cumulative			$42,100,997	$84,201,995	$126,302,992	$168,403,990	$210,504,987	$252,605,985	$294,706,982	$336,807,979	$397,661,967	$458,515,954	$519,369,941	$580,223,928	$641,077,915	$701,931,902
Management and Monitoring Costs																
Management, Annual	$32.70	$/Acre	$1,447,647	$1,580,295	$1,712,942	$1,845,589	$1,978,237	$2,110,884	$2,243,532	$2,376,179	$2,508,826	$2,641,474	$2,774,121	$2,906,768	$3,039,416	$3,172,063
Management Cumulative			$1,447,647	$3,027,942	$4,740,884	$6,586,474	$8,564,710	$10,675,595	$12,919,126	$15,295,305	$17,804,131	$20,445,605	$23,219,726	$26,126,494	$29,165,910	$32,337,973
Monitoring, Annual	$3.01	$/Acre	$1,251,627	$1,271,254	$1,290,880	$1,310,507	$1,330,134	$1,349,761	$1,369,388	$1,389,015	$1,408,641	$1,428,268	$1,447,895	$1,467,522	$1,487,149	$1,506,776
Monitoring Cumulative			$1,251,627	$2,522,880	$3,813,761	$5,124,268	$6,454,402	$7,804,163	$9,173,551	$10,562,566	$11,971,207	$13,399,476	$14,847,371	$16,314,893	$17,802,041	$19,308,817
Endowment Costs																
Net Endowment Funding, Annual			$13,180,608	$13,180,608	$13,180,608	$13,180,608	$13,180,608	$13,180,608	$13,180,608	$13,180,608	$13,180,608	$13,180,608	$13,180,608	$13,180,608	$13,180,608	$13,180,608
Net Endowment Funding, Cumulative			$13,180,608	$26,361,215	$39,541,823	$52,722,430	$65,903,038	$79,083,645	$92,264,253	$105,444,860	$118,625,468	$131,806,076	$144,986,683	$158,167,291	$171,347,898	$184,528,506
Administrative Costs [2]																
RCA Staff Costs			$2,288,495	$2,288,495	$2,288,495	$2,288,495	$2,288,495	$2,288,495	$2,288,495	$2,288,495	$2,288,495	$2,288,495	$2,288,495	$2,288,495	$2,288,495	$2,288,495
Professional Services			$1,466,062	$1,466,062	$1,466,062	$1,466,062	$1,466,062	$1,466,062	$1,466,062	$1,466,062	$1,466,062	$1,466,062	$1,466,062	$1,466,062	$1,466,062	$1,466,062
Loan Repayment [3]			$1,000,000	$1,000,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Other			$400,254	$400,254	$400,254	$400,254	$400,254	$400,254	$400,254	$400,254	$400,254	$400,254	$400,254	$400,254	$400,254	$400,254
Total Annual Costs			$5,154,811	$5,154,811	$4,154,811	$4,154,811	$4,154,811	$4,154,811	$4,154,811	$4,154,811	$4,154,811	$4,154,811	$4,154,811	$4,154,811	$4,154,811	$4,154,811
Cumulative Costs			$5,154,811	$10,309,622	$14,464,433	$18,619,244	$22,774,055	$26,928,866	$31,083,677	$35,238,488	$39,393,299	$43,548,111	$47,702,922	$51,857,733	$56,012,544	$60,167,355
TOTAL ALL COSTS																
TOTAL Annual			$63,135,690	$63,287,964	$62,440,239	$62,592,513	$62,744,787	$62,897,061	$63,049,335	$63,201,610	$82,106,873	$82,259,148	$82,411,422	$82,563,696	$82,715,970	$82,868,244
TOTAL Cumulative			$63,135,690	$126,423,655	$188,863,893	$251,456,406	$314,201,193	$377,098,254	$440,147,590	$503,349,199	$585,456,073	$667,715,220	$750,126,642	$832,690,338	$915,406,308	$998,274,552

1. All local land conserved to date, including all HANS dedications to date, are captured in the year 17 number.
2. RCA Administrative Costs are based on a three year average of FY 2016-17 through FY 2018-19 actual costs, adjusted to 2019 dollars.
3. Annual administrative costs decrease in year 19 due to assumption that loan repayment is completed.

All Implementation Costs Over Time – 10 Year Extension

Habitat Lands/ Cost Items	Factors			End of: 17 2020	18 2021	19 2022	20 2023	21 2024	22 2025	23 2026	24 2027	25 2028	26 2029	27 2030	28 2031	29 2032	30 2033	31 2034	32 2035	33 2036	34 2037	35 2038
ACRES																						
Land Acuisition Costs																						
Land Acquisition (Annual)																						
Local				2,989	2,989	2,989	2,989	2,989	2,989	2,989	2,989	2,989	2,989	2,989	2,989	2,989	2,989	2,989	2,989	2,989	2,989	2,989
(less) Anheuser Busch purchase				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
(less) HANS/JPR Dedications				-1,250	-1,250	-1,250	-1,250	-1,250	-1,250	-1,250	-1,250	0	0	0	0	0	0	0	0	0	0	0
Total Local				1,739	1,739	1,739	1,739	1,739	1,739	1,739	1,739	2,989	2,989	2,989	2,989	2,989	2,989	2,989	2,989	2,989	2,989	2,989
State/Fed				1,810	1,810	1,810	1,810	1,810	1,810	1,810	1,810	1,810	1,810	1,810	1,810	1,810	1,810	1,810	1,810	1,810	1,810	1,810
Total				3,549	3,549	3,549	3,549	3,549	3,549	3,549	3,549	4,799	4,799	4,799	4,799	4,799	4,799	4,799	4,799	4,799	4,799	4,799
Land Acquisition (Cumulative)																						
Local [1]				41,951	43,690	45,429	47,167	48,906	50,645	52,384	54,123	57,112	60,100	63,089	66,078	69,067	72,056	75,045	78,033	81,022	84,011	87,000
State/Fed				23,418	25,228	27,038	28,848	30,659	32,469	34,279	36,089	37,899	39,709	41,519	43,329	45,139	46,949	48,760	50,570	52,380	54,190	56,000
Local - HANS/JPR Dedications				1,250	2,500	3,750	5,000	6,250	7,500	8,750	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000
Total				66,619	71,418	76,217	81,016	85,815	90,614	95,413	100,212	105,011	109,809	114,608	119,407	124,206	129,005	133,804	138,603	143,402	148,201	153,000
Management and Monitoring Costs																						
Reserve Summary	***Financial Responsibility***																					
	Monitoring	Management																				
State/ Federal																						
PQP	RCA	State/ Fed		282,000	282,000	282,000	282,000	282,000	282,000	282,000	282,000	282,000	282,000	282,000	282,000	282,000	282,000	282,000	282,000	282,000	282,000	282,000
ARL	RCA	State		23,418	25,228	27,038	28,848	30,659	32,469	34,279	36,089	37,899	39,709	41,519	43,329	45,139	46,949	48,760	50,570	52,380	54,190	56,000
Total				305,418	307,228	309,038	310,848	312,659	314,469	316,279	318,089	319,899	321,709	323,519	325,329	327,139	328,949	330,760	332,570	334,380	336,190	338,000
Local																						
PQP	RCA	Non-RCA Local		65,000	65,000	65,000	65,000	65,000	65,000	65,000	65,000	65,000	65,000	65,000	65,000	65,000	65,000	65,000	65,000	65,000	65,000	65,000
ARL	RCA	RCA		43,201	46,190	49,179	52,167	55,156	58,145	61,134	64,123	67,112	70,100	73,089	76,078	79,067	82,056	85,045	88,033	91,022	94,011	97,000
Total				108,201	111,190	114,179	117,167	120,156	123,145	126,134	129,123	132,112	135,100	138,089	141,078	144,067	147,056	150,045	153,033	156,022	159,011	162,000
Total Acres under RCA Management				43,201	46,190	49,179	52,167	55,156	58,145	61,134	64,123	67,112	70,100	73,089	76,078	79,067	82,056	85,045	88,033	91,022	94,011	97,000
Total Acres under RCA Monitoring				413,619	418,418	423,217	428,016	432,815	437,614	442,413	447,212	452,011	456,809	461,608	466,407	471,206	476,005	480,804	485,603	490,402	495,201	500,000
COSTS (all constant 2019 dollars)																						
Land Acquisition Costs																						
Local, ARL, Annual	$14,288	$/Acre		$24,844,562	$24,844,562	$24,844,562	$24,844,562	$24,844,562	$24,844,562	$24,844,562	$24,844,562	$42,704,552	$42,704,552	$42,704,552	$42,704,552	$42,704,552	$42,704,552	$42,704,552	$42,704,552	$42,704,552	$42,704,552	$42,704,552
Land Transaction Costs	5%	of acquisition costs		$1,242,228	$1,242,228	$1,242,228	$1,242,228	$1,242,228	$1,242,228	$1,242,228	$1,242,228	$2,135,228	$2,135,228	$2,135,228	$2,135,228	$2,135,228	$2,135,228	$2,135,228	$2,135,228	$2,135,228	$2,135,228	$2,135,228
Total, Land Acquisition Costs				$26,086,790	$26,086,790	$26,086,790	$26,086,790	$26,086,790	$26,086,790	$26,086,790	$26,086,790	$44,839,780	$44,839,780	$44,839,780	$44,839,780	$44,839,780	$44,839,780	$44,839,780	$44,839,780	$44,839,780	$44,839,780	$44,839,780
Local, ARL, Cumulative				$26,086,790	$52,173,581	$78,260,371	$104,347,161	$130,433,952	$156,520,742	$182,607,532	$208,694,323	$253,534,102	$298,373,882	$343,213,662	$388,053,442	$432,893,222	$477,733,002	$522,572,782	$567,412,562	$612,252,342	$657,092,122	$701,931,902
Management and Monitoring Costs																						
Management, Annual	$32.70	$/Acre		$1,412,740	$1,510,480	$1,608,220	$1,705,961	$1,803,701	$1,901,441	$1,999,181	$2,096,921	$2,194,661	$2,292,402	$2,390,142	$2,487,882	$2,585,622	$2,683,362	$2,781,102	$2,878,843	$2,976,583	$3,074,323	$3,172,063
Management Cumulative				$1,412,740	$2,923,220	$4,531,441	$6,237,402	$8,041,102	$9,942,543	$11,941,725	$14,038,646	$16,233,307	$18,525,709	$20,915,851	$23,403,733	$25,989,355	$28,672,717	$31,453,819	$34,332,662	$37,309,245	$40,383,568	$43,555,631
Monitoring, Annual	$3.01	$/Acre		$1,246,462	$1,260,924	$1,275,386	$1,289,847	$1,304,309	$1,318,771	$1,333,233	$1,347,695	$1,362,157	$1,376,619	$1,391,081	$1,405,542	$1,420,004	$1,434,466	$1,448,928	$1,463,390	$1,477,852	$1,492,314	$1,506,776
Monitoring Cumulative				$1,246,462	$2,507,386	$3,782,771	$5,072,619	$6,376,928	$7,695,699	$9,028,932	$10,376,627	$11,738,784	$13,115,403	$14,506,484	$15,912,026	$17,332,030	$18,766,497	$20,215,425	$21,678,815	$23,156,667	$24,648,980	$26,155,756
Endowment Costs																						
Net Endowment Funding, Annual				$8,966,410	$8,966,410	$8,966,410	$8,966,410	$8,966,410	$8,966,410	$8,966,410	$8,966,410	$8,966,410	$8,966,410	$8,966,410	$8,966,410	$8,966,410	$8,966,410	$8,966,410	$8,966,410	$8,966,410	$8,966,410	$8,966,410
Net Endowment Funding, Cumulative				$8,966,410	$17,932,819	$26,899,229	$35,865,639	$44,832,049	$53,798,458	$62,764,868	$71,731,278	$80,697,687	$89,664,097	$98,630,507	$107,596,917	$116,563,326	$125,529,736	$134,496,146	$143,462,556	$152,428,965	$161,395,375	$170,361,785
Administrative Costs [2]																						
RCA Staff Costs				$2,288,495	$2,288,495	$2,288,495	$2,288,495	$2,288,495	$2,288,495	$2,288,495	$2,288,495	$2,288,495	$2,288,495	$2,288,495	$2,288,495	$2,288,495	$2,288,495	$2,288,495	$2,288,495	$2,288,495	$2,288,495	$2,288,495
Professional Services				$1,466,062	$1,466,062	$1,466,062	$1,466,062	$1,466,062	$1,466,062	$1,466,062	$1,466,062	$1,466,062	$1,466,062	$1,466,062	$1,466,062	$1,466,062	$1,466,062	$1,466,062	$1,466,062	$1,466,062	$1,466,062	$1,466,062
Loan Repayment [3]				$1,000,000	$1,000,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Other				$400,254	$400,254	$400,254	$400,254	$400,254	$400,254	$400,254	$400,254	$400,254	$400,254	$400,254	$400,254	$400,254	$400,254	$400,254	$400,254	$400,254	$400,254	$400,254
Total Annual Costs				$5,154,811	$5,154,811	$4,154,811	$4,154,811	$4,154,811	$4,154,811	$4,154,811	$4,154,811	$4,154,811	$4,154,811	$4,154,811	$4,154,811	$4,154,811	$4,154,811	$4,154,811	$4,154,811	$4,154,811	$4,154,811	$4,154,811
Cumulative Costs				$5,154,811	$10,309,622	$14,464,433	$18,619,244	$22,774,055	$26,928,866	$31,083,677	$35,238,488	$39,393,299	$43,548,111	$47,702,922	$51,857,733	$56,012,544	$60,167,355	$64,322,166	$68,476,977	$72,631,788	$76,786,599	$80,941,410
TOTAL ALL COSTS																						
TOTAL Annual				$42,867,213	$42,979,415	$42,091,617	$42,203,819	$42,316,021	$42,428,223	$42,540,425	$42,652,627	$61,517,819	$61,630,021	$61,742,223	$61,854,425	$61,966,627	$62,078,829	$62,191,031	$62,303,233	$62,415,435	$62,527,637	$62,639,839
TOTAL Cumulative				$42,867,213	$85,846,628	$127,938,245	$170,142,065	$212,458,086	$254,886,309	$297,426,735	$340,079,362	$401,597,181	$463,227,202	$524,969,425	$586,823,850	$648,790,477	$710,869,307	$773,060,338	$835,363,571	$897,779,006	$960,306,644	$1,022,946,483

1. All local land conserved to date, including all HANS dedications to date, are captured in the year 17 number.
2. RCA Administrative Costs are based on a three year average of FY 2016-17 through FY 2018-19 actual costs, adjusted to 2019 dollars.
3. Annual administrative costs decrease in year 19 due to assumption that loan repayment is completed.

All Implementation Costs Over Time – 15 Year Extension

Habitat Lands/ Cost Items	Factors			End of: 17 2020	18 2021	19 2022	20 2023	21 2024	22 2025	23 2026	24 2027	25 2028	26 2029	27 2030	28 2031	29 2032	30 2033	31 2034	32 2035	33 2036	34 2037	35 2038	36 2039	37 2040	38 2041	39 2042	40 2043
ACRES																											
Land Acuisition Costs																											
Land Acquisition (Annual)																											
Local				2,366	2,366	2,366	2,366	2,366	2,366	2,366	2,366	2,366	2,366	2,366	2,366	2,366	2,366	2,366	2,366	2,366	2,366	2,366	2,366	2,366	2,366	2,366	2,366
(less) HANS/JPR Dedications				-1,250	-1,250	-1,250	-1,250	-1,250	-1,250	-1,250	-1,250	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Local				1,116	1,116	1,116	1,116	1,116	1,116	1,116	1,116	2,366	2,366	2,366	2,366	2,366	2,366	2,366	2,366	2,366	2,366	2,366	2,366	2,366	2,366	2,366	2,366
State/Fed				1,433	1,433	1,433	1,433	1,433	1,433	1,433	1,433	1,433	1,433	1,433	1,433	1,433	1,433	1,433	1,433	1,433	1,433	1,433	1,433	1,433	1,433	1,433	1,433
Total				2,549	2,549	2,549	2,549	2,549	2,549	2,549	2,549	3,799	3,799	3,799	3,799	3,799	3,799	3,799	3,799	3,799	3,799	3,799	3,799	3,799	3,799	3,799	3,799
Land Acquisition (Cumulative)																											
Local [1]				41,328	42,444	43,561	44,677	45,793	46,909	48,025	49,141	51,508	53,874	56,240	58,606	60,972	63,338	65,705	68,071	70,437	72,803	75,169	77,535	79,902	82,268	84,634	87,000
State/Fed				23,041	24,474	25,907	27,340	28,773	30,206	31,639	33,072	34,505	35,938	37,371	38,804	40,237	41,670	43,103	44,536	45,969	47,402	48,835	50,268	51,701	53,134	54,567	56,000
Local - HANS/JPR Dedications				1,250	2,500	3,750	5,000	6,250	7,500	8,750	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000
Total				65,619	69,418	73,218	77,017	80,816	84,615	88,414	92,213	96,013	99,812	103,611	107,410	111,209	115,008	118,808	122,607	126,406	130,205	134,004	137,803	141,603	145,402	149,201	153,000
Management and Monitoring Costs																											
Reserve Summary	***Financial Responsibility***	Monitoring	Management																								
State/ Federal																											
PQP	RCA	State/ Fed		282,000	282,000	282,000	282,000	282,000	282,000	282,000	282,000	282,000	282,000	282,000	282,000	282,000	282,000	282,000	282,000	282,000	282,000	282,000	282,000	282,000	282,000	282,000	282,000
ARL	RCA	State		23,041	24,474	25,907	27,340	28,773	30,206	31,639	33,072	34,505	35,938	37,371	38,804	40,237	41,670	43,103	44,536	45,969	47,402	48,835	50,268	51,701	53,134	54,567	56,000
Total				305,041	306,474	307,907	309,340	310,773	312,206	313,639	315,072	316,505	317,938	319,371	320,804	322,237	323,670	325,103	326,536	327,969	329,402	330,835	332,268	333,701	335,134	336,567	338,000
Local																											
PQP	RCA	Non-RCA Local		65,000	65,000	65,000	65,000	65,000	65,000	65,000	65,000	65,000	65,000	65,000	65,000	65,000	65,000	65,000	65,000	65,000	65,000	65,000	65,000	65,000	65,000	65,000	65,000
ARL	RCA	RCA		42,578	44,944	47,311	49,677	52,043	54,409	56,775	59,141	61,508	63,874	66,240	68,606	70,972	73,338	75,705	78,071	80,437	82,803	85,169	87,535	89,902	92,268	94,634	97,000
Total				107,578	109,944	112,311	114,677	117,043	119,409	121,775	124,141	126,508	128,874	131,240	133,606	135,972	138,338	140,705	143,071	145,437	147,803	150,169	152,535	154,902	157,268	159,634	162,000
Total Acres under RCA Management				42,578	44,944	47,311	49,677	52,043	54,409	56,775	59,141	61,508	63,874	66,240	68,606	70,972	73,338	75,705	78,071	80,437	82,803	85,169	87,535	89,902	92,268	94,634	97,000
Total Acres under RCA Monitoring				412,619	416,418	420,218	424,017	427,816	431,615	435,414	439,213	443,013	446,812	450,611	454,410	458,209	462,008	465,808	469,607	473,406	477,205	481,004	484,803	488,603	492,402	496,201	500,000
COSTS (all constant 2019 dollars)																											
Land Acquisition Costs																											
Local, ARL, Annual	$14,288	$/Acre		$15,947,780	$15,947,780	$15,947,780	$15,947,780	$15,947,780	$15,947,780	$15,947,780	$15,947,780	$33,807,771	$33,807,771	$33,807,771	$33,807,771	$33,807,771	$33,807,771	$33,807,771	$33,807,771	$33,807,771	$33,807,771	$33,807,771	$33,807,771	$33,807,771	$33,807,771	$33,807,771	$33,807,771
Land Transaction Costs	5%	of acquisition costs		$797,389	$797,389	$797,389	$797,389	$797,389	$797,389	$797,389	$797,389	$1,690,389	$1,690,389	$1,690,389	$1,690,389	$1,690,389	$1,690,389	$1,690,389	$1,690,389	$1,690,389	$1,690,389	$1,690,389	$1,690,389	$1,690,389	$1,690,389	$1,690,389	$1,690,389
Total, Land Acquisition Costs				$16,745,170	$16,745,170	$16,745,170	$16,745,170	$16,745,170	$16,745,170	$16,745,170	$16,745,170	$35,498,159	$35,498,159	$35,498,159	$35,498,159	$35,498,159	$35,498,159	$35,498,159	$35,498,159	$35,498,159	$35,498,159	$35,498,159	$35,498,159	$35,498,159	$35,498,159	$35,498,159	$35,498,159
Local, ARL, Cumulative				$16,745,170	$33,490,339	$50,235,509	$66,980,678	$83,725,848	$100,471,017	$117,216,187	$133,961,356	$169,459,515	$204,957,674	$240,455,833	$275,953,992	$311,452,152	$346,950,311	$382,448,470	$417,946,629	$453,444,788	$488,942,947	$524,441,106	$559,939,265	$595,437,424	$630,935,583	$666,433,743	$701,931,902
Management and Monitoring Costs																											
Management, Annual	$32.70	$/Acre		$1,392,378	$1,469,755	$1,547,133	$1,624,511	$1,701,888	$1,779,266	$1,856,643	$1,934,021	$2,011,399	$2,088,776	$2,166,154	$2,243,532	$2,320,909	$2,398,287	$2,475,664	$2,553,042	$2,630,420	$2,707,797	$2,785,175	$2,862,553	$2,939,930	$3,017,308	$3,094,685	$3,172,063
Management Cumulative				$1,392,378	$2,862,133	$4,409,266	$6,033,776	$7,735,664	$9,514,930	$11,371,574	$13,305,595	$15,316,993	$17,405,770	$19,571,923	$21,815,455	$24,136,364	$26,534,651	$29,010,315	$31,563,357	$34,193,777	$36,901,574	$39,686,749	$42,549,302	$45,489,232	$48,506,540	$51,601,225	$54,773,288
Monitoring, Annual	$3.01	$/Acre		$1,243,449	$1,254,898	$1,266,347	$1,277,796	$1,289,245	$1,300,694	$1,312,143	$1,323,592	$1,335,041	$1,346,490	$1,357,939	$1,369,388	$1,380,837	$1,392,286	$1,403,735	$1,415,184	$1,426,633	$1,438,082	$1,449,531	$1,460,980	$1,472,429	$1,483,878	$1,495,327	$1,506,776
Monitoring Cumulative				$1,243,449	$2,498,347	$3,764,694	$5,042,490	$6,331,735	$7,632,429	$8,944,572	$10,268,163	$11,603,204	$12,949,694	$14,307,633	$15,677,021	$17,057,857	$18,450,143	$19,853,878	$21,269,062	$22,695,694	$24,133,776	$25,583,307	$27,044,286	$28,516,715	$30,000,593	$31,495,919	$33,002,695
Endowment Costs																											
Net Endowment Funding, Annual				$6,541,714	$6,541,714	$6,541,714	$6,541,714	$6,541,714	$6,541,714	$6,541,714	$6,541,714	$6,541,714	$6,541,714	$6,541,714	$6,541,714	$6,541,714	$6,541,714	$6,541,714	$6,541,714	$6,541,714	$6,541,714	$6,541,714	$6,541,714	$6,541,714	$6,541,714	$6,541,714	$6,541,714
Net Endowment Funding, Cumulative				$6,541,714	$13,083,429	$19,625,143	$26,166,857	$32,708,572	$39,250,286	$45,792,000	$52,333,715	$58,875,429	$65,417,143	$71,958,858	$78,500,572	$85,042,286	$91,584,001	$98,125,715	$104,667,429	$111,209,144	$117,750,858	$124,292,572	$130,834,286	$137,376,001	$143,917,715	$150,459,429	$157,001,144
Administrative Costs [2]																											
RCA Staff Costs				$2,288,495	$2,288,495	$2,288,495	$2,288,495	$2,288,495	$2,288,495	$2,288,495	$2,288,495	$2,288,495	$2,288,495	$2,288,495	$2,288,495	$2,288,495	$2,288,495	$2,288,495	$2,288,495	$2,288,495	$2,288,495	$2,288,495	$2,288,495	$2,288,495	$2,288,495	$2,288,495	$2,288,495
Professional Services				$1,466,062	$1,466,062	$1,466,062	$1,466,062	$1,466,062	$1,466,062	$1,466,062	$1,466,062	$1,466,062	$1,466,062	$1,466,062	$1,466,062	$1,466,062	$1,466,062	$1,466,062	$1,466,062	$1,466,062	$1,466,062	$1,466,062	$1,466,062	$1,466,062	$1,466,062	$1,466,062	$1,466,062
Loan Repayment [3]				$1,000,000	$1,000,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Other				$400,254	$400,254	$400,254	$400,254	$400,254	$400,254	$400,254	$400,254	$400,254	$400,254	$400,254	$400,254	$400,254	$400,254	$400,254	$400,254	$400,254	$400,254	$400,254	$400,254	$400,254	$400,254	$400,254	$400,254
Total Annual Costs				$5,154,811	$5,154,811	$4,154,811	$4,154,811	$4,154,811	$4,154,811	$4,154,811	$4,154,811	$4,154,811	$4,154,811	$4,154,811	$4,154,811	$4,154,811	$4,154,811	$4,154,811	$4,154,811	$4,154,811	$4,154,811	$4,154,811	$4,154,811	$4,154,811	$4,154,811	$4,154,811	$4,154,811
Cumulative Costs				$5,154,811	$10,309,622	$14,464,433	$18,619,244	$22,774,055	$26,928,866	$31,083,677	$35,238,488	$39,393,299	$43,548,111	$47,702,922	$51,857,733	$56,012,544	$60,167,355	$64,322,166	$68,476,977	$72,631,788	$76,786,599	$80,941,410	$85,096,221	$89,251,032	$93,405,843	$97,560,654	$101,715,465
TOTAL ALL COSTS																											
TOTAL Annual				$31,077,521	$31,166,348	$30,255,175	$30,344,001	$30,432,828	$30,521,655	$30,610,481	$30,699,308	$49,541,124	$49,629,951	$49,718,777	$49,807,604	$49,896,430	$49,985,257	$50,074,084	$50,162,910	$50,251,737	$50,340,563	$50,429,390	$50,518,217	$50,607,043	$50,695,870	$50,784,697	$50,873,523
TOTAL Cumulative				$31,077,521	$62,243,870	$92,499,044	$122,843,046	$153,275,874	$183,797,528	$214,408,009	$245,107,317	$294,648,441	$344,278,392	$393,997,169	$443,804,773	$493,701,203	$543,686,460	$593,760,544	$643,923,454	$694,175,191	$744,515,754	$794,945,144	$845,463,361	$896,070,404	$946,766,274	$997,550,971	$1,048,424,494

1. All local land conserved to date, including all HANS dedications to date, are captured in the year 17 number.
2. RCA Administrative Costs are based on a three year average of FY 2016-17 through FY 2018-19 actual costs, adjusted to 2019 dollars.
3. Annual administrative costs decrease in year 19 due to assumption that loan repayment is completed.

APPENDIX II:

Detailed Time Series of Endowment Funding

Annual Cost Estimate for Management and Monitoring, Constant 2019$

Cost Categories	Annual Cost by Last Year of Land Acquisition Period	Adjustment	Annual Post-Land Acquisition Cost
Ongoing Habitat Management	$3,172,063	100%	$3,172,063
Ongoing Habitat Monitoring	$1,506,776	100%	$1,506,776
Administration[1]	$4,154,811	50%	$2,077,406
Total	**$8,833,650**		**$6,756,244**

1. Adminsitration includes salaries and benefits, accounting, auditing and reporting, contracts, etc.. Assumes less administration is needed following the land acquisition period; ongoing adminsitrative needs include oversight, auditing and reporting, and board staffing.

Sources: Western Riverside County Regional Conservation Authority; and Economic & Planning Systems, Inc.

Endowment Funding – No Extension Scenario

Item	1	2	3	4	5	6	7	8	9	Post-Permit
New Impact Acres (avg. annual)	2,252	2,252	2,252	2,252	2,252	2,252	2,252	2,252	2,252	
Average Per Acre Endowment Fee	$9,845	$9,845	$9,845	$9,845	$9,845	$9,845	$9,845	$9,845	$9,845	
Annual Endowment Funding	$22,168,105	$22,168,105	$22,168,105	$22,168,105	$22,168,105	$22,168,105	$22,168,105	$22,168,105	$22,168,105	
Endowment Balance	$22,168,105	$44,336,210	$67,169,359	$90,687,502	$114,911,189	$139,861,586	$165,560,496	$192,030,373	$219,294,346	
Annual Interest	$0	$665,043	$1,350,038	$2,055,582	$2,782,293	$3,530,804	$4,301,772	$5,095,868	$5,913,787	
Cumulative Interest Earnings	$0	$665,043	$2,015,081	$4,070,663	$6,852,955	$10,383,760	$14,685,531	$19,781,399	$25,695,187	
Total Endowment	$22,168,105	$45,001,254	$68,519,396	$92,743,083	$117,693,481	$143,392,391	$169,862,268	$197,126,241	$225,208,133	
Average Annual Post Permit Interest										$6,756,244

(1) Endowment fee set to ensure that, at the end of the permit term, the total endowment (Including endowment fee revenues and interest) are sufficient to provide annual interest revenues equal to the post-permit annual cost. The real interest rate is assumed to be 3 percent annually.

Assumptions	
20,265	impact acres developed
9	year plan
3%	interest rate (real, net)
$6,756,244	annual post-permit cost estimate
$9,845	Endowment Funding Per Acre of Conservation

Endowment Funding – 5 Year Extension Scenario

Item	1	2	3	4	5	6	7	8	9	10	11	12	13	14	Post-Permit
New Impact Acres (avg. annual)	2,252	2,252	2,252	2,252	2,252	2,252	2,252	2,252	2,252	2,252	2,252	2,252	2,252	2,252	
Average Per Acre Endowment Fee	$5,854	$5,854	$5,854	$5,854	$5,854	$5,854	$5,854	$5,854	$5,854	$5,854	$5,854	$5,854	$5,854	$5,854	
Annual Endowment Funding	$13,180,608	$13,180,608	$13,180,608	$13,180,608	$13,180,608	$13,180,608	$13,180,608	$13,180,608	$13,180,608	$13,180,608	$13,180,608	$13,180,608	$13,180,608	$13,180,608	
Endowment Balance	$13,180,608	$26,361,215	$39,937,241	$53,920,547	$68,323,353	$83,158,243	$98,438,180	$114,176,514	$130,386,999	$147,083,799	$164,281,502	$181,995,136	$200,240,180	$219,032,574	
Annual Interest	$0	$395,418	$802,699	$1,222,198	$1,654,282	$2,099,329	$2,557,727	$3,029,877	$3,516,192	$4,017,096	$4,533,027	$5,064,436	$5,611,787	$6,175,559	
Cumulative Interest Earnings	$0	$395,418	$1,198,117	$2,420,315	$4,074,598	$6,173,927	$8,731,654	$11,761,531	$15,277,723	$19,294,819	$23,827,846	$28,892,281	$34,504,069	$40,679,628	
Total Endowment	$13,180,608	$26,756,633	$40,739,940	$55,142,746	$69,977,636	$85,257,572	$100,995,907	$117,206,392	$133,903,191	$151,100,894	$168,814,529	$187,059,572	$205,851,967	$225,208,133	
Average Annual Post Permit Interest															$6,756,244

(1) Endowment fee set to ensure that, at the end of the permit term, the total endowment (Including endowment fee revenues and interest) are sufficient to provide annual interest revenues equal to the post-permit annual cost. The real interest rate is assumed to be 3 percent annually.

Assumptions

31,523	impact acres developed
14	year plan
3%	interest rate (real, net)
$6,756,244	annual post-permit cost estimate
$5,854	Endowment Funding Per Acre of Conservation

Endowment Funding – 10 Year Extension Scenario

Item	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	Post-Permit
New Impact Acres (avg. annual)	2,252	2,252	2,252	2,252	2,252	2,252	2,252	2,252	2,252	2,252	2,252	2,252	2,252	2,252	2,252	2,252	2,252	2,252	2,252	
Average Per Acre Endowment Fee	$3,982	$3,982	$3,982	$3,982	$3,982	$3,982	$3,982	$3,982	$3,982	$3,982	$3,982	$3,982	$3,982	$3,982	$3,982	$3,982	$3,982	$3,982	$3,982	
Annual Endowment Funding	$8,966,410	$8,966,410	$8,966,410	$8,966,410	$8,966,410	$8,966,410	$8,966,410	$8,966,410	$8,966,410	$8,966,410	$8,966,410	$8,966,410	$8,966,410	$8,966,410	$8,966,410	$8,966,410	$8,966,410	$8,966,410	$8,966,410	
Endowment Balance	$8,966,410	$17,932,819	$27,168,221	$36,680,686	$46,478,524	$56,570,297	$66,964,823	$77,671,185	$88,698,738	$100,057,118	$111,756,249	$123,806,354	$136,217,962	$149,001,918	$162,169,393	$175,731,892	$189,701,266	$204,089,722	$218,909,831	
Annual Interest	$0	$268,992	$546,054	$831,428	$1,125,363	$1,428,117	$1,739,952	$2,061,143	$2,391,970	$2,732,721	$3,083,695	$3,445,198	$3,817,547	$4,201,065	$4,596,089	$5,002,964	$5,422,046	$5,853,699	$6,298,303	
Cumulative Interest Earnings	$0	$268,992	$815,047	$1,646,475	$2,771,838	$4,199,955	$5,939,907	$8,001,051	$10,393,020	$13,125,742	$16,209,437	$19,654,635	$23,472,182	$27,673,247	$32,269,336	$37,272,301	$42,694,347	$48,548,046	$54,846,349	
Total Endowment	$8,966,410	$18,201,812	$27,714,276	$37,512,114	$47,603,887	$57,998,413	$68,704,775	$79,732,328	$91,090,708	$102,789,839	$114,839,944	$127,251,552	$140,035,508	$153,202,983	$166,765,482	$180,734,856	$195,123,312	$209,943,421	$225,208,133	
Average Annual Post Permit Interest																				$6,756,244

(1) Endowment fee set to ensure that, at the end of the permit term, the total endowment (Including endowment fee revenues and interest) are sufficient to provide annual interest revenues equal to the post-permit annual cost. The real interest rate is assumed to be 3 percent annually.

Assumptions

42,782	impact acres developed
19	year plan
3%	interest rate (real, net)
$6,756,244	annual post-permit cost estimate
$3,982	Endowment Funding Per Acre of Conservation

Endowment Funding – 15 Year Extension Scenario

Item	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
New Impact Acres (avg. annual)	2,252	2,252	2,252	2,252	2,252	2,252	2,252	2,252	2,252	2,252	2,252	2,252	2,252	2,252	2,252
Average Per Acre Endowment Fee	$2,905	$2,905	$2,905	$2,905	$2,905	$2,905	$2,905	$2,905	$2,905	$2,905	$2,905	$2,905	$2,905	$2,905	$2,905
Annual Endowment Funding	$6,541,714	$6,541,714	$6,541,714	$6,541,714	$6,541,714	$6,541,714	$6,541,714	$6,541,714	$6,541,714	$6,541,714	$6,541,714	$6,541,714	$6,541,714	$6,541,714	$6,541,714
Endowment Balance	$6,541,714	$13,083,429	$19,821,394	$26,761,499	$33,909,807	$41,272,564	$48,856,204	$56,667,353	$64,712,836	$72,999,684	$81,535,138	$90,326,655	$99,381,917	$108,708,838	$118,315,566
Annual Interest	$0	$196,251	$398,390	$606,594	$821,043	$1,041,925	$1,269,435	$1,503,769	$1,745,134	$1,993,739	$2,249,803	$2,513,548	$2,785,206	$3,065,014	$3,353,216
Cumulative Interest Earnings	$0	$196,251	$594,642	$1,201,235	$2,022,278	$3,064,204	$4,333,638	$5,837,407	$7,582,541	$9,576,280	$11,826,083	$14,339,631	$17,124,837	$20,189,851	$23,543,067
Total Endowment	$6,541,714	$13,279,680	$20,219,785	$27,368,093	$34,730,850	$42,314,490	$50,125,639	$58,171,122	$66,457,970	$74,993,424	$83,784,941	$92,840,203	$102,167,123	$111,773,852	$121,668,781
Average Annual Post Permit Interest															

16	17	18	19	20	21	22	23	24	Post-Permit
2,252	2,252	2,252	2,252	2,252	2,252	2,252	2,252	2,252	
$2,905	$2,905	$2,905	$2,905	$2,905	$2,905	$2,905	$2,905	$2,905	
$6,541,714	$6,541,714	$6,541,714	$6,541,714	$6,541,714	$6,541,714	$6,541,714	$6,541,714	$6,541,714	
$128,210,496	$138,402,273	$148,899,805	$159,712,262	$170,849,092	$182,320,028	$194,135,092	$206,304,607	$218,839,209	
$3,650,063	$3,955,817	$4,270,743	$4,595,116	$4,929,221	$5,273,349	$5,627,801	$5,992,887	$6,368,925	
$27,193,130	$31,148,947	$35,419,689	$40,014,806	$44,944,027	$50,217,377	$55,845,178	$61,838,065	$68,206,990	
$131,860,559	$142,358,090	$153,170,547	$164,307,378	$175,778,314	$187,593,377	$199,762,893	$212,297,494	$225,208,133	
									$6,756,244

(1) Endowment fee set to ensure that, at the end of the permit term, the total endowment (Including endowment fee revenues and interest) are sufficient to provide annual interest revenues equal to the post-permit annual cost. The real interest rate is assumed to be 3 percent annually.

Assumptions	
54,040	impact acres developed
24	year plan
3%	interest rate (real, net)
$6,756,244	annual post-permit cost estimate
$2,905	Endowment Funding Per Acre of Conservation

Appendix G - TUMF 2016 Program Update Disposition of Network Change Requests

As part of the 2024 update of the TUMF Nexus Study, the list of proposed improvements to mitigate the cumulative regional impacts of new development in the TUMF Network Cost Estimate table included in the previously adopted Nexus Study was reviewed for accuracy. In particular, the Network Cost table was reviewed to ensure the included projects were consistent with the mitigation needs identified by the RivCoM future year no-build traffic conditions.

To assist in the review of the Network Cost Estimate table, participating local jurisdictions, private developers and the Riverside County Transportation Commission were asked to submit requests for changes to the TUMF Network. The various requests for network changes were subsequently reviewed for consistency with the program guidelines for inclusion on the TUMF Network and to determine if future traffic impacts would be sufficient to require mitigation primarily utilizing the RivCoM future no-build scenario outputs to quantify impacts as well as screening the various qualitative measures that have guided the TUMF Network development since program inception.

Based on the findings of the review of the entire TUMF network, elements of specific projects were revised to reflect only necessary network corrections, modifications to project assumptions and to incorporate a limited number of additional improvements. The preliminary results of the network review and the associated screening of specific requested projects was presented to the WRCOG Public Works Directors Committee (PWC) in August 2023. Updated screening results were presented to the PWC in February 2024 and the findings endorsed confirming the TUMF Network as the basis for the Draft 2024 Nexus Study that was subsequently presented to the PWC for review and comment in April 2024. A matrix summarizing the disposition of the specific project requests received as part of the 2024 TUMF Nexus Update is included as **Exhibit G-1** in this Appendix.

With the release of the Draft 2024 Nexus Update Study Report for a formal review period commencing on May 14, 2024, and ending on June 10, 2024, additional comments were provided to WRCOG staff by thirteen participating jurisdictions or other stakeholders. These comments were reviewed by WRCOG staff and responses were provided to each of the parties that submitted comments. The responses included several changes to the TUMF network to remedy typographical errors contained in the draft report, including misreporting in the number of existing lanes, project percent complete and interchange project type for approximately 10 TUMF network segments. The recommended network revisions were presented to the PWC on August 8, 2024, and are reflected in the TUMF network cost table included in **Exhibit H-1**.

EXHIBIT G-1
2024 TUMF Nexus Study Update - Network Addition Requests

Northwest Zone

City/ County	Street Name	From	To	Recommendation
Eastvale	Hellman	River Road	Walter	Add to network for continuity and mitigate future v/c deficiency
Eastvale	Hellman	Schleisman	Walter	Add to network for continuity and mitigate future v/c deficiency
Eastvale	Hellman	Cucamonga Creek	bridge	Add to network for continuity and mitigate future v/c deficiency
Eastvale	River Rd	Archibald	Hellman	Add to network for continuity and mitigate future v/c deficiency
Eastvale	Limonite ITS	city wide		Add to network for deficient links with no capacity increase
Eastvale	Hamner ITS	city wide		Add to networks for deficient links with no capacity increase
Eastvale	Schliesman ITS	city wide		Add to networks for deficient links with no capacity increase
Eastvale	Archibald ITS	city wide		Add to networks for deficient links with no capacity increase
Eastvale	Limonite	Cucamonga Creek	bridge	Bridge length increased to 500'
Riverside	3rd	Chicago	Iowa	Do not add - no V/C deficiency and interchange overcrossing reconstructed to 4 lanes in 2006-2007
Riverside	La Sierra ITS	SR-91	Victoria	Add to network for deficient links with no capacity increase
Riverside	Madison ITS	SR-91	Victoria	Add to network for deficient links with no capacity increase
Riverside	University ITS	Market St	Canyon Crest	Add to network for deficient links with no capacity increase
Riverside	Tyler ITS	California Ave	Indiana Ave	Do not add - no V/C deficiency
Riverside	Alessandro Blvd ITS	Fairview Ave	Meridian	Add to network for deficient links with no capacity increase
County	Markham St	Mockingbird Canyon	Wood Rd	Do not add - no regional connectivity or V/C deficiency

Central Zone

City/ County	Street Name	From	To	Recommendation
Menifee	Garbani	Haun	Antelope	Do not add - no future v/c deficiency
Menifee	Garbani	I-215	interchange	Add to network to mitigate future v/c deficiency
Menifee	Garbani	I-215	Menifee	Do not add - no future v/c deficiency
Menifee	Garbani	Menifee	Briggs	Do not add - no future v/c deficiency
Menifee	Holland	City Limits (West)	Murrieta	Do not add - no future v/c deficiency
Menifee	Holland	Murrieta	Bradley	Add to network for continuity and mitigate future v/c deficiency
Menifee	Holland	Bradley	Haun	Add to network for continuity and mitigate future v/c deficiency
Menifee	Holland	Antelope	Muenifee	Add to network for continuity and mitigate future v/c deficiency
Menifee	Scott	Haun	Menifee	Already on TUMF Network
Menifee	Scott	Menifee	Briggs	Already on TUMF Network
Menifee	Scott	Sunset	Murrieta	Already on TUMF Network
Menifee	Briggs	Simpson	Angler	Already on TUMF Network
Menifee	Briggs	Salt Creek	bridge	Already on TUMF Network
Perris	Ethanac	Bridge	San Jacinto River	Already on TUMF Network
Unincorporated	Grand Ave	Briggs Rd	SR-79	Do not add - no future v/c deficiency

San Jacinto Zone

City/ County	Street Name	From	To	Recommendation
Hemet	Stetson	Warren	0.85 Miles w/o Warren	Do not add - no regional connectivity or V/C deficiency
San Jacinto	7th St	Western Terminus	Warren Rd	Do not add - no future v/c deficiency
San Jacinto	7st St	Channel adjacent to Warren	bridge	Do not add - no future v/c deficiency

Pass Zone

City/ County	Street Name	From	To	Recommendation
Banning	Highland Springs	Cherry Valley	Oak Valley	Already on TUMF Network - no v/c deficiency
Banning	Cottonwood	I-10	interchange	Do not add - no connectivity to regional network
Banning	Wilson	Highland Springs	Highland Home	Already on TUMF Network - no v/c deficiency
Banning	Sun Lakes	Smith Creek	bridge	Segment already on TUMF Network - Bridge added

Southwest Zone

City/ County	Street Name	From	To	Recommendation
Lake Elsinore	Camino del Norte	Summerhill	Main	Do not add - no connectivity to regional network
Lake Elsinore	Summerhill	Railroad Canyon	Greenwald	Do not add - no regional connectivity or V/C deficiency
Lake Elsinore	Nichols	I-15	Lake	Already on TUMF Network
Wildomar	Inland Valley Dr	I-15	bridge	Do not add - no connectivity to regional network
Wildomar	Palomar	Starbuck	Washington	Already on TUMF Network
Wildomar	Bundy Canyon	I-15	City Limits (Sunset)	Already on TUMF Network
Murrieta	Orange Springs Parkway	Clinton Keith	Scott	Do not add - no regional connectivity or V/C deficiency
Murrieta	Calle del Oso Oro	Vineyard Pkwy	Washington	Do not add - no regional connectivity or V/C deficiency
Murrieta	Calle del Oso Oro	1500 w/o Vineyard Pkwy	bridge	Do not add - no regional connectivity or V/C deficiency
Murrieta	Adams	Murrieta Hot Springs/Hawthorne	Cherry	Do not add - no regional connectivity or V/C deficiency
Temecula	Ynez Road	Rancho California	Santiago	Do not add - no connectivity to regional network
Temecula	Ynez Road/DePortola Road	Santiago	Margarita	Do not add - no connectivity to regional network
Temecula	ITS	Major Arterials (Winchester, Rancho California, Butterfield Stage, Temecula Pkwy, Margarita, Jefferson	City limits	Add to network for deficient links with no capacity increase

Appendix H - TUMF Network Cost Estimate and Evaluation

For the purpose of calculating the "fair share" fee to be applied to new development under the TUMF program, a planning level cost estimate was developed to reflect the cost to complete improvements to the Regional System of Highways and Arterials to adequately accommodate future traffic growth. The planning level cost estimate was established by applying the unit cost values (presented in **Table 4.1**) to the proposed changes identified for the future Regional System of Highways and Arterials. The resultant cost value was tabulated for each unique segment of the network, by improvement type, based on the proposed list of improvements recommended following the review of the TUMF Network (as described in **Section 4.3, Appendix E** and **Appendix G**). A separate cost estimate was generated for regional transit improvements based on information provided by RTA and added to the summary table. The TUMF Network cost estimate table is summarized in **Table 4.4** of the Nexus Report. The detailed TUMF Network cost estimate table is included in this Appendix as **Exhibit H-1**. The detailed TUMF transit cost estimate table is included as **Table 4.5** of the Nexus Report.

Where existing obligated funding has previously been secured through traditional funding sources to complete necessary improvements to the TUMF Network, the cost of these improvements will not be recaptured from future developments through the TUMF program. As a result, the TUMF network cost was adjusted accordingly to reflect the availability of obligated funds.

WRCOG staff, in consultation with RCTC staff, reviewed the current Regional Transportation Improvement Program (RTIP) to identify transportation projects on the TUMF network that had previously secured alternate sources of funding. **Exhibit H-2** identifies those projects included on the TUMF Network having previously obligated funding.

To account for existing needs in the original TUMF Nexus Study, the cost for facilities identified as currently experiencing LOS E or F was adjusted by extracting the share of the cost to improve the portion of those facilities identified in the 2018 Baseline network scenario with a volume to capacity ratio of greater than 0.90, which is the threshold for LOS E. The adjustment to account for existing need as part of the TUMF Nexus Study provides for the mitigation of incremental traffic growth on those facilities with existing need.

The following approach was applied to account for incremental traffic growth associated with new development as part of the existing need methodology:

1. 1. Facilities with an existing need were identified by reviewing the RivCoM 2018 Baseline scenario assigned traffic on the 2021 existing network and delineating those facilities included on the TUMF Cost Fee Summary Table that have an average directional v/c exceeding 0.90.

    a. Weighted directional v/c values were used to determine existing need for network segments, which was calculated by:

i. Determining the length for the portion of each segment (model link), and calculating the ratio of link length to the overall segment length
ii. Generating the average directional v/c for each link, for both directions in AM and PM periods, and multiplying by link/segment length ratio
iii. Determining the maximum peak-period peak-direction v/c for each link, representing the highest directional v/c in either AM or PM
iv. Calculating weighted average v/c for each TUMF segment, based on the sum of all weighted max v/c values of each link within a segment

b. A similar method was used to determine existing need for spot improvements including interchanges, railroad crossings and bridges. However, no weighting was used in the calculation of existing need for spot improvements. For these facilities, the peak-period peak-direction v/c values (highest directional v/c in either AM or PM) were utilized in the existing need calculation. This was based on the individual link within a network segment where a bridge or railroad crossing is located, or on- and off-ramps in the case of interchanges.

2. Initial costs of addressing the existing need were calculated by estimating the share of a particular roadway segments "new lane" cost, or individual spot improvement cost (including all associated ROW and soft costs).

3. Incremental growth in v/c was determined by comparing the average directional base year v/c for the TUMF facilities (delineated under step one) with the horizon year v/c for the corresponding segments and spot improvements calculated based on the RivCoM 2045 No-Build scenario assigned traffic on the 2021 existing network using the same methodology as the base year v/c.

4. The proportion of the incremental growth attributable to new development was determined by dividing the result of step three with the total 2045 No-Build scenario v/c in excess of LOS E.

5. For those segments experiencing a net increase in v/c over the base year, TUMF will 'discount' the cost of existing need improvements by the proportion of the incremental v/c growth through 2045 No-Build compared to the 2018 Baseline v/c (up to a maximum of 100%).

Exhibit H-2 includes a detailed breakdown of the existing highway improvement needs on the TUMF network, including the associated unfunded improvement cost estimate for each segment experiencing unacceptable LOS.

For transit service improvements, the cost to provide for existing demand was determined by multiplying the total transit component cost by the share of future

projected daily bus transit ridership representing existing demand. **Exhibit H-3** reflects the calculation of the existing transit need share and the existing transit need cost.

To validate the effectiveness of the TUMF Network improvements to mitigate the cumulative regional transportation impacts of new development in Western Riverside County, the future TUMF Network was evaluated. The proposed improvements to the Regional System of Highways and Arterials were coded on the 2021 existing network derived from RivCoM and the model was run to determine the relative impacts on traffic conditions. To quantify the impacts of the TUMF Network improvements, the various traffic measures of effectiveness described in **Section 3.1** for the 2018 Baseline and 2045 No-Build scenarios were calculated for the 2045 TUMF Build network scenario. The results for VMT, VHT, VHD, and total VMT experiencing unacceptable level of service (LOS E) were then compared to the results presented in **Table 3.1** for the no-build conditions. The consolidated results are provided in **Table 4.6**.

EXHIBIT H-1 TUMF Network Detailed Cost Estimate

Updated: July 23, 2024

AREA	PLAN	DIST	CITY	STREETNAME	SEGMENTFROM	SEGMENTTO	NETWORK	MILES	EXISTINGLN	FUTURELN	% COMPLETE	INCREASELN	MILES	TOPO	LANDUSE	INTERCHG	BRIDGE	RRXING	ITS	NEWLNCOST	ROWCOST	INTCHGCOST	BRDGCOST	RRXCOST	ITSCOST	PLNG	ENG	CONTIG	TOTAL COST	MAXIMUM TUMF SHARE
Central			Menifee	Ethanac	Goetz	Murrieta	Backbone	0.99	4	4	0%	0.00	1	2	0	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Central			Menifee	Ethanac	Murrieta	I-215	Backbone	0.90	4	4	0%	0.00	1	2	0	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Central			Menifee	Ethanac	I-215	interchange	Backbone	0.00	0	0	0%	0.00	1	2	3	0	0	0	0	$0	$0	$22,550,000	$0	$0	$0	$0	$2,255,000	$5,638,000	$2,255,000	$32,698,000	$32,698,000
Central			Menifee	Ethanac	Sherman	Matthews	Backbone	0.61	2	4	0%	1.23	1	3	0	0	0	0	0	$1,388,000	$601,000	$0	$0	$0	$0	$139,000	$347,000	$199,000	$2,674,000	$2,674,000
Central			Menifee	Ethanac	BNSF San Jacinto Branch	railroad crossing	Backbone	0.00	2	4	0%	0.00	1	3	0	0	1	0	0	$0	$0	$0	$0	$72,800,000	$0	$7,280,000	$18,200,000	$7,280,000	$105,560,000	$105,560,000
Central			Menifee	Menifee	SR-74 (Pinacate)	Simpson	Backbone	2.50	2	4	88%	0.60	1	3	0	0	0	0	0	$678,000	$294,000	$0	$0	$0	$0	$68,000	$170,000	$97,000	$1,307,000	$1,307,000
Central			Menifee	Salt Creek	bridge	Backbone	0.00	2	4	0%	0.00	1	3	0	315	0	0	0	0	$0	$0	$0	$3,024,000	$0	$0	$302,000	$756,000	$302,000	$4,384,000	$4,384,000
Central			Menifee	Simpson	Aldergate	Backbone	0.64	4	4	0%	0.00	1	3	0	0	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Central			Menifee	Aldergate	Newport	Backbone	0.98	4	4	0%	0.00	1	3	0	0	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Central			Menifee	Newport	Holland	Backbone	1.07	4	4	0%	0.00	1	3	0	0	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Central			Menifee	Holland	Garbani	Backbone	1.03	4	4	0%	0.00	1	3	0	0	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Central			Menifee	Garbani	Scott	Backbone	1.00	2	4	0%	2.00	1	3	0	0	0	0	0	0	$2,260,000	$978,000	$0	$0	$0	$0	$226,000	$565,000	$324,000	$4,353,000	$4,353,000
Central			Menifee	Menifee/Whitewood	Scott	Murrieta City Limit	Backbone	0.53	4	4	0%	0.00	1	3	0	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Central			Menifee	Newport	Goetz	Murrieta	Backbone	1.81	6	6	0%	0.00	1	3	0	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Central			Menifee	Newport	Murrieta	I-215	Backbone	1.99	4	6	87%	0.52	1	3	0	0	0	0	0	$586,000	$254,000	$0	$0	$0	$0	$59,000	$147,000	$84,000	$1,130,000	$1,130,000
Central			Menifee	Newport	I-215	Menifee	Backbone	1.02	6	6	0%	0.00	1	3	0	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Central			Menifee	Newport	Menifee	Lindenberger	Backbone	0.77	6	6	0%	0.00	1	3	0	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Central			Menifee	Newport	Lindenberger	SR-79 (Winchester)	Backbone	3.58	6	6	0%	0.00	1	3	0	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Central			Menifee	Scott	I-215	Briggs	Backbone	1.98	4	6	0%	3.96	1	3	0	0	0	0	0	$4,483,000	$1,941,000	$0	$0	$0	$0	$448,000	$1,121,000	$642,000	$8,635,000	$8,635,000
Central			Menifee	Scott	I-215	interchange	Backbone	0.00	0	0	0%	0.00	1	3	0	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Central			Menifee	Scott	Murrieta	I-215	Backbone	1.01	2	4	0%	2.01	1	3	0	0	0	0	0	$2,278,000	$986,000	$0	$0	$0	$0	$228,000	$570,000	$326,000	$4,388,000	$4,388,000
Central			Menifee	Scott	Murrieta	I-215	Backbone	1.94	2	6	0%	7.77	1	3	0	0	0	0	0	$8,799,000	$3,809,000	$0	$0	$0	$0	$880,000	$2,200,000	$1,261,000	$16,949,000	$12,949,000
Central			Menifee	SR-74	Matthews	Briggs	Backbone	1.89	4	6	0%	3.79	1	3	0	0	0	0	0	$4,285,000	$1,855,000	$0	$0	$0	$0	$429,000	$1,071,000	$614,000	$8,254,000	$8,254,000
Central		Moreno Valley		Alessandro	I-215	Perris	Backbone	3.52	4	6	75%	1.76	1	2	0	0	0	0	0	$1,992,000	$9,574,000	$0	$0	$0	$0	$199,000	$498,000	$1,157,000	$13,420,000	$13,420,000
Central		Moreno Valley		Alessandro	Perris	Nason	Backbone	2.00	2	2	0%	0.00	1	2	0	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Central		Moreno Valley		Alessandro	Nason	Moreno Beach	Backbone	0.99	2	2	0%	0.00	1	2	0	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Central		Moreno Valley		Alessandro	Moreno Beach	Gilman Springs	Backbone	4.13	2	4	0%	8.26	1	3	0	0	0	0	0	$9,355,000	$4,049,000	$0	$0	$0	$0	$936,000	$2,339,000	$1,340,000	$18,019,000	$18,019,000
Central		Moreno Valley		Gilman Springs	SR-60	Alessandro	Backbone	1.67	2	4	0%	3.34	1	3	0	0	0	0	0	$3,785,000	$1,639,000	$0	$0	$0	$0	$379,000	$946,000	$542,000	$7,291,000	$7,291,000
Central		Moreno Valley		Gilman Springs	SR-60	interchange	Backbone	0.00	0	0	0%	0.00	1	3	0	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Central		Moreno Valley		Perris	Reche Vista	Ironwood	Backbone	2.09	2	2	0%	0.00	1	2	0	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Central		Moreno Valley		Perris	Ironwood	Sunnymead	Backbone	0.52	4	4	80%	0.00	1	2	0	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Central		Moreno Valley		Perris	SR-60	interchange	Backbone	0.00	0	0	0%	0.00	1	2	3	0	0	0	0	$0	$0	$22,550,000	$0	$0	$0	$2,255,000	$5,638,000	$2,255,000	$32,698,000	$11,192,000
Central		Moreno Valley		Perris	Sunnymead	Cactus	Backbone	2.00	4	4	25%	0.00	1	2	0	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Central		Moreno Valley		Perris	Cactus	Harley Knox	Backbone	3.64	6	6	0%	0.00	1	2	0	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Central		Moreno Valley		Reche Vista	Country	Heacock	Backbone	0.44	2	4	0%	0.88	2	2	0	0	0	0	0	$1,531,000	$4,787,000	$0	$0	$0	$0	$153,000	$383,000	$632,000	$7,486,000	$3,799,000
Central		Perris		11th/Case	Perris	Goetz	Backbone	0.30	2	4	0%	0.60	1	2	0	0	0	0	0	$680,000	$3,269,000	$0	$0	$0	$0	$68,000	$170,000	$395,000	$4,582,000	$4,582,000
Central		Perris		Case	Goetz	I-215	Backbone	2.36	2	4	42%	2.74	1	2	0	0	0	0	0	$3,099,000	$14,893,000	$0	$0	$0	$0	$310,000	$775,000	$1,799,000	$20,876,000	$20,876,000
Central		Perris		Case	San Jacinto River	bridge	Backbone	0.00	2	4	0%	0.00	1	2	0	125	0	0	0	$0	$0	$0	$1,200,000	$0	$0	$120,000	$300,000	$120,000	$1,740,000	$1,235,000
Central		Perris		Ethanac	Keystone	Goetz	Backbone	2.24	0	2	38%	2.78	1	3	0	0	0	0	0	$3,144,000	$1,361,000	$0	$0	$0	$0	$314,000	$786,000	$451,000	$6,056,000	$6,056,000
Central		Perris		Ethanac	San Jacinto River	bridge	Backbone	0.00	0	2	0%	0.00	1	3	0	400	0	0	0	$0	$0	$0	$3,840,000	$0	$0	$384,000	$960,000	$384,000	$5,568,000	$5,568,000
Central		Perris		Ethanac	I-215	Sherman	Backbone	0.35	2	4	0%	0.70	1	2	0	0	0	0	0	$789,000	$3,793,000	$0	$0	$0	$0	$79,000	$197,000	$458,000	$5,316,000	$5,316,000
Central		Perris		Goetz	Case	Ethanac	Backbone	2.16	2	4	84%	0.69	1	3	0	0	0	0	0	$782,000	$339,000	$0	$0	$0	$0	$78,000	$196,000	$112,000	$1,507,000	$999,000
Central		Perris		Goetz	San Jacinto River	bridge	Backbone	0.00	2	4	0%	0.00	1	3	0	400	0	0	0	$0	$0	$0	$3,840,000	$0	$0	$384,000	$960,000	$384,000	$5,568,000	$3,398,000
Central		Perris		Mid-County (Placentia)	I-215	Perris	Backbone	0.87	0	4	41%	2.05	1	2	0	0	0	0	0	$2,324,000	$11,169,000	$0	$0	$0	$0	$232,000	$581,000	$1,349,000	$15,655,000	$15,655,000
Central		Perris		Mid-County (Placentia)	I-215	interchange	Backbone	0.00	0	0	0%	0.00	1	2	0	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Central		Perris		Mid-County (Placentia)	Perris	Evans	Backbone	1.57	0	4	52%	3.01	1	2	0	0	0	0	0	$3,412,000	$16,398,000	$0	$0	$0	$0	$341,000	$853,000	$1,981,000	$22,985,000	$22,985,000
Central		Perris		Mid-County (Placentia)	Perris Valley Storm Channel	bridge	Backbone	0.00	0	4	0%	0.00	1	2	0	300	0	0	0	$0	$0	$0	$5,760,000	$0	$0	$576,000	$1,440,000	$576,000	$8,352,000	$8,352,000
Central		Perris		Perris	Harley Knox	Ramona	Backbone	1.00	6	6	0%	0.00	1	3	0	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Central		Perris		Perris	Ramona	Citrus	Backbone	2.49	4	6	35%	3.24	1	3	0	0	0	0	0	$3,667,000	$1,587,000	$0	$0	$0	$0	$367,000	$917,000	$525,000	$7,063,000	$7,063,000
Central		Perris		Perris	Citrus	Nuevo	Backbone	0.50	6	6	0%	0.00	1	3	0	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Central		Perris		Perris	Nuevo	11th	Backbone	1.75	2	4	74%	0.91	1	2	0	0	0	0	0	$1,028,000	$4,942,000	$0	$0	$0	$0	$103,000	$257,000	$597,000	$6,927,000	$6,927,000
Central		Perris		Perris	I-215 overcrossing	bridge	Backbone	0.00	4	4	0%	0.00	1	2	0	300	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Central		Perris		Ramona	I-215	Perris	Backbone	1.44	4	6	77%	0.66	1	2	0	0	0	0	0	$748,000	$3,595,000	$0	$0	$0	$0	$75,000	$187,000	$434,000	$5,039,000	$5,039,000
Central		Perris		Ramona	I-215	interchange	Backbone	0.00	0	0	0%	0.00	1	2	3	0	0	0	0	$0	$0	$22,550,000	$0	$0	$0	$2,255,000	$5,638,000	$2,255,000	$32,698,000	$7,725,000
Central		Perris		Ramona	Perris	Evans	Backbone	1.00	6	6	0%	0.00	1	2	0	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Central		Perris		Ramona	Evans	Mid-County (2,800 ft E of Rider)	Backbone	2.62	4	4	0%	0.00	1	2	0	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Central		Perris		SR-74 (4th)	Ellis	I-215	Backbone	2.33	4	4	0%	0.00	1	2	0	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Central		Unincorporated		Ethanac	SR-74	Keystone	Backbone	1.07	0	2	0%	2.14	1	3	0	0	0	0	0	$2,422,000	$1,049,000	$0	$0	$0	$0	$242,000	$606,000	$347,000	$4,666,000	$4,666,000
Central		Unincorporated		Gilman Springs	Alessandro	Bridge Road	Backbone	5.00	2	4	0%	9.99	2	3	0	0	0	0	0	$17,389,000	$4,897,000	$0	$0	$0	$0	$1,739,000	$4,347,000	$2,229,000	$30,601,000	$30,601,000
Central		Unincorporated		Menifee	Nuevo	SR-74 (Pinacate)	Backbone	4.07	2	4	6%	7.65	1	3	0	0	0	0	0	$8,662,000	$3,749,000	$0	$0	$0	$0	$866,000	$2,166,000	$1,241,000	$16,684,000	$16,684,000
Central		Unincorporated		Mid-County	Evans	Ramona (2,800 ft E of Rider)	Backbone	0.77	0	4	0%	3.08	3	3	0	0	0	0	0	$7,238,000	$1,509,000	$0	$0	$0	$0	$724,000	$1,810,000	$875,000	$12,156,000	$12,156,000
Central		Unincorporated		Mid-County (Ramona)	Ramona (2,800 ft E of Rider)	Pico Avenue	Backbone	0.44	4	4	0%	0.00	1	3	0	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Central		Unincorporated		Mid-County (Ramona)	Pico Avenue	Bridge Road	Backbone	5.95	2	6	8%	21.91	1	3	0	0	0	0	0	$24,800,000	$10,735,000	$0	$0	$0	$0	$2,480,000	$6,200,000	$3,554,000	$47,769,000	$47,769,000
Central		Unincorporated		Mid-County (Ramona)	San Jacinto River	bridge	Backbone	0.00	2	6	0%	0.00	1	3	0	1,300	0	0	0	$0	$0	$0	$24,960,000	$0	$0	$2,496,000	$6,240,000	$2,496,000	$36,192,000	$36,192,000
Central		Unincorporated		Reche Canyon	San Bernardino County	Reche Vista	Backbone	3.35	2	2	0%	0.00	3	3	0	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Central		Unincorporated		Reche Vista	Reche Canyon	Country	Backbone	1.22	2	2	0%	0.00	2	2	0	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Central		Unincorporated		Scott	Briggs	SR-79 (Winchester)	Backbone	3.04	2	2	0%	0.00	1	3	0	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Central		Unincorporated		SR-74	Ethanac	Ellis	Backbone	2.72	4	4	0%	0.00	2	3	0	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Northwest		Corona		Cajalco	I-15	Temescal Canyon	Backbone	0.50	4	4	0%	0.00	1	2	0	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Northwest		Corona		Cajalco	I-15	interchange	Backbone	0.00	0	0	0%	0.00	1	2	0	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Northwest		Corona		Foothill	Paseo Grande	Lincoln	Backbone	2.60	4	4	0%	0.00	3	3	0	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Northwest		Corona		Foothill	Wardlow Wash	bridge	Backbone	0.00	4	4	0%	0.00	3	3	0	300	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Northwest		Corona		Foothill	Lincoln	California	Backbone	2.81	4	4	0%	0.00	1	2	0	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Northwest		Corona		Foothill	California	I-15	Backbone	0.89	4	4	0%	0.00	1	2	0	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Northwest		Corona		Green River	SR-91	Dominguez Ranch	Backbone	0.52	6	6	0%	0.00	1	2	0	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Northwest		Corona		Green River	Dominguez Ranch	Palisades	Backbone	0.56	6	6	0%	0.00	2	2	0	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Northwest		Corona		Green River	Palisades	Paseo Grande	Backbone	2.01	4	4	0%	0.00	2	2	0	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Northwest		Eastvale		Schleisman	San Bernardino County	600' e/o Cucamonga Creek	Backbone	0.65	6	6	0%	0.00	1	2	0	0	0	0	1	$0	$0	$0	$0	$0	$446,000	$45,000	$112,000	$45,000	$648,000	$648,000
Northwest		Eastvale		Schleisman	Cucamonga Creek	bridge	Backbone	0.00	6	6	0%	0.00	1	2	0	200	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Northwest		Eastvale		Schleisman	600' e/o Cucamonga Creek	Harrison	Backbone	0.87	6	6	0%	0.00	1	2	0	0	0	0	1	$0	$0	$0	$0	$0	$597,000	$60,000	$149,000	$60,000	$866,000	$866,000
Northwest		Eastvale		Schleisman	Harrison	Sumner	Backbone	0.49	4	4	0%	0.00	1	2	0	0	0	0	1	$0	$0	$0	$0	$0	$336,000	$34,000	$84,000	$34,000	$488,000	$488,000
Northwest		Eastvale		Schleisman	Sumner	Scholar	Backbone	0.50	2	4	0%	1.00	1	2	0	0	0	0	0	$1,132,000	$5,440,000	$0	$0	$0	$0	$113,000	$283,000	$657,000	$7,625,000	$7,625,000
Northwest		Eastvale		Schleisman	Scholar	A Street	Backbone	0.31	5	6	95%	0.02	1	2	0	0	0	0	0	$18,000	$84,000	$0	$0	$0	$0	$2,000	$5,000	$10,000	$119,000	$119,000
Northwest		Eastvale		Schleisman	A Street	Hamner	Backbone	0.27	4	6	95%	0.03	1	2	0	0	0	0	0	$31,000	$149,000	$0	$0	$0	$0	$3,000	$8,000	$18,000	$209,000	$209,000
Northwest		Jurupa Valley		Van Buren	SR-60	Bellegrave	Backbone	1.57	4	6	0%	3.14	1	2	0	0	0	0	0	$3,552,000	$17,071,000	$0	$0	$0	$0	$355,000	$888,000	$2,062,000	$23,928,000	$10,461,000
Northwest		Jurupa Valley		Van Buren	Bellegrave	Santa Ana River	Backbone	3.99	4	6	0%	7.99	1	2	0	0	0	0	0	$9,041,000	$43,446,000	$0	$0	$0	$0	$904,000	$2,260,000	$5,249,000	$60,900,000	$0
Northwest		Riverside		Alessandro	Arlington	Trautwein	Backbone	2.42	6	6	0%	0.00	2	2	0	0	0	0	1	$0	$0	$0	$0	$0	$1,662,000	$166,000	$416,000	$166,000	$2,410,000	$2,410,000
Northwest		Riverside		Arlington	La Sierra	Magnolia	Backbone	5.84	4	4	0%	0.00	1	2	0	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Northwest		Riverside		Arlington	Magnolia	Alessandro	Backbone	2.73	4	6	0%	5.46	2	2	0	0	0	0	0	$9,504,000	$29,713,000	$0	$0	$0	$0	$950,000	$2,376,000	$3,922,000	$46,465,000	$46,465,000
Northwest		Riverside		Van Buren	Santa Ana River	SR-91	Backbone	3.81	4	6	91%	0.69	1	2	0	0	0	0	0	$776,000	$3,731,000	$0	$0	$0	$0	$78,000	$194,000	$451,000	$5,230,000	$4,392,000
Northwest		Riverside		Van Buren	SR-91	Mockingbird Canyon	Backbone	3.08	4	6	16%	5.18	1	2	0	0	0	0	0	$5,863,000	$28,174,000	$0	$0	$0	$0	$586,000	$1,466,000	$3,404,000	$39,493,000	$21,292,000
Northwest		Riverside		Van Buren	Wood	Trautwein	Backbone	0.43	6	6	0%	0.00	1	2	0	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Northwest		Riverside		Van Buren	Trautwein	Orange Terrace	Backbone	1.27	5	6	22%	0.99	1	2	0	0	0	0	0	$1,124,000	$5,404,000	$0	$0	$0	$0	$112,000	$281,000	$653,000	$7,574,000	$7,574,000
Northwest		Unincorporated		Alessandro	Trautwein	Vista Grande	Backbone	1.22	6	6	0%	0.00	2	2	0	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Northwest		Unincorporated		Alessandro	Vista Grande	I-215	Backbone	1.26	6	6	0%	0.00	2	2	0	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Northwest		Unincorporated		Cajalco	El Sobrante	Harley John	Backbone	0.86	2	6	0%	3.46	2	3	0	0	0	0	0	$6,012,000	$1,693,000	$0	$0	$0	$0	$601,000	$1,503,000	$771,000	$10,580,000	$9,817,000
Northwest		Unincorporated		Cajalco	Harley John	Harvil	Backbone	5.81	2	6	6%	21.83	1	2	0	0	0	0	0	$24,716,000	$118,776,000	$0	$0	$0	$0	$2,472,000	$6,179,000	$14,349,000	$166,492,000	$166,492,000
Northwest		Unincorporated		Cajalco	Harvil	I-215	Backbone	0.28	4	6	0%	0.57	1	3	0	0	0	0	0	$643,000	$278,000	$0	$0	$0	$0	$64,000	$161,000	$92,000	$1,238,000	$1,238,000
Northwest		Unincorporated		Cajalco	Temescal Canyon	La Sierra	Backbone	3.21	2	6	2%	12.57	3	3	0	0	0	0	0	$29,533,000	$6,158,000	$0	$0	$0	$0	$2,953,000	$7,383,000	$3,569,000	$49,596,000	$35,953,000
Northwest		Unincorporated		Cajalco	Temescal Wash	bridge	Backbone	0.00	2	6	0%	0.00	3	3	0	175	0	0	0	$0	$0	$0	$3,360,000	$0	$0	$336,000	$840,000	$336,000	$4,872,000	$1,907,000
Northwest		Unincorporated		Cajalco	La Sierra	El Sobrante	Backbone	6.11	2	6	0%	24.44	3	3	0	0	0	0	0	$57,434,000	$11,976,000	$0	$0	$0	$0	$5,743,000	$14,359,000	$6,941,000	$96,453,000	$96,453,000
Northwest		Unincorporated		Van Buren	Mockingbird Canyon	Wood	Backbone	4.42	4	6	0%	8.84	1	2	0	0	0	0	0	$10,010,000	$48,104,000	$0	$0	$0	$0	$1,001,000	$2,503,000	$5,811,000	$67,429,000	$67,429,000
Northwest		Unincorporated		Van Buren	Orange Terrace	I-215	Backbone	1.89	6	6	0%	0.00	1	2	0	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0

EXHIBIT H-1 TUMF Network Detailed Cost Estimate

Updated: July 23, 2024

AREA	PLAN DIST	CITY	STREETNAME	SEGMENTFROM	SEGMENTTO	NETWORK	MILES	EXISTINGLN	FUTURELN	% COMPLETE	INCREASELN	MILES TOPO	LANDUSE	INTERCHG	BRIDGE	RRXING	ITS	NEWLNCOST	ROWCOST	INTCHGCOST	BRDGCOST	RRXCOST	ITSCOST	PLNG	ENG	CONTIG	TOTAL COST	MAXIMUM TUMF SHARE
Pass		Banning	Highland Springs	Wilson (8th)	Sun Lakes	Backbone	0.76	4	4	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Pass		Banning	Highland Springs	I-10	interchange	Backbone	0.00	0	0	0%	0.00	1	2	2	0	0	0	$0	$0	$43,490,000	$0	$0	$0	$0	$4,349,000	$10,873,000	$4,349,000	$63,061,000	$32,516,000
Pass		Banning	Highland Springs	Oak Valley (14th)	Wilson (8th)	Backbone	0.73	4	4	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Pass		Banning	Highland Springs	Cherry Valley	Oak Valley (14th)	Backbone	1.53	2	2	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Pass		Banning	I-10 Bypass South	I-10	Morongo Trail (Apache Trail)	Backbone	3.29	0	2	0%	6.57	1	2	0	0	0	0	$7,439,000	$35,748,000	$0	$0	$0	$0	$744,000	$1,860,000	$4,319,000	$50,110,000	$50,110,000
Pass		Banning	I-10 Bypass South	I-10	interchange	Backbone	0.00	0	0	0%	0.00	1	2	2	0	0	0	$0	$0	$43,490,000	$0	$0	$0	$0	$4,349,000	$10,873,000	$4,349,000	$63,061,000	$63,061,000
Pass		Banning	I-10 Bypass South	San Gorgonio	bridge	Backbone	0.00	0	2	0%	0.00	1	2	0	300	0	0	$0	$0	$0	$2,880,000	$0	$0	$0	$288,000	$720,000	$288,000	$4,176,000	$4,176,000
Pass		Banning	I-10 Bypass South	UP/Hargrave	railroad crossing	Backbone	0.00	0	2	0%	0.00	1	2	0	0	1	0	$0	$0	$0	$0	$36,400,000	$0	$3,640,000	$9,100,000	$3,640,000	$52,780,000	$52,780,000
Pass		Beaumont	Beaumont	Oak Valley (14th)	I-10	Backbone	1.37	4	4	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Pass		Beaumont	Potrero	Oak Valley (San Timoteo Can	SR-60	Backbone	0.72	2	4	65%	0.50	1	3	0	0	0	0	$571,000	$247,000	$0	$0	$0	$0	$57,000	$143,000	$82,000	$1,100,000	$1,100,000
Pass		Beaumont	Potrero	SR-60	interchange	Backbone	0.00	0	0	0%	0.00	1	3	2	0	0	0	$0	$0	$43,490,000	$0	$0	$0	$4,349,000	$10,873,000	$4,349,000	$63,061,000	$29,561,000
Pass		Beaumont	Potrero	UP	railroad crossing	Backbone	0.00	4	4	0%	0.00	1	3	0	0	2	0	$0	$0	$0	$0	$27,600,000	$0	$2,760,000	$6,900,000	$2,760,000	$40,020,000	$40,020,000
Pass		Beaumont	Potrero	Noble Creek	bridge	Backbone	0.00	4	4	0%	0.00	1	3	0	500	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Pass		Beaumont	Potrero	SR-60	4th	Backbone	0.45	4	4	0%	0.00	1	3	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Pass		Beaumont	SR-79 (Beaumont)	I-10	California	Backbone	1.15	4	4	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Pass		Beaumont	SR-79 (Beaumont)	I-10	interchange	Backbone	0.00	0	0	0%	0.00	1	2	2	0	0	0	$0	$0	$43,490,000	$0	$0	$0	$4,349,000	$10,873,000	$4,349,000	$63,061,000	$7,408,000
Pass		Calimesa	Cherry Valley	I-10	interchange	Backbone	0.00	0	0	0%	0.00	1	3	2	0	0	0	$0	$0	$43,490,000	$0	$0	$0	$4,349,000	$10,873,000	$4,349,000	$63,061,000	$59,773,000
Pass		Calimesa	Cherry Valley	Roberts St	Roberts Rd	Backbone	0.70	2	4	0%	1.40	1	3	0	0	0	0	$1,585,000	$686,000	$0	$0	$0	$0	$159,000	$396,000	$227,000	$3,053,000	$3,053,000
Pass		Unincorporated	Cherry Valley	Bellflower	Noble	Backbone	1.47	0	2	0%	2.94	1	3	0	0	0	0	$3,328,000	$1,441,000	$0	$0	$0	$0	$333,000	$832,000	$477,000	$6,411,000	$6,411,000
Pass		Unincorporated	Cherry Valley	Highland Springs	Bellflower	Backbone	0.44	2	2	0%	0.00	1	3	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Pass		Unincorporated	Cherry Valley	Noble	Roberts St	Backbone	3.25	2	2	0%	0.00	1	3	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Pass		Unincorporated	Cherry Valley	San Timoteo Wash	bridge	Backbone	0.00	2	2	0%	0.00	1	3	0	300	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Pass		Unincorporated	SR-79 (Lamb Canyon)	California	Gilman Springs	Backbone	5.23	4	4	0%	0.00	2	3	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
San Jacinto	Hemet		Domenigoni	Warren	Sanderson	Backbone	1.77	4	6	0%	3.54	1	3	0	0	0	0	$4,011,000	$1,736,000	$0	$0	$0	$0	$401,000	$1,003,000	$575,000	$7,726,000	$7,726,000
San Jacinto	Hemet		Domenigoni	Sanderson	State	Backbone	2.14	4	4	0%	0.00	1	3	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
San Jacinto	Hemet		SR-74	Winchester	Warren	Backbone	2.59	4	6	11%	4.62	1	2	0	0	0	0	$5,227,000	$25,117,000	$0	$0	$0	$0	$523,000	$1,307,000	$3,034,000	$35,208,000	$35,208,000
San Jacinto	San Jacinto		Mid-County (Ramona)	Warren	Sanderson	Backbone	1.73	4	4	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
San Jacinto	San Jacinto		Mid-County (Ramona)	Sanderson/SR-79 (Hemet Bypa	interchange	Backbone	0.00	0	0	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
San Jacinto	San Jacinto		Ramona	Sanderson	State	Backbone	2.39	6	6	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
San Jacinto	San Jacinto		Ramona	State	Main	Backbone	2.66	4	4	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
San Jacinto	San Jacinto		Ramona	Main	Cedar	Backbone	2.40	0	4	57%	4.13	1	2	0	0	0	0	$4,679,000	$22,485,000	$0	$0	$0	$0	$468,000	$1,170,000	$2,716,000	$31,518,000	$26,928,000
San Jacinto	San Jacinto		Ramona	Cedar	SR-74	Backbone	1.10	4	4	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
San Jacinto	Unincorporated		Domenigoni	SR-79 (Winchester)	Warren	Backbone	3.10	4	6	0%	6.20	1	3	0	0	0	0	$7,013,000	$3,036,000	$0	$0	$0	$0	$701,000	$1,753,000	$1,005,000	$13,508,000	$13,508,000
San Jacinto	Unincorporated		Domenigoni	San Diego Aqueduct	bridge	Backbone	0.00	4	6	0%	0.00	1	3	0	300	0	0	$0	$0	$0	$2,880,000	$0	$0	$288,000	$720,000	$288,000	$4,176,000	$4,176,000
San Jacinto	Unincorporated		Gilman Springs	Bridge	Sanderson	Backbone	2.95	2	2	0%	0.00	1	3	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
San Jacinto	Unincorporated		Mid-County (Ramona)	Bridge	Warren	Backbone	2.35	2	4	10%	4.23	1	3	0	0	0	0	$4,787,000	$2,072,000	$0	$0	$0	$0	$479,000	$1,197,000	$686,000	$9,221,000	$9,221,000
San Jacinto	Unincorporated		SR-74	Briggs	SR-79 (Winchester)	Backbone	3.54	4	6	0%	7.07	1	3	0	0	0	0	$8,004,000	$3,465,000	$0	$0	$0	$0	$800,000	$2,001,000	$1,147,000	$15,417,000	$15,417,000
San Jacinto	Unincorporated		SR-79 (Hemet Bypass)	SR-74 (Florida)	Domenigoni	Backbone	3.22	0	2	1%	6.38	1	3	0	0	0	0	$7,217,000	$3,124,000	$0	$0	$0	$0	$722,000	$1,804,000	$1,034,000	$13,901,000	$13,901,000
San Jacinto	Unincorporated		SR-79 (Hemet Bypass)	San Diego Aqueduct	bridge	Backbone	0.00	0	2	0%	0.00	1	3	0	300	0	0	$0	$0	$0	$2,880,000	$0	$0	$288,000	$720,000	$288,000	$4,176,000	$4,176,000
San Jacinto	Unincorporated		SR-79 (Hemet Bypass)	Domenigoni	Winchester	Backbone	1.50	0	2	0%	3.00	1	3	0	0	0	0	$3,396,000	$1,470,000	$0	$0	$0	$0	$340,000	$849,000	$487,000	$6,542,000	$6,542,000
San Jacinto	Unincorporated		SR-79 (San Jacinto Bypass)	Mid-County (Ramona)	SR-74 (Florida)	Backbone	6.50	0	4	0%	26.00	1	3	0	0	0	0	$29,432,000	$12,740,000	$0	$0	$0	$0	$2,943,000	$7,358,000	$4,217,000	$56,690,000	$56,690,000
San Jacinto	Unincorporated		SR-79 (Sanderson)	Gilman Springs	Ramona	Backbone	1.58	4	6	0%	3.16	1	3	0	0	0	0	$3,582,000	$1,550,000	$0	$0	$0	$0	$358,000	$896,000	$513,000	$6,899,000	$2,555,000
San Jacinto	Unincorporated		SR-79 (Sanderson)	San Jacinto River	bridge	Backbone	0.00	4	6	0%	0.00	1	3	0	1,400	0	0	$0	$0	$0	$13,440,000	$0	$0	$1,344,000	$3,360,000	$1,344,000	$19,488,000	$7,651,000
San Jacinto	Unincorporated		SR-79 (Winchester)	Domenigoni	Keller	Backbone	4.90	4	6	13%	8.53	1	2	0	0	0	0	$9,653,000	$46,387,000	$0	$0	$0	$0	$965,000	$2,413,000	$5,604,000	$65,022,000	$65,022,000
Southwest	Canyon Lake		Goetz	Railroad Canyon	Newport	Backbone	0.50	4	4	0%	0.00	2	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Southwest	Canyon Lake		Railroad Canyon	Canyon Hills	Goetz	Backbone	1.95	6	6	0%	0.00	2	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Southwest	Lake Elsinore		Railroad Canyon	I-15	Canyon Hills	Backbone	2.36	6	6	50%	0.00	1	3	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Southwest	Lake Elsinore		Railroad Canyon	I-15	interchange	Backbone	0.00	0	0	0%	0.00	1	3	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Southwest	Lake Elsinore		SR-74	I-15	interchange	Backbone	0.00	0	0	0%	0.00	1	3	2	0	0	0	$0	$0	$43,490,000	$0	$0	$0	$4,349,000	$10,873,000	$4,349,000	$63,061,000	$24,162,000
Southwest	Murrieta		Clinton Keith	Copper Craft	Toulon	Backbone	1.31	6	6	0%	0.00	1	3	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Southwest	Murrieta		Clinton Keith	Toulon	I-215	Backbone	0.90	4	6	47%	0.95	1	3	0	0	0	0	$1,078,000	$466,000	$0	$0	$0	$0	$108,000	$270,000	$154,000	$2,076,000	$2,076,000
Southwest	Murrieta		Clinton Keith	I-215	Whitewood	Backbone	0.75	6	6	0%	0.00	1	3	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Southwest	Murrieta		French Valley (Date)	Murrieta Hot Springs	Winchester Creek	Backbone	0.24	0	4	0%	0.96	1	2	0	0	0	0	$1,087,000	$5,222,000	$0	$0	$0	$0	$109,000	$272,000	$631,000	$7,321,000	$7,321,000
Southwest	Murrieta		French Valley (Date)	Winchester Creek	Margarita	Backbone	0.61	4	4	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Southwest	Murrieta		Whitewood	Menifee City Limit	Keller	Backbone	0.55	4	4	0%	0.00	1	3	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Southwest	Murrieta		Whitewood	Keller	Clinton Keith	Backbone	2.00	4	4	0%	0.00	1	3	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Southwest	Temecula		French Valley (Cherry)	Jefferson	Diaz	Backbone	0.56	0	2	54%	0.52	1	2	0	0	0	0	$583,000	$2,803,000	$0	$0	$0	$0	$58,000	$146,000	$339,000	$3,929,000	$3,929,000
Southwest	Temecula		French Valley (Cherry)	Murrieta Creek	bridge	Backbone	0.00	0	2	0%	0.00	1	2	0	420	0	0	$0	$0	$0	$4,032,000	$0	$0	$403,000	$1,008,000	$403,000	$5,846,000	$5,846,000
Southwest	Temecula		French Valley (Date)	Margarita	Ynez	Backbone	0.91	4	4	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Southwest	Temecula		French Valley (Date)	Ynez	Jefferson	Backbone	0.73	0	2	55%	0.66	1	2	0	0	0	0	$744,000	$3,574,000	$0	$0	$0	$0	$74,000	$186,000	$432,000	$5,010,000	$5,010,000
Southwest	Temecula		French Valley (Date)	I-15	interchange	Backbone	0.00	0	0	0%	0.00	1	2	1	0	0	0	$0	$0	$84,190,000	$0	$0	$0	$8,419,000	$21,048,000	$8,419,000	$122,076,000	$122,076,000
Southwest	Temecula		SR-79 (Winchester)	Murrieta Hot Springs	Jefferson	Backbone	2.71	6	6	0%	0.00	1	1	0	0	0	1	$0	$0	$0	$0	$0	$1,860,000	$186,000	$465,000	$186,000	$2,697,000	$2,697,000
Southwest	Temecula		SR-79 (Winchester)	I-15	interchange	Backbone	0.00	0	0	0%	0.00	1	1	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Southwest	Temecula		Western Bypass (Diaz)	Cherry	Rancho California	Backbone	2.14	0	2	93%	0.30	1	2	0	0	0	0	$339,000	$1,630,000	$0	$0	$0	$0	$34,000	$85,000	$197,000	$2,285,000	$2,285,000
Southwest	Temecula		Western Bypass (Vincent Moro	Rancho California	SR-79 (Front)	Backbone	1.48	0	2	15%	2.52	3	2	0	0	0	0	$5,913,000	$13,687,000	$0	$0	$0	$0	$591,000	$1,478,000	$1,960,000	$23,629,000	$23,629,000
Southwest	Temecula		Western Bypass (Vincent Moro	I-15	interchange	Backbone	0.00	0	0	0%	0.00	3	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Southwest	Temecula		Western Bypass (Vincent Moro	Murrieta Creek	bridge	Backbone	0.00	0	2	0%	0.00	3	2	0	300	0	0	$0	$0	$0	$2,880,000	$0	$0	$288,000	$720,000	$288,000	$4,176,000	$4,176,000
Southwest	Unincorporated		Benton	SR-79	Eastern Bypass	Backbone	2.40	2	2	0%	0.00	1	3	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Southwest	Unincorporated		Clinton Keith	Whitewood	SR-79	Backbone	2.54	0	4	75%	2.54	1	3	0	0	0	0	$2,875,000	$1,245,000	$0	$0	$0	$0	$288,000	$719,000	$412,000	$5,539,000	$5,539,000
Southwest	Unincorporated		Clinton Keith	Warm Springs Creek	bridge	Backbone	0.00	4	4	0%	0.00	1	3	0	1,200	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Southwest	Unincorporated		SR-74	I-15	Ethanac	Backbone	4.97	4	6	9%	9.05	2	3	0	0	0	0	$15,740,000	$4,433,000	$0	$0	$0	$0	$1,574,000	$3,935,000	$2,017,000	$27,699,000	$26,347,000
Southwest	Unincorporated		SR-79 (Winchester)	Keller	Thompson	Backbone	2.47	4	6	9%	4.49	1	2	0	0	0	0	$5,079,000	$24,407,000	$0	$0	$0	$0	$508,000	$1,270,000	$2,949,000	$34,213,000	$34,213,000
Southwest	Unincorporated		SR-79 (Winchester)	Thompson	La Alba	Backbone	1.82	4	6	0%	3.63	1	2	0	0	0	0	$4,112,000	$19,761,000	$0	$0	$0	$0	$411,000	$1,028,000	$2,387,000	$27,699,000	$27,699,000
Southwest	Unincorporated		SR-79 (Winchester)	La Alba	Hunter	Backbone	0.51	4	6	0%	1.03	1	2	0	0	0	0	$1,166,000	$5,602,000	$0	$0	$0	$0	$117,000	$292,000	$677,000	$7,854,000	$3,042,000
Southwest	Unincorporated		SR-79 (Winchester)	Hunter	Murrieta Hot Springs	Backbone	1.14	4	6	88%	0.27	1	3	0	0	0	0	$309,000	$134,000	$0	$0	$0	$0	$31,000	$77,000	$44,000	$595,000	$442,000
Southwest	Wildomar		Bundy Canyon	I-15	Monte Vista	Backbone	0.22	4	6	0%	0.44	2	3	0	0	0	0	$774,000	$218,000	$0	$0	$0	$0	$77,000	$194,000	$99,000	$1,362,000	$1,362,000
Southwest	Wildomar		Bundy Canyon	Monte Vista	Sunset	Backbone	3.14	2	4	0%	6.29	3	3	0	0	0	0	$14,778,000	$3,081,000	$0	$0	$0	$0	$1,478,000	$3,695,000	$1,786,000	$24,818,000	$24,818,000
Southwest	Wildomar		Bundy Canyon	I-15	interchange	Backbone	0.00	0	0	0%	0.00	2	3	3	0	0	0	$0	$0	$22,550,000	$0	$0	$0	$2,255,000	$5,638,000	$2,255,000	$32,698,000	$24,613,000
Southwest	Wildomar		Clinton Keith	Palomar	I-15	Backbone	0.55	4	4	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Southwest	Wildomar		Clinton Keith	I-15	Copper Craft	Backbone	1.96	2	4	58%	1.64	2	3	0	0	0	0	$2,858,000	$805,000	$0	$0	$0	$0	$286,000	$715,000	$366,000	$5,030,000	$0
Subtotal						Backbone	269.95				318.02			11	8,835	3	7.14	$438,352,000	$682,621,000	$435,330,000	$74,976,000	$136,800,000	$4,901,000	$109,037,000	$272,606,000	$177,298,000	$2,331,921,000	$1,961,707,000

EXHIBIT H-1 TUMF Network Detailed Cost Estimate

Updated: July 23, 2024

AREA	PLAN	DIST	CITY	STREETNAME	SEGMENTFROM	SEGMENTTO	NETWORK	MILES	EXISTINGLN	FUTURELN	% COMPLETE	INCREASELN MILES	TOPO	LANDUSE	INTERCHG	BRIDGE	RRXING	ITS	NEWLNCOST	ROWCOST	INTCHGCOST	BRDGCOST	RRXCOST	ITSCOST	PLNG	ENG	CONTIG	TOTAL COST	MAXIMUM TUMF SHARE
Central			Menifee	Briggs	Newport	Scott	Secondary	3.05	2	2	0%	0.00	1	3	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Central			Menifee	Briggs	SR-74 (Pinacate)	Simpson	Secondary	2.54	2	4	73%	1.37	1	3	0	0	0	0	$1,553,000	$672,000	$0	$0	$0	$0	$155,000	$388,000	$223,000	$2,991,000	$2,991,000
Central			Menifee	Briggs	Simpson	Old Newport	Secondary	1.50	0	2	17%	2.49	1	3	0	0	0	0	$2,819,000	$1,220,000	$0	$0	$0	$0	$282,000	$705,000	$404,000	$5,430,000	$5,430,000
Central			Menifee	Briggs	Salt Creek	bridge	Secondary	0.00	0	2	0%	0.00	1	3	0	600	0	0	$0	$0	$0	$5,760,000	$0	$0	$576,000	$1,440,000	$576,000	$8,352,000	$8,352,000
Central			Menifee	Garbani	I-215	interchange	Secondary	0.00	0	0	0%	0.00	1	3	2	0	0	0	$0	$0	$43,490,000	$0	$0	$0	$4,349,000	$10,873,000	$4,349,000	$63,061,000	$42,483,000
Central			Menifee	Goetz	Juanita	Lesser Lane	Secondary	2.61	2	4	0%	5.22	1	3	0	0	0	0	$5,907,000	$2,557,000	$0	$0	$0	$0	$591,000	$1,477,000	$846,000	$11,378,000	$11,378,000
Central			Menifee	Goetz	Newport	Juanita	Secondary	1.36	2	2	0%	0.00	1	3	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Central			Menifee	Holland	Murrieta	Bradley	Secondary	1.03	2	4	0%	2.06	1	2	0	0	0	0	$2,332,000	$11,206,000	$0	$0	$0	$0	$233,000	$583,000	$1,354,000	$15,708,000	$15,708,000
Central			Menifee	Holland	Bradley	Haun	Secondary	0.75	2	4	0%	1.50	1	2	0	0	0	0	$1,698,000	$8,160,000	$0	$0	$0	$0	$170,000	$425,000	$986,000	$11,439,000	$11,439,000
Central			Menifee	Holland	Haun	Antelope	Secondary	0.31	0	4	0%	1.24	1	2	0	0	0	0	$1,404,000	$6,746,000	$0	$0	$0	$0	$140,000	$351,000	$815,000	$9,456,000	$9,456,000
Central			Menifee	Holland	I-215 overcrossing	bridge	Secondary	0.00	0	4	0%	0.00	1	2	0	350	0	0	$0	$0	$0	$6,720,000	$0	$0	$672,000	$1,680,000	$672,000	$9,744,000	$9,744,000
Central			Menifee	Holland	Antelope	Menifee	Secondary	0.70	2	4	64%	0.50	1	2	0	0	0	0	$571,000	$2,742,000	$0	$0	$0	$0	$57,000	$143,000	$331,000	$3,844,000	$3,844,000
Central			Menifee	McCall	I-215	Aspel	Secondary	1.23	4	6	0%	2.46	1	3	0	0	0	0	$2,780,000	$1,203,000	$0	$0	$0	$0	$278,000	$695,000	$398,000	$5,354,000	$5,354,000
Central			Menifee	McCall	I-215	interchange	Secondary	0.00	0	0	0%	0.00	1	3	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Central			Menifee	McCall	Aspel	Menifee	Secondary	0.95	2	4	45%	1.05	1	3	0	0	0	0	$1,188,000	$514,000	$0	$0	$0	$0	$119,000	$297,000	$170,000	$2,288,000	$2,288,000
Central			Menifee	Murrieta	Ethanac	McCall	Secondary	1.95	2	2	0%	0.00	1	3	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Central			Menifee	Murrieta	McCall	Newport	Secondary	2.03	2	4	10%	3.65	1	3	0	0	0	0	$4,136,000	$1,790,000	$0	$0	$0	$0	$414,000	$1,034,000	$593,000	$7,967,000	$7,967,000
Central			Menifee	Murrieta	Newport	Bundy Canyon	Secondary	3.00	2	2	0%	0.00	1	3	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Central			Moreno Valley	Cactus	I-215	Heacock	Secondary	2.17	4	6	83%	0.74	1	2	0	0	0	0	$834,000	$4,007,000	$0	$0	$0	$0	$83,000	$209,000	$484,000	$5,617,000	$5,617,000
Central			Moreno Valley	Cactus	I-215	interchange	Secondary	0.00	0	0	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Central			Moreno Valley	Day	Ironwood	SR-60	Secondary	0.28	4	4	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Central			Moreno Valley	Day	SR-60	interchange	Secondary	0.00	0	0	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Central			Moreno Valley	Day	SR-60	Eucalyptus	Secondary	0.77	6	6	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Central			Moreno Valley	Eucalyptus	I-215	Towngate	Secondary	1.00	4	6	42%	1.16	1	2	0	0	0	0	$1,313,000	$6,309,000	$0	$0	$0	$0	$131,000	$328,000	$762,000	$8,843,000	$8,843,000
Central			Moreno Valley	Eucalyptus	Towngate	Frederick	Secondary	0.67	4	4	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Central			Moreno Valley	Eucalyptus	Frederick	Heacock	Secondary	1.01	4	4	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Central			Moreno Valley	Eucalyptus	Heacock	Kitching	Secondary	1.01	2	2	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Central			Moreno Valley	Eucalyptus	Kitching	Moreno Beach	Secondary	2.42	4	4	98%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Central			Moreno Valley	Eucalyptus	Moreno Beach	Theodore	Secondary	2.28	4	4	47%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Central			Moreno Valley	Frederick	SR-60	Alessandro	Secondary	1.63	4	4	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Central			Moreno Valley	Heacock	Cactus	San Michele	Secondary	2.79	4	4	77%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Central			Moreno Valley	Heacock	Reche Vista	Cactus	Secondary	4.73	4	4	92%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Central			Moreno Valley	Heacock	San Michele	Harley Knox	Secondary	0.74	2	2	0%	0.00	1	3	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Central			Moreno Valley	Ironwood	SR-60	Day	Secondary	1.33	4	4	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Central			Moreno Valley	Ironwood	Day	Heacock	Secondary	2.01	4	4	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Central			Moreno Valley	Lasselle	Alessandro	John F Kennedy	Secondary	1.00	4	4	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Central			Moreno Valley	Lasselle	John F Kennedy	Oleander	Secondary	3.16	4	4	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Central			Moreno Valley	Moreno Beach	Reche Canyon	SR-60	Secondary	1.23	2	4	0%	2.47	1	2	0	0	0	0	$2,790,000	$13,410,000	$0	$0	$0	$0	$279,000	$698,000	$1,620,000	$18,797,000	$18,797,000
Central			Moreno Valley	Moreno Beach	SR-60 overcrossing	bridge	Secondary	0.00	4	4	0%	0.00	1	2	0	250	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Central			Moreno Valley	Nason	SR-60	Alessandro	Secondary	1.51	4	4	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Central			Moreno Valley	Pigeon Pass	Ironwood	SR-60	Secondary	0.40	4	4	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Central			Moreno Valley	Pigeon Pass/CETAP Corridor	Hidden Springs	Ironwood	Secondary	2.66	4	4	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Central			Moreno Valley	Reche Canyon	Moreno Valley City Limit	Locust	Secondary	0.35	2	2	0%	0.00	2	3	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Central			Moreno Valley	Redlands	Locust	Alessandro	Secondary	2.75	2	4	5%	5.22	1	2	0	0	0	0	$5,907,000	$28,385,000	$0	$0	$0	$0	$591,000	$1,477,000	$3,429,000	$39,789,000	$39,789,000
Central			Moreno Valley	Redlands	SR-60	interchange	Secondary	0.00	0	0	0%	0.00	1	2	3	0	0	0	$0	$0	$22,550,000	$0	$0	$0	$2,255,000	$5,638,000	$2,255,000	$32,698,000	$32,698,000
Central			Moreno Valley	Theodore	SR-60	Eucalyptus	Secondary	0.26	2	4	0%	0.52	1	2	0	0	0	0	$589,000	$2,829,000	$0	$0	$0	$0	$59,000	$147,000	$342,000	$3,966,000	$3,966,000
Central			Moreno Valley	Theodore	SR-60	interchange	Secondary	0.00	0	0	0%	0.00	1	2	3	0	0	0	$0	$0	$22,550,000	$0	$0	$0	$2,255,000	$5,638,000	$2,255,000	$32,698,000	$32,698,000
Central			Perris	Ellis	Goetz	Evans	Secondary	1.27	0	4	14%	4.37	1	3	0	0	0	0	$4,945,000	$2,141,000	$0	$0	$0	$0	$495,000	$1,236,000	$709,000	$9,526,000	$9,526,000
Central			Perris	Evans	Oleander	Ramona	Secondary	1.00	4	4	0%	0.00	1	3	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Central			Perris	Evans	Ramona	Morgan	Secondary	0.59	4	4	0%	0.00	1	3	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Central			Perris	Evans	Morgan	Rider	Secondary	0.50	4	4	0%	0.00	1	3	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Central			Perris	Evans	Rider	Placentia	Secondary	0.56	2	2	79%	0.00	1	3	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Central			Perris	Evans	Placentia	Nuevo	Secondary	1.52	0	4	51%	2.98	1	3	0	0	0	0	$3,370,000	$1,459,000	$0	$0	$0	$0	$337,000	$843,000	$483,000	$6,492,000	$6,492,000
Central			Perris	Evans	Nuevo	Ellis	Secondary	2.03	0	4	0%	8.12	1	3	0	0	0	0	$9,192,000	$3,979,000	$0	$0	$0	$0	$919,000	$2,298,000	$1,317,000	$17,705,000	$17,705,000
Central			Perris	Evans	San Jacinto River	bridge	Secondary	0.00	0	4	0%	0.00	1	3	0	400	0	0	$0	$0	$0	$7,680,000	$0	$0	$768,000	$1,920,000	$768,000	$11,136,000	$11,136,000
Central			Perris	Evans	I-215	bridge	Secondary	0.00	0	4	0%	0.00	1	3	0	300	0	0	$0	$0	$0	$5,760,000	$0	$0	$576,000	$1,440,000	$576,000	$8,352,000	$8,352,000
Central			Perris	Goetz	Lesser	Ethanac	Secondary	2.04	2	4	12%	3.60	1	3	0	0	0	0	$4,073,000	$1,763,000	$0	$0	$0	$0	$407,000	$1,018,000	$584,000	$7,845,000	$7,845,000
Central			Perris	Harley Knox	I-215	Indian	Secondary	1.53	4	4	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Central			Perris	Harley Knox	Indian	Perris	Secondary	0.50	6	6	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Central			Perris	Harley Knox	Perris	Redlands	Secondary	0.50	4	4	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Central			Perris	Nuevo	I-215	Murrieta	Secondary	1.36	4	6	18%	2.23	1	2	0	0	0	0	$2,519,000	$12,107,000	$0	$0	$0	$0	$252,000	$630,000	$1,463,000	$16,971,000	$16,971,000
Central			Perris	Nuevo	I-215	interchange	Secondary	0.00	0	0	0%	0.00	1	2	3	0	0	0	$0	$0	$22,550,000	$0	$0	$0	$2,255,000	$5,638,000	$2,255,000	$32,698,000	$19,736,000
Central			Perris	Nuevo	Murrieta	Dunlap	Secondary	1.00	2	4	0%	2.00	1	3	0	0	0	0	$2,267,000	$981,000	$0	$0	$0	$0	$227,000	$567,000	$325,000	$4,367,000	$4,367,000
Central			Perris	Nuevo	Perris Valley Storm Channel	bridge	Secondary	0.00	4	4	0%	0.00	1	3	0	300	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Central			Perris	SR-74 (Matthews)	I-215	Ethanac	Secondary	1.25	4	4	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Central			Perris	SR-74 (Matthews)	I-215	interchange	Secondary	0.00	0	0	0%	0.00	1	2	3	0	0	0	$0	$0	$22,550,000	$0	$0	$0	$2,255,000	$5,638,000	$2,255,000	$32,698,000	$21,835,000
Central			Unincorporated	Center (Main)	I-215	Mt Vernon	Secondary	1.66	2	2	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Central			Unincorporated	Center (Main)	I-215	interchange	Secondary	0.00	0	0	0%	0.00	1	2	3	0	0	0	$0	$0	$22,550,000	$0	$0	$0	$2,255,000	$5,638,000	$2,255,000	$32,698,000	$11,912,000
Central			Unincorporated	Center (Main)	BNSF	railroad crossing	Secondary	0.00	2	2	0%	0.00	1	2	0	0	2	0	$0	$0	$0	$0	$13,800,000	$0	$1,380,000	$3,450,000	$1,380,000	$20,010,000	$20,010,000
Central			Unincorporated	Ellis	Post	SR-74	Secondary	2.65	2	4	0%	5.30	1	3	0	0	0	0	$5,996,000	$2,596,000	$0	$0	$0	$0	$600,000	$1,499,000	$859,000	$11,550,000	$11,550,000
Central			Unincorporated	Mount Vernon/CETAP Corrido	Center	Pigeon Pass	Secondary	0.61	2	4	46%	0.65	3	3	0	0	0	0	$1,537,000	$321,000	$0	$0	$0	$0	$154,000	$384,000	$186,000	$2,582,000	$2,582,000
Central			Unincorporated	Nuevo	Dunlap	Menifee	Secondary	2.00	2	4	0%	4.01	1	3	0	0	0	0	$4,536,000	$1,963,000	$0	$0	$0	$0	$454,000	$1,134,000	$650,000	$8,737,000	$2,505,000
Central			Unincorporated	Nuevo	San Jacinto River	bridge	Secondary	0.00	2	4	0%	0.00	1	3	0	400	0	0	$0	$0	$0	$3,840,000	$0	$0	$384,000	$960,000	$384,000	$5,568,000	$5,568,000
Central			Unincorporated	Pigeon Pass/CETAP Corridor	Hidden Springs	Mount Vernon	Secondary	3.95	0	2	74%	2.05	3	3	0	0	0	0	$4,827,000	$1,006,000	$0	$0	$0	$0	$483,000	$1,207,000	$583,000	$8,106,000	$8,106,000
Central			Unincorporated	Post	Santa Rosa Mine	Ellis	Secondary	0.44	2	2	0%	0.00	2	3	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Central			Unincorporated	Reche Canyon	Reche Vista	Moreno Valley City Limit	Secondary	3.20	0	0	0%	0.00	2	3	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Central			Unincorporated	Redlands	San Timoteo Canyon	Locust	Secondary	2.54	2	2	0%	0.00	2	3	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Northwest			Corona	6th	SR-91	Magnolia	Secondary	4.50	4	4	0%	0.00	1	1	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Northwest			Corona	Auto Center	Railroad	SR-91	Secondary	0.48	4	4	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Northwest			Corona	Cajalco	Bedford Canyon	I-15	Secondary	0.15	4	4	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Northwest			Corona	Hidden Valley	Norco Hills	McKinley	Secondary	0.59	4	4	0%	0.00	2	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Northwest			Corona	Lincoln	Parkridge	Ontario	Secondary	3.20	4	4	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Northwest			Corona	Magnolia	6th	Sherborn	Secondary	0.46	4	6	0%	0.92	1	2	0	0	0	0	$1,047,000	$5,032,000	$0	$0	$0	$0	$105,000	$262,000	$608,000	$7,054,000	$6,419,000
Northwest			Corona	Magnolia	Temescal Creek	bridge	Secondary	0.00	4	6	0%	0.00	1	2	0	300	0	0	$0	$0	$0	$2,880,000	$0	$0	$288,000	$720,000	$288,000	$4,176,000	$3,580,000
Northwest			Corona	Magnolia	Sherborn	Rimpau	Secondary	0.53	6	6	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Northwest			Corona	Magnolia	Rimpau	Ontario	Secondary	1.17	6	6	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Northwest			Corona	Main	Grand	Ontario	Secondary	0.88	2	2	0%	0.00	1	3	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Northwest			Corona	Main	Ontario	Foothill	Secondary	0.89	4	4	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Northwest			Corona	Main	Hidden Valley	Parkridge	Secondary	0.35	4	6	0%	0.70	1	2	0	0	0	0	$789,000	$3,791,000	$0	$0	$0	$0	$79,000	$197,000	$458,000	$5,314,000	$4,389,000
Northwest			Corona	Main	Parkridge	SR-91	Secondary	0.91	6	6	0%	0.00	1	1	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Northwest			Corona	Main	SR-91	S. Grand	Secondary	0.81	4	4	0%	0.00	1	1	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Northwest			Corona	McKinley	Hidden Valley	Promenade	Secondary	0.40	4	4	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Northwest			Corona	McKinley	Promenade	SR-91	Secondary	0.33	6	6	0%	0.00	1	1	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Northwest			Corona	McKinley	SR-91	Magnolia	Secondary	0.31	4	4	0%	0.00	1	1	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Northwest			Corona	McKinley	Arlington Channel	bridge	Secondary	0.00	6	6	0%	0.00	1	1	0	100	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Northwest			Corona	McKinley	BNSF	railroad crossing	Secondary	0.00	4	4	0%	0.00	1	1	0	0	1	0	$0	$0	$0	$0	$72,800,000	$0	$7,280,000	$18,200,000	$7,280,000	$105,560,000	$0
Northwest			Corona	Ontario	I-15	El Cerrito	Secondary	0.88	4	6	0%	1.76	1	2	0	0	0	0	$1,997,000	$9,596,000	$0	$0	$0	$0	$200,000	$499,000	$1,159,000	$13,451,000	$13,451,000
Northwest			Corona	Ontario	Lincoln	Buena Vista	Secondary	0.32	4	4	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Northwest			Corona	Ontario	Buena Vista	Main	Secondary	0.65	6	6	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Northwest			Corona	Ontario	Main	Kellogg	Secondary	0.78	6	6	0%	0.00	1	1	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Northwest			Corona	Ontario	Kellogg	Fullerton	Secondary	0.32	6	6	0%	0.00	1	1	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Northwest			Corona	Ontario	Fullerton	Rimpau	Secondary	0.42	6	6	0%	0.00	1	1	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Northwest			Corona	Ontario	Rimpau	I-15	Secondary	0.67	6	6	0%	0.00	1	1	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Northwest			Corona	Railroad	Auto Club	Buena Vista	Secondary	2.45	4	4	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Northwest			Corona	Railroad	BNSF	railroad crossing	Secondary	0.00	4	4	0%	0.00	1	2	0	0	2	0	$0	$0	$0	$0	$27,600,000	$0	$2,760,000	$6,900,000	$2,760,000	$40,020,000	$40,020,000
Northwest			Corona	Railroad	Buena Vista	Main (at Grand)	Secondary	0.58	2	2	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Northwest			Corona	River	Corydon	Main	Secondary	2.28	4	4	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Northwest			Corona	Serfas Club	SR-91	Green River	Secondary	0.96	4	4	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0

EXHIBIT H-1 TUMF Network Detailed Cost Estimate

Updated: July 23, 2024

AREA	PLAN DIST	CITY	STREETNAME	SEGMENTFROM	SEGMENTTO	NETWORK	MILES	EXISTINGLN	FUTURELN	% COMPLETE	INCREASELN MILES	TOPO	LANDUSE	INTERCHG	BRIDGE	RRXING	ITS	NEWLNCOST	ROWCOST	INTCHGCOST	BRDGCOST	RRXCOST	ITSCOST	PLNG	ENG	CONTIG	TOTAL COST	MAXIMUM TUMF SHARE
Northwest	Eastvale	Archibald	Remington	River		Secondary	3.40	4	4	82%	0.00	1	3	0	0	0	1	$0	$0	$0	$0	$0	$2,333,000	$233,000	$583,000	$233,000	$3,382,000	$3,382,000
Northwest	Eastvale	Hamner	Mission	Bellegrave		Secondary	3.03	6	6	0%	0.00	1	3	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Northwest	Eastvale	Hamner	Bellegrave	Amberhill		Secondary	0.20	6	6	0%	0.00	1	3	0	0	0	1	$0	$0	$0	$0	$0	$137,000	$14,000	$34,000	$14,000	$199,000	$199,000
Northwest	Eastvale	Hamner	Amberhill	Limonite		Secondary	0.71	2	6	55%	1.28	1	3	0	0	0	0	$1,447,000	$626,000	$0	$0	$0	$0	$145,000	$362,000	$207,000	$2,787,000	$2,787,000
Northwest	Eastvale	Hamner	Limonite	Schleisman		Secondary	1.00	6	6	0%	0.00	1	3	0	0	0	1	$0	$0	$0	$0	$0	$684,000	$68,000	$171,000	$68,000	$991,000	$991,000
Northwest	Eastvale	Hamner	Schleisman	Santa Ana River		Secondary	0.82	2	6	23%	2.54	1	3	0	0	0	0	$2,873,000	$1,243,000	$0	$0	$0	$0	$287,000	$718,000	$412,000	$5,533,000	$3,675,000
Northwest	Eastvale	Hellman	Schleisman	Walters		Secondary	0.55	2	4	90%	0.06	1	2	0	0	0	0	$62,000	$299,000	$0	$0	$0	$0	$6,000	$16,000	$36,000	$419,000	$419,000
Northwest	Eastvale	Hellman	Walters	Archibald		Secondary	1.41	2	4	0%	2.82	1	2	0	0	0	0	$3,192,000	$15,341,000	$0	$0	$0	$0	$319,000	$798,000	$1,853,000	$21,503,000	$21,503,000
Northwest	Eastvale	Hellman	Cucamonga Creek	bridge		Secondary	0.00	2	4	0%	0.00	1	2	0	275	0	0	$0	$0	$0	$2,640,000	$0	$0	$264,000	$660,000	$264,000	$3,828,000	$3,828,000
Northwest	Eastvale	Limonite	I-15	Eastvale Gateway		Secondary	0.29	6	6	0%	0.00	1	3	0	0	0	1	$0	$0	$0	$0	$0	$199,000	$20,000	$50,000	$20,000	$289,000	$289,000
Northwest	Eastvale	Limonite	I-15	interchange		Secondary	0.00	0	0	0%	0.00	1	3	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Northwest	Eastvale	Limonite	Eastvale Gateway	Hamner		Secondary	0.26	6	6	0%	0.00	1	3	0	0	0	1	$0	$0	$0	$0	$0	$175,000	$18,000	$44,000	$18,000	$255,000	$255,000
Northwest	Eastvale	Limonite	Hamner	Sumner		Secondary	1.00	4	6	75%	0.50	1	3	0	0	0	0	$568,000	$246,000	$0	$0	$0	$0	$57,000	$142,000	$81,000	$1,094,000	$1,094,000
Northwest	Eastvale	Limonite	Sumner	Harrison		Secondary	0.50	6	6	0%	0.00	1	3	0	0	0	1	$0	$0	$0	$0	$0	$343,000	$34,000	$86,000	$34,000	$497,000	$497,000
Northwest	Eastvale	Limonite	Harrison	Archibald		Secondary	0.49	4	4	0%	0.00	1	3	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Northwest	Eastvale	Limonite	Archibald	Hellman (Keller SBD Co.)		Secondary	1.15	0	4	78%	1.01	1	3	0	0	0	0	$1,146,000	$496,000	$0	$0	$0	$0	$115,000	$287,000	$164,000	$2,208,000	$2,208,000
Northwest	Eastvale	Limonite	Cucamonga Creek	bridge		Secondary	0.00	0	4	0%	0.00	1	3	0	500	0	0	$0	$0	$0	$9,600,000	$0	$0	$960,000	$2,400,000	$960,000	$13,920,000	$0
Northwest	Eastvale	River	Hellman	Archibald		Secondary	0.75	2	4	48%	0.78	1	2	0	0	0	0	$883,000	$4,243,000	$0	$0	$0	$0	$88,000	$221,000	$513,000	$5,948,000	$5,948,000
Northwest	Jurupa Valley	Armstrong	San Bernardino County	Valley		Secondary	1.53	2	4	34%	2.02	2	3	0	0	0	0	$3,518,000	$991,000	$0	$0	$0	$0	$352,000	$880,000	$451,000	$6,192,000	$6,192,000
Northwest	Jurupa Valley	Bellegrave	Cantu-Galleano Ranch	Van Buren		Secondary	0.29	2	4	63%	0.21	1	3	0	0	0	0	$241,000	$104,000	$0	$0	$0	$0	$24,000	$60,000	$35,000	$464,000	$464,000
Northwest	Jurupa Valley	Cantu-Galleano Ranch	Wineville	Bellegrave		Secondary	1.82	0	2	90%	0.36	1	3	0	0	0	0	$412,000	$178,000	$0	$0	$0	$0	$41,000	$103,000	$59,000	$793,000	$793,000
Northwest	Jurupa Valley	Etiwanda	Philadelphia	SR-60		Secondary	1.05	4	6	67%	0.69	1	3	0	0	0	0	$786,000	$340,000	$0	$0	$0	$0	$79,000	$197,000	$113,000	$1,515,000	$989,000
Northwest	Jurupa Valley	Etiwanda	SR-60	Limonite		Secondary	2.95	4	4	0%	0.00	1	3	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Northwest	Jurupa Valley	Limonite	I-15	Wineville		Secondary	0.47	6	6	0%	0.00	1	3	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Northwest	Jurupa Valley	Limonite	Wineville	Etiwanda		Secondary	0.99	4	4	0%	0.00	1	3	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Northwest	Jurupa Valley	Limonite	Etiwanda	Van Buren		Secondary	2.73	2	4	75%	1.37	1	3	0	0	0	0	$1,547,000	$670,000	$0	$0	$0	$0	$155,000	$387,000	$222,000	$2,981,000	$2,981,000
Northwest	Jurupa Valley	Limonite	Van Buren	Clay		Secondary	0.79	4	4	0%	0.00	1	3	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Northwest	Jurupa Valley	Limonite	Clay	Riverview		Secondary	2.45	4	4	0%	0.00	1	3	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Northwest	Jurupa Valley	Market	Rubidoux	Santa Ana River		Secondary	1.19	2	4	0%	2.38	1	3	0	0	0	0	$2,690,000	$1,164,000	$0	$0	$0	$0	$269,000	$673,000	$385,000	$5,181,000	$0
Northwest	Jurupa Valley	Market	Santa Ana River	bridge		Secondary	0.00	2	4	0%	0.00	1	3	0	1,000	0	0	$0	$0	$0	$9,600,000	$0	$0	$960,000	$2,400,000	$960,000	$13,920,000	$6,204,000
Northwest	Jurupa Valley	Mission	Milliken	SR-60		Secondary	2.10	4	4	0%	0.00	1	3	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Northwest	Jurupa Valley	Mission	SR-60	Santa Ana River		Secondary	7.24	4	4	0%	0.00	1	3	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Northwest	Jurupa Valley	Riverview	Limonite	Mission		Secondary	0.95	4	4	0%	0.00	1	3	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Northwest	Jurupa Valley	Rubidoux	Pine	Mission		Secondary	2.90	4	4	0%	0.00	2	3	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Northwest	Jurupa Valley	Rubidoux	SR-60	interchange		Secondary	0.00	0	0	0%	0.00	2	3	3	0	0	0	$0	$0	$22,550,000	$0	$0	$0	$2,255,000	$5,638,000	$2,255,000	$32,698,000	$9,051,000
Northwest	Jurupa Valley	Valley	Armstrong	Mission		Secondary	0.48	4	4	0%	0.00	1	3	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Northwest	Norco	1st	Parkridge	Mountain		Secondary	0.26	2	2	0%	0.00	1	3	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Northwest	Norco	1st	Mountain	Hamner		Secondary	0.26	4	4	0%	0.00	1	3	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Northwest	Norco	2nd	River	I-15		Secondary	1.39	2	2	0%	0.00	1	3	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Northwest	Norco	6th	Hamner	California		Secondary	1.71	4	4	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Northwest	Norco	6th	I-15	interchange		Secondary	0.00	0	0	0%	0.00	1	2	3	0	0	0	$0	$0	$22,550,000	$0	$0	$0	$2,255,000	$5,638,000	$2,255,000	$32,698,000	$3,489,000
Northwest	Norco	Arlington	Crestview	Fairhaven		Secondary	1.00	2	4	0%	1.99	1	3	0	0	0	0	$2,254,000	$976,000	$0	$0	$0	$0	$225,000	$564,000	$323,000	$4,342,000	$4,342,000
Northwest	Norco	California	Arlington	6th		Secondary	1.05	2	4	5%	2.00	1	2	0	0	0	0	$2,262,000	$10,870,000	$0	$0	$0	$0	$226,000	$566,000	$1,313,000	$15,237,000	$12,525,000
Northwest	Norco	Corydon	River	5th		Secondary	1.46	2	2	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Northwest	Norco	Hamner	Santa Ana River	bridge		Secondary	0.00	2	6	0%	0.00	1	3	0	1,200	0	0	$0	$0	$0	$23,040,000	$0	$0	$2,304,000	$5,760,000	$2,304,000	$33,408,000	$11,455,000
Northwest	Norco	Hamner	Santa Ana River	Hidden Valley		Secondary	3.25	4	6	0%	6.50	1	2	0	0	0	0	$7,362,000	$35,378,000	$0	$0	$0	$0	$736,000	$1,841,000	$4,274,000	$49,591,000	$49,591,000
Northwest	Norco	Hidden Valley	I-15	Norco Hills		Secondary	1.46	4	4	0%	0.00	2	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Northwest	Norco	Hidden Valley	Hamner	I-15		Secondary	0.19	4	4	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Northwest	Norco	Norco	Corydon	Hamner		Secondary	1.20	2	2	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Northwest	Norco	North	California	Crestview		Secondary	0.25	2	2	0%	0.00	1	3	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Northwest	Norco	River	Archibald	Corydon		Secondary	1.14	2	4	90%	0.23	1	2	0	0	0	0	$259,000	$1,243,000	$0	$0	$0	$0	$26,000	$65,000	$150,000	$1,743,000	$1,109,000
Northwest	Riverside	14th	Market	Martin Luther King		Secondary	0.89	4	4	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Northwest	Riverside	1st	Market	Main		Secondary	0.08	2	2	0%	0.00	1	1	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Northwest	Riverside	3rd	SR-91	I-215		Secondary	1.34	3	4	81%	0.25	1	2	0	0	0	0	$288,000	$1,385,000	$0	$0	$0	$0	$29,000	$72,000	$167,000	$1,941,000	$1,941,000
Northwest	Riverside	3rd	BNSF	railroad crossing		Secondary	0.00	4	4	0%	0.00	1	2	0	0	1	0	$0	$0	$0	$0	$72,800,000	$0	$7,280,000	$18,200,000	$7,280,000	$105,560,000	$30,560,000
Northwest	Riverside	Adams	Arlington	SR-91		Secondary	1.56	4	4	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Northwest	Riverside	Adams	SR-91	Lincoln		Secondary	0.54	4	4	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Northwest	Riverside	Adams	SR-91	interchange		Secondary	0.00	0	0	0%	0.00	1	2	3	0	0	0	$0	$0	$22,550,000	$0	$0	$0	$2,255,000	$5,638,000	$2,255,000	$32,698,000	$3,262,000
Northwest	Riverside	Arlington	Fairhaven	La Sierra		Secondary	0.61	4	4	0%	0.00	1	3	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Northwest	Riverside	Buena Vista	Santa Ana River	Redwood		Secondary	0.30	4	4	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Northwest	Riverside	Canyon Crest	Martin Luther King	Central		Secondary	0.95	4	4	0%	0.00	2	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Northwest	Riverside	Canyon Crest	Central	Country Club		Secondary	0.59	4	4	0%	0.00	2	3	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Northwest	Riverside	Canyon Crest	Country Club	Via Vista		Secondary	0.93	2	4	12%	1.63	2	3	0	0	0	0	$2,839,000	$799,000	$0	$0	$0	$0	$284,000	$710,000	$364,000	$4,996,000	$1,593,000
Northwest	Riverside	Canyon Crest	Via Vista	Alessandro		Secondary	0.68	4	4	0%	0.00	2	3	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Northwest	Riverside	Central	Chicago	I-215/SR-60		Secondary	2.22	4	4	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Northwest	Riverside	Central	SR-91	Magnolia		Secondary	0.73	4	4	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Northwest	Riverside	Central	Alessandro	SR-91		Secondary	2.09	4	4	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Northwest	Riverside	Central	Van Buren	Magnolia		Secondary	3.53	4	4	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Northwest	Riverside	Chicago	Alessandro	Spruce		Secondary	3.43	4	4	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Northwest	Riverside	Chicago	Spruce	Columbia		Secondary	0.75	4	4	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Northwest	Riverside	Columbia	Main	Iowa		Secondary	1.09	4	4	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Northwest	Riverside	Columbia	I-215	interchange		Secondary	0.00	0	0	0%	0.00	1	2	3	0	0	0	$0	$0	$22,550,000	$0	$0	$0	$2,255,000	$5,638,000	$2,255,000	$32,698,000	$9,050,000
Northwest	Riverside	Iowa	Center	3rd		Secondary	2.26	4	6	12%	3.97	1	2	0	0	0	0	$4,494,000	$21,596,000	$0	$0	$0	$0	$449,000	$1,124,000	$2,609,000	$30,272,000	$30,272,000
Northwest	Riverside	Iowa	3rd	University		Secondary	0.51	4	4	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Northwest	Riverside	Iowa	University	Martin Luther King		Secondary	0.51	4	4	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Northwest	Riverside	JFK	Trautwein	Wood		Secondary	0.48	2	4	10%	0.86	1	3	0	0	0	0	$976,000	$422,000	$0	$0	$0	$0	$98,000	$244,000	$140,000	$1,880,000	$1,880,000
Northwest	Riverside	La Sierra	Arlington	SR-91		Secondary	3.56	4	4	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Northwest	Riverside	La Sierra	SR-91	Indiana		Secondary	0.19	6	6	0%	0.00	1	2	0	0	0	1	$0	$0	$0	$0	$0	$133,000	$13,000	$33,000	$13,000	$192,000	$192,000
Northwest	Riverside	La Sierra	Indiana	Victoria		Secondary	0.78	4	4	0%	0.00	1	2	0	0	0	1	$0	$0	$0	$0	$0	$536,000	$54,000	$134,000	$54,000	$778,000	$778,000
Northwest	Riverside	Lemon (NB One way)	Mission Inn	University		Secondary	0.08	2	2	0%	0.00	1	3	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Northwest	Riverside	Lincoln	Van Buren	Jefferson		Secondary	2.00	4	4	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Northwest	Riverside	Lincoln	Jefferson	Washington		Secondary	1.00	2	2	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Northwest	Riverside	Lincoln	Washington	Victoria		Secondary	1.43	2	2	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Northwest	Riverside	Madison	SR-91	Victoria		Secondary	0.86	2	2	0%	0.00	1	2	0	0	0	1	$0	$0	$0	$0	$0	$588,000	$59,000	$147,000	$59,000	$853,000	$853,000
Northwest	Riverside	Madison	BNSF	railroad crossing		Secondary	0.00	2	2	0%	0.00	1	2	0	0	2	0	$0	$0	$0	$0	$13,800,000	$0	$1,380,000	$3,450,000	$1,380,000	$20,010,000	$20,010,000
Northwest	Riverside	Magnolia	BNSF Railroad	Tyler		Secondary	2.70	4	4	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Northwest	Riverside	Magnolia	BNSF	railroad crossing		Secondary	0.00	4	4	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Northwest	Riverside	Magnolia	Tyler	Harrison		Secondary	0.65	6	6	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Northwest	Riverside	Magnolia	Harrison	14th		Secondary	5.98	4	4	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Northwest	Riverside	Main	1st	San Bernardino County		Secondary	2.19	4	4	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Northwest	Riverside	Market	14th	Santa Ana River		Secondary	2.59	2	4	76%	1.24	1	2	0	0	0	0	$1,409,000	$6,771,000	$0	$0	$0	$0	$141,000	$352,000	$818,000	$9,491,000	$9,491,000
Northwest	Riverside	Martin Luther King	14th	I-215/SR-60		Secondary	2.22	4	6	29%	3.15	1	2	0	0	0	0	$3,567,000	$17,144,000	$0	$0	$0	$0	$357,000	$892,000	$2,071,000	$24,031,000	$24,031,000
Northwest	Riverside	Mission Inn	Redwood	Lemon		Secondary	0.79	2	2	0%	0.00	1	3	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Northwest	Riverside	Redwood (SB One way)	Mission Inn	University		Secondary	0.08	4	4	0%	0.00	1	3	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Northwest	Riverside	Trautwein	Alessandro	Van Buren		Secondary	2.19	4	4	0%	0.00	2	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Northwest	Riverside	Tyler	SR-91	Magnolia		Secondary	0.43	6	6	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Northwest	Riverside	Tyler	SR-91	interchange		Secondary	0.00	0	0	0%	0.00	1	2	2	0	0	0	$0	$0	$43,490,000	$0	$0	$0	$4,349,000	$10,873,000	$4,349,000	$63,061,000	$21,814,000
Northwest	Riverside	Tyler	Magnolia	Hole		Secondary	0.27	6	6	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Northwest	Riverside	Tyler	Hole	Wells		Secondary	1.06	4	4	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Northwest	Riverside	Tyler	Wells	Arlington		Secondary	1.35	2	2	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Northwest	Riverside	University	Redwood	SR-91		Secondary	0.86	4	4	0%	0.00	1	3	0	0	0	1	$0	$0	$0	$0	$0	$593,000	$59,000	$148,000	$59,000	$859,000	$859,000
Northwest	Riverside	University	SR-91	I-215/SR-60		Secondary	2.08	4	4	0%	0.00	1	2	0	0	0	1	$0	$0	$0	$0	$0	$1,425,000	$143,000	$356,000	$143,000	$2,067,000	$2,067,000
Northwest	Riverside	Victoria	Lincoln	Arlington		Secondary	0.16	2	2	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Northwest	Riverside	Victoria	Madison	Washington		Secondary	0.52	2	2	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Northwest	Riverside	Washington	Victoria	Hermosa		Secondary	2.06	2	4	14%	3.54	1	2	0	0	0	0	$4,011,000	$19,274,000	$0	$0	$0	$0	$401,000	$1,003,000	$2,329,000	$27,018,000	$27,018,000
Northwest	Riverside	Wood	JFK	Van Buren		Secondary	0.70	2	4	0%	1.40	1	3	0	0	0	0	$1,585,000	$686,000	$0	$0	$0	$0	$159,000	$396,000	$227,000	$3,053,000	$3,053,000
Northwest	Riverside	Wood	Van Buren	Bergamont		Secondary	0.11	4	4	0%	0.00	1	3	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Northwest	Riverside	Wood	Bergamont	Krameria		Secondary	0.39	4	4	0%	0.00	1	3	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0

EXHIBIT H-1 TUMF Network Detailed Cost Estimate

Updated: July 23, 2024

AREA PLAN DIST	CITY	STREETNAME	SEGMENTFROM	SEGMENTTO	NETWORK	MILES	EXISTINGLN	FUTURELN	% COMPLETE	INCREASELN MILES	TOPO	LANDUSE	INTERCHG	BRIDGE	RRXING	ITS	NEWLNCOST	ROWCOST	INTCHGCOST	BRDGCOST	RRXCOST	ITSCOST	PLNG	ENG	CONTIG	TOTAL COST	MAXIMUM TUMF SHARE
Northwest	Unincorporated	Cantu-Galleano Ranch	Hamner	Wineville	Secondary	0.94	6	6	0%	0.00	1	3	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Northwest	Unincorporated	Dos Lagos (Weirick)	Temescal Canyon	I-15	Secondary	0.17	4	4	0%	0.00	1	3	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Northwest	Unincorporated	El Cerrito	I-15	Ontario	Secondary	0.56	4	4	0%	0.00	1	3	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Northwest	Unincorporated	El Sobrante	Mockingbird Canyon	Cajalco	Secondary	1.05	2	2	0%	0.00	2	3	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Northwest	Unincorporated	Harley John	Washington	Scottsdale	Secondary	0.12	4	4	0%	0.00	1	3	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Northwest	Unincorporated	Harley John	Scottsdale	Cajalco	Secondary	1.19	2	2	0%	0.00	1	3	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Northwest	Unincorporated	La Sierra	Victoria	El Sobrante	Secondary	2.23	4	4	0%	0.00	2	3	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Northwest	Unincorporated	Temescal	El Sobrante	Cajalco	Secondary	2.36	2	2	0%	0.00	2	3	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Northwest	Unincorporated	Mockingbird Canyon	Van Buren	El Sobrante	Secondary	3.41	2	4	0%	6.82	2	3	0	0	0	0	$11,860,000	$3,340,000	$0	$0	$0	$0	$1,186,000	$2,965,000	$1,520,000	$20,871,000	$20,871,000
Northwest	Unincorporated	Temescal Canyon	El Cerrito	Tuscany	Secondary	0.65	2	4	20%	1.03	2	3	0	0	0	0	$1,800,000	$507,000	$0	$0	$0	$0	$180,000	$450,000	$231,000	$3,168,000	$0
Northwest	Unincorporated	Temescal Canyon	Tuscany	Dos Lagos	Secondary	0.91	4	4	0%	0.00	2	3	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Northwest	Unincorporated	Temescal Canyon	Dos Lagos	Leroy	Secondary	1.10	4	4	0%	0.00	2	3	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Northwest	Unincorporated	Temescal Canyon	Leroy	Dawson Canyon	Secondary	1.89	4	4	0%	0.00	2	3	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Northwest	Unincorporated	Temescal Canyon	Dawson Canyon	I-15	Secondary	0.49	4	4	0%	0.00	2	3	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Northwest	Unincorporated	Temescal Canyon	I-15	interchange	Secondary	0.00	0	0	0%	0.00	2	3	3	0	0	0	$0	$0	$22,550,000	$0	$0	$0	$2,255,000	$5,638,000	$2,255,000	$32,698,000	$32,698,000
Northwest	Unincorporated	Temescal Canyon	I-15	Park Canyon	Secondary	2.02	2	4	10%	3.63	3	3	0	0	0	0	$8,533,000	$1,779,000	$0	$0	$0	$0	$853,000	$2,133,000	$1,031,000	$14,329,000	$14,329,000
Northwest	Unincorporated	Temescal Canyon	Park Canyon	Indian Truck Trail	Secondary	2.55	4	4	0%	0.00	2	3	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Northwest	Unincorporated	Washington	Hermosa	Harley John	Secondary	3.96	2	4	26%	5.86	1	3	0	0	0	0	$6,638,000	$2,874,000	$0	$0	$0	$0	$664,000	$1,660,000	$951,000	$12,787,000	$12,787,000
Northwest	Unincorporated	Wood	Krameria	Cajalco	Secondary	2.99	2	4	4%	5.75	1	3	0	0	0	0	$6,509,000	$2,817,000	$0	$0	$0	$0	$651,000	$1,627,000	$933,000	$12,537,000	$12,537,000
Pass	Banning	8th	Wilson	I-10	Secondary	0.54	2	2	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Pass	Banning	Lincoln	Sunset	SR-243	Secondary	2.01	2	2	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Pass	Banning	Ramsey	I-10	8th	Secondary	1.70	2	2	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Pass	Banning	Ramsey	8th	Highland Springs	Secondary	3.55	4	4	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Pass	Banning	SR-243	I-10	Wesley	Secondary	0.62	2	2	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Pass	Banning	Sun Lakes	Highland Home	Sunset	Secondary	1.00	0	4	0%	4.00	1	2	0	0	0	0	$4,528,000	$21,760,000	$0	$0	$0	$0	$453,000	$1,132,000	$2,629,000	$30,502,000	$30,502,000
Pass	Banning	Sun Lakes	Smith Creek	bridge	Secondary	0.00	0	4	0%	0.00	1	2	0	300	0	0	$0	$0	$0	$5,760,000	$0	$0	$576,000	$1,440,000	$576,000	$8,352,000	$8,352,000
Pass	Banning	Sun Lakes	Montgomery Creek	bridge	Secondary	0.00	0	4	0%	0.00	1	2	0	200	0	0	$0	$0	$0	$3,840,000	$0	$0	$384,000	$960,000	$384,000	$5,568,000	$5,568,000
Pass	Banning	Sun Lakes	Highland Springs	Highland Home	Secondary	1.33	4	4	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Pass	Banning	Sunset	Ramsey	Lincoln	Secondary	0.28	2	2	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Pass	Banning	Sunset	I-10	interchange	Secondary	0.00	0	0	0%	0.00	1	2	3	0	0	0	$0	$0	$22,550,000	$0	$0	$0	$2,255,000	$5,638,000	$2,255,000	$32,698,000	$32,698,000
Pass	Banning	Wilson	Highland Home	8th	Secondary	2.51	4	4	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Pass	Banning	Wilson	Highland Springs	Highland Home	Secondary	1.01	4	4	100%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Pass	Beaumont	1st	Viele	Pennsylvania	Secondary	1.28	2	2	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Pass	Beaumont	1st	Pennsylvania	Highland Springs	Secondary	1.10	2	2	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Pass	Beaumont	6th	I-10	Highland Springs	Secondary	2.24	4	4	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Pass	Beaumont	Desert Lawn	Champions	Oak Valley (STC)	Secondary	0.99	2	2	0%	0.00	1	3	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Pass	Beaumont	Oak Valley (14th)	Highland Springs	Pennsylvania	Secondary	1.13	4	4	0%	0.00	2	3	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Pass	Beaumont	Oak Valley (14th)	Pennsylvania	Oak View	Secondary	1.40	4	4	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Pass	Beaumont	Oak Valley (14th)	Oak View	I-10	Secondary	0.65	4	4	50%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Pass	Beaumont	Oak Valley (14th)	I-10	interchange	Secondary	0.00	0	0	0%	0.00	1	2	2	0	0	0	$0	$0	$43,490,000	$0	$0	$0	$4,349,000	$10,873,000	$4,349,000	$63,061,000	$62,401,000
Pass	Beaumont	Oak Valley (STC)	UP Railroad	Tukwet Canyon	Secondary	2.94	2	2	0%	0.00	2	3	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Pass	Beaumont	Oak Valley (STC)	Tukwet Canyon	I-10	Secondary	2.58	2	2	0%	0.00	1	3	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Pass	Beaumont	Pennsylvania	6th	1st	Secondary	0.53	2	4	18%	0.86	1	2	0	0	0	0	$978,000	$4,699,000	$0	$0	$0	$0	$98,000	$245,000	$568,000	$6,588,000	$6,588,000
Pass	Beaumont	Pennsylvania	I-10	interchange	Secondary	0.00	0	0	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Pass	Calimesa	Bryant	County Line	Avenue L	Secondary	0.38	2	2	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Pass	Calimesa	Calimesa	County Line	I-10	Secondary	0.80	4	4	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Pass	Calimesa	Calimesa	I-10	interchange	Secondary	0.00	0	0	0%	0.00	1	2	2	0	0	0	$0	$0	$43,490,000	$0	$0	$0	$4,349,000	$10,873,000	$4,349,000	$63,061,000	$63,061,000
Pass	Calimesa	County Line	7th	Bryant	Secondary	1.83	2	2	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Pass	Calimesa	County Line	I-10	interchange	Secondary	0.00	0	0	0%	0.00	1	2	3	0	0	0	$0	$0	$22,550,000	$0	$0	$0	$2,255,000	$5,638,000	$2,255,000	$32,698,000	$32,698,000
Pass	Calimesa	Desert Lawn	Palmer	Champions	Secondary	1.42	2	2	0%	0.00	1	3	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Pass	Calimesa	Singleton	Avenue L	Condit	Secondary	1.86	4	4	0%	0.00	2	3	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Pass	Calimesa	Singleton	Condit	Roberts	Secondary	0.85	2	4	0%	1.70	1	2	0	0	0	0	$1,926,000	$9,253,000	$0	$0	$0	$0	$193,000	$482,000	$1,118,000	$12,972,000	$12,972,000
Pass	Calimesa	Singleton	I-10	interchange	Secondary	0.00	0	0	0%	0.00	1	2	2	0	0	0	$0	$0	$43,490,000	$0	$0	$0	$4,349,000	$10,873,000	$4,349,000	$63,061,000	$0
Pass	Calimesa	Tukwet Canyon	Roberts Rd	Palmer	Secondary	0.25	4	4	0%	0.00	1	3	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Pass	Unincorporated	Live Oak Canyon	Oak Valley (STC)	San Bernardino County	Secondary	2.81	2	2	0%	0.00	2	3	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Pass	Unincorporated	San Timoteo Canyon	San Bernardino County	UP Railroad	Secondary	5.65	2	2	0%	0.00	2	3	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Pass	Unincorporated	San Timoteo Canyon	UP Railroad	railroad crossing	Secondary	0.00	2	2	0%	0.00	2	3	0	0	1	0	$0	$0	$0	$0	$36,400,000	$0	$3,640,000	$9,100,000	$3,640,000	$52,780,000	$52,780,000
San Jacinto	Hemet	Sanderson	Acacia	Menlo	Secondary	0.98	4	4	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
San Jacinto	Hemet	Sanderson	RR Crossing	Acacia	Secondary	0.42	4	4	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
San Jacinto	Hemet	Sanderson	Stetson	RR Crossing	Secondary	0.58	4	4	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
San Jacinto	Hemet	Sanderson	Menlo	Esplanade	Secondary	1.00	4	4	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
San Jacinto	Hemet	SR-74 (Florida)	Warren	Cawston	Secondary	1.02	4	4	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
San Jacinto	Hemet	SR-74 (Florida)	Columbia	Ramona	Secondary	2.58	4	4	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
San Jacinto	Hemet	SR-74/SR-79 (Florida)	Cawston	Columbia	Secondary	4.03	4	4	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
San Jacinto	Hemet	State	Domenigoni	Chambers	Secondary	1.31	4	4	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
San Jacinto	Hemet	State	Chambers	Stetson	Secondary	0.51	4	4	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
San Jacinto	Hemet	State	Florida	Esplanade	Secondary	1.74	4	4	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
San Jacinto	Hemet	State	Stetson	Florida	Secondary	1.25	2	2	0%	0.00	1	1	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
San Jacinto	Hemet	Stetson	Cawston	State	Secondary	2.52	4	4	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
San Jacinto	Hemet	Stetson	Warren	Cawston	Secondary	1.00	2	4	0%	2.00	1	3	0	0	0	0	$2,262,000	$979,000	$0	$0	$0	$0	$226,000	$566,000	$324,000	$4,357,000	$4,357,000
San Jacinto	Hemet	Warren	Esplanade	Domenigoni	Secondary	5.02	2	4	9%	9.14	1	3	0	0	0	0	$10,345,000	$4,478,000	$0	$0	$0	$0	$1,035,000	$2,586,000	$1,482,000	$19,926,000	$19,926,000
San Jacinto	Hemet	Warren	Salt Creek	bridge	Secondary	0.00	2	4	0%	0.00	1	3	0	300	0	0	$0	$0	$0	$2,880,000	$0	$0	$288,000	$720,000	$288,000	$4,176,000	$4,176,000
San Jacinto	San Jacinto	Esplanade	Mountain	State	Secondary	2.55	4	4	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
San Jacinto	San Jacinto	Esplanade	State	Warren	Secondary	3.53	2	2	0%	0.00	1	3	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
San Jacinto	San Jacinto	Sanderson	Ramona	Esplanade	Secondary	3.55	4	4	0%	0.00	1	3	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
San Jacinto	San Jacinto	SR-79 (North Ramona)	State	San Jacinto	Secondary	1.02	2	2	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
San Jacinto	San Jacinto	SR-79 (San Jacinto)	North Ramona Blvd	7th	Secondary	0.25	2	2	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
San Jacinto	San Jacinto	SR-79 (San Jacinto)	7th	SR-74	Secondary	2.25	4	4	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
San Jacinto	San Jacinto	State	Ramona	Esplanade	Secondary	1.99	4	4	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
San Jacinto	San Jacinto	State	Gilman Springs	Quandt Ranch	Secondary	0.76	2	4	0%	1.52	1	3	0	0	0	0	$1,722,000	$745,000	$0	$0	$0	$0	$172,000	$431,000	$247,000	$3,317,000	$3,317,000
San Jacinto	San Jacinto	State	San Jacinto River	bridge	Secondary	0.00	4	4	0%	0.00	1	3	0	500	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
San Jacinto	San Jacinto	State	Quandt Ranch	Ramona	Secondary	0.70	4	4	0%	0.00	1	3	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
San Jacinto	San Jacinto	Warren	Ramona	Esplanade	Secondary	3.47	2	4	11%	6.18	1	3	0	0	0	0	$6,993,000	$3,027,000	$0	$0	$0	$0	$699,000	$1,748,000	$1,002,000	$13,469,000	$13,469,000
San Jacinto	Unincorporated	Gilman Springs	Sanderson	State	Secondary	2.54	2	4	0%	5.09	1	3	0	0	0	0	$5,761,000	$2,494,000	$0	$0	$0	$0	$576,000	$1,440,000	$826,000	$11,097,000	$11,097,000
San Jacinto	Unincorporated	Gilman Springs	Massacre Canyon Wash	bridge	Secondary	0.00	2	4	0%	0.00	1	3	0	100	0	0	$0	$0	$0	$960,000	$0	$0	$96,000	$240,000	$96,000	$1,392,000	$1,392,000
San Jacinto	Unincorporated	SR-79 (Winchester)	SR-74 (Florida)	Domenigoni	Secondary	3.23	2	2	0%	0.00	1	3	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0

EXHIBIT H-1 TUMF Network Detailed Cost Estimate

Updated: July 23, 2024

AREA	PLAN DIST	CITY	STREETNAME	SEGMENTFROM	SEGMENTTO	NETWORK	MILES	EXISTINGLN	FUTURELN	% COMPLETE	INCREASELN MILES	TOPO	LANDUSE	INTERCHG	BRIDGE	RRXING	ITS	NEWLNCOST	ROWCOST	INTCHGCOST	BRDGCOST	RRXCOST	ITSCOST	PLNG	ENG	CONTIG	TOTAL COST	MAXIMUM TUMF SHARE
Southwest	Lake Elsinore	Corydon	Mission	Grand	Secondary	1.53	2	4	50%	1.53	1	3	0	0	0	0	$1,732,000	$750,000	$0	$0	$0	$0	$173,000	$433,000	$248,000	$3,336,000	$3,336,000
Southwest	Lake Elsinore	Diamond	Mission	I-15	Secondary	0.24	6	6	0%	0.00	1	3	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Southwest	Lake Elsinore	Franklin (integral to Railroad C	I-15	interchange	Secondary	0.00	0	0	0%	0.00	1	3	3	0	0	0	$0	$0	$22,550,000	$0	$0	$0	$2,255,000	$5,638,000	$2,255,000	$32,698,000	$32,698,000
Southwest	Lake Elsinore	Grand	Lincoln	Toft	Secondary	1.29	4	4	0%	0.00	1	3	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Southwest	Lake Elsinore	Grand	Toft	SR-74 (Riverside)	Secondary	0.86	2	4	6%	1.61	1	3	0	0	0	0	$1,824,000	$789,000	$0	$0	$0	$0	$182,000	$456,000	$261,000	$3,512,000	$3,512,000
Southwest	Lake Elsinore	Lake	I-15	Lincoln	Secondary	3.25	2	4	28%	4.68	2	2	0	0	0	0	$8,144,000	$25,462,000	$0	$0	$0	$0	$814,000	$2,036,000	$3,361,000	$39,817,000	$32,726,000
Southwest	Lake Elsinore	Lake	I-15	interchange	Secondary	0.00	0	0	0%	0.00	2	2	3	0	0	0	$0	$0	$22,550,000	$0	$0	$0	$2,255,000	$5,638,000	$2,255,000	$32,698,000	$15,771,000
Southwest	Lake Elsinore	Temescal Wash	bridge	Lake	Secondary	0.00	2	4	0%	0.00	2	2	0	180	0	0	$0	$0	$0	$1,728,000	$0	$0	$173,000	$432,000	$173,000	$2,506,000	$1,150,000
Southwest	Lake Elsinore	Mission	Railroad Canyon	Bundy Canyon	Secondary	2.39	4	4	0%	0.00	1	3	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Southwest	Lake Elsinore	Nichols	I-15	Lake	Secondary	1.80	2	4	0%	3.60	1	3	0	0	0	0	$4,075,000	$1,764,000	$0	$0	$0	$0	$408,000	$1,019,000	$584,000	$7,850,000	$7,850,000
Southwest	Lake Elsinore	Nichols	Temescal Wash	bridge	Secondary	0.00	2	4	0%	0.00	1	3	0	300	0	0	$0	$0	$0	$2,880,000	$0	$0	$288,000	$720,000	$288,000	$4,176,000	$4,176,000
Southwest	Lake Elsinore	Nichols	I-15	interchange	Secondary	0.00	0	0	0%	0.00	1	3	2	0	0	0	$0	$0	$43,490,000	$0	$0	$0	$4,349,000	$10,873,000	$4,349,000	$63,061,000	$63,061,000
Southwest	Lake Elsinore	SR-74 (Collier/Riverside)	I-15	Lakeshore	Secondary	2.15	2	4	26%	3.19	1	2	0	0	0	0	$3,608,000	$17,337,000	$0	$0	$0	$0	$361,000	$902,000	$2,095,000	$24,303,000	$24,303,000
Southwest	Lake Elsinore	SR-74 (Grand)	Riverside	SR-74 (Ortega)	Secondary	0.64	2	4	0%	1.28	1	2	0	0	0	0	$1,445,000	$6,943,000	$0	$0	$0	$0	$145,000	$361,000	$839,000	$9,733,000	$3,691,000
Southwest	Lake Elsinore	SR-74 (Riverside)	Lakeshore	Grand	Secondary	1.74	2	4	24%	2.65	1	2	0	0	0	0	$2,995,000	$14,392,000	$0	$0	$0	$0	$300,000	$749,000	$1,739,000	$20,175,000	$20,175,000
Southwest	Lake Elsinore	Temescal Canyon	I-15	Lake	Secondary	1.21	2	4	0%	2.42	2	3	0	0	0	0	$4,211,000	$1,186,000	$0	$0	$0	$0	$421,000	$1,053,000	$540,000	$7,411,000	$7,411,000
Southwest	Lake Elsinore	Temescal Canyon	Temescal Wash	bridge	Secondary	0.00	2	4	0%	0.00	2	3	0	250	0	0	$0	$0	$0	$2,400,000	$0	$0	$240,000	$600,000	$240,000	$3,480,000	$3,480,000
Southwest	Murrieta	California Oaks	Jefferson	I-15	Secondary	0.32	4	4	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Southwest	Murrieta	California Oaks	I-15	Jackson	Secondary	0.50	6	6	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Southwest	Murrieta	California Oaks	Jackson	Clinton Keith	Secondary	1.76	4	4	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Southwest	Murrieta	Jackson	Whitewood	Ynez	Secondary	0.53	4	4	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Southwest	Murrieta	Jefferson	Palomar	Nutmeg	Secondary	1.02	0	2	75%	0.51	2	3	0	0	0	0	$887,000	$250,000	$0	$0	$0	$0	$89,000	$222,000	$114,000	$1,562,000	$1,562,000
Southwest	Murrieta	Jefferson	Nutmeg	Murrieta Hot Springs	Secondary	2.37	2	2	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Southwest	Murrieta	Jefferson	Murrieta Hot Springs	Cherry	Secondary	2.26	4	6	11%	4.02	1	2	0	0	0	0	$4,548,000	$21,854,000	$0	$0	$0	$0	$455,000	$1,137,000	$2,640,000	$30,634,000	$30,634,000
Southwest	Murrieta	Keller	I-215	Whitewood	Backbone	0.75	2	2	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Southwest	Murrieta	Keller	I-215	interchange	Backbone	0.00	0	0	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Southwest	Murrieta	Los Alamos	Jefferson	I-215	Secondary	1.77	4	4	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Southwest	Murrieta	Murrieta Hot Springs	Jefferson	I-215	Secondary	1.16	6	6	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Southwest	Murrieta	Murrieta Hot Springs	I-215	Margarita	Secondary	1.45	6	6	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Southwest	Murrieta	Murrieta Hot Springs	Margarita	SR-79 (Winchester)	Secondary	1.01	4	6	8%	1.86	1	3	0	0	0	0	$2,106,000	$911,000	$0	$0	$0	$0	$211,000	$527,000	$302,000	$4,057,000	$3,899,000
Southwest	Murrieta	Nutmeg	Jefferson	Clinton Keith	Secondary	1.97	4	4	0%	0.00	1	3	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Southwest	Murrieta	Whitewood	Clinton Keith	Los Alamos	Secondary	2.01	3	4	56%	0.88	2	3	0	0	0	0	$1,539,000	$433,000	$0	$0	$0	$0	$154,000	$385,000	$197,000	$2,708,000	$2,708,000
Southwest	Murrieta	Whitewood	Los Alamos	Murrieta Hot Springs	Secondary	1.93	2	2	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Southwest	Murrieta	Whitewood	Murrieta Hot Springs	Jackson	Secondary	0.80	0	2	66%	0.54	2	2	0	0	0	0	$947,000	$2,959,000	$0	$0	$0	$0	$95,000	$237,000	$391,000	$4,629,000	$4,629,000
Southwest	Murrieta	Ynez	Jackson	SR-79 (Winchester)	Secondary	1.22	4	4	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Southwest	Temecula	Butterfield Stage	Murrieta Hot Springs	Calle Chapos	Secondary	0.82	4	4	0%	0.00	2	3	0	0	0	1	$0	$0	$0	$0	$0	$563,000	$56,000	$141,000	$56,000	$816,000	$816,000
Southwest	Temecula	Butterfield Stage	Calle Chapos	La Serena	Secondary	0.70	4	4	0%	0.00	2	3	0	0	0	1	$0	$0	$0	$0	$0	$480,000	$48,000	$120,000	$48,000	$696,000	$696,000
Southwest	Temecula	Butterfield Stage	La Serena	Rancho California	Secondary	0.91	4	4	0%	0.00	2	3	0	0	0	1	$0	$0	$0	$0	$0	$624,000	$62,000	$156,000	$62,000	$904,000	$904,000
Southwest	Temecula	Butterfield Stage	Rancho California	Pauba	Secondary	0.85	4	4	0%	0.00	2	3	0	0	0	1	$0	$0	$0	$0	$0	$584,000	$58,000	$146,000	$58,000	$846,000	$846,000
Southwest	Temecula	Butterfield Stage	Pauba	SR-79 (Temecula Pkwy)	Secondary	1.69	2	4	93%	0.24	2	3	0	0	0	0	$412,000	$116,000	$0	$0	$0	$0	$41,000	$103,000	$53,000	$725,000	$725,000
Southwest	Temecula	Jefferson	Cherry	Rancho California	Secondary	2.29	4	4	0%	0.00	1	1	0	0	0	1	$0	$0	$0	$0	$0	$1,575,000	$158,000	$394,000	$158,000	$2,285,000	$2,285,000
Southwest	Temecula	Margarita	Murrieta Hot Springs	SR-79 (Temecula Pkwy)	Secondary	7.68	4	4	0%	0.00	1	3	0	0	0	1	$0	$0	$0	$0	$0	$5,272,000	$527,000	$1,318,000	$527,000	$7,644,000	$7,644,000
Southwest	Temecula	Old Town Front	Rancho California	I-15/SR-79 (Temecula Pkwy)	Secondary	1.45	4	4	0%	0.00	1	1	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Southwest	Temecula	Pechanga Pkwy	SR-79 (Temecula Pkwy)	Via Gilberto	Secondary	1.32	6	6	0%	0.00	1	1	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Southwest	Temecula	Pechanga Pkwy	Via Gilberto	Pechanga Pkwy	Secondary	1.44	4	4	0%	0.00	1	1	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Southwest	Temecula	Rancho California	Jefferson	Margarita	Secondary	1.89	4	6	53%	1.78	1	1	0	0	0	0	$2,015,000	$13,938,000	$0	$0	$0	$0	$202,000	$504,000	$1,595,000	$18,254,000	$18,181,000
Southwest	Temecula	Rancho California	I-15	interchange	Secondary	0.00	0	0	0%	0.00	1	1	3	0	0	0	$0	$0	$22,550,000	$0	$0	$0	$2,255,000	$5,638,000	$2,255,000	$32,698,000	$0
Southwest	Temecula	Rancho California	Margarita	Butterfield Stage	Secondary	1.96	4	4	0%	0.00	1	1	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Southwest	Temecula	SR-79 (Temecula Pkwy)	I-15	Pechanga Pkwy	Secondary	0.90	6	6	0%	0.00	1	3	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Southwest	Temecula	SR-79 (Temecula Pkwy)	Pechanga Pkwy	Butterfield Stage	Secondary	3.08	6	6	0%	0.00	1	3	0	0	0	1	$0	$0	$0	$0	$0	$2,114,000	$211,000	$529,000	$211,000	$3,065,000	$3,065,000
Southwest	Unincorporated	Briggs	Scott	SR-79 (Winchester)	Secondary	3.39	2	4	56%	2.98	1	3	0	0	0	0	$3,379,000	$1,463,000	$0	$0	$0	$0	$338,000	$845,000	$484,000	$6,509,000	$6,509,000
Southwest	Unincorporated	Butterfield Stage	Tucalota Creek	bridge	Secondary	0.00	4	4	0%	0.00	2	3	0	200	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Southwest	Unincorporated	Butterfield Stage (Pourroy)	Auld	Murrieta Hot Springs	Secondary	2.27	0	4	17%	7.54	2	3	0	0	0	0	$13,113,000	$3,693,000	$0	$0	$0	$0	$1,311,000	$3,278,000	$1,681,000	$23,076,000	$23,076,000
Southwest	Unincorporated	Grand	Ortega	Corydon	Secondary	4.96	2	4	10%	8.92	1	2	0	0	0	0	$10,098,000	$48,529,000	$0	$0	$0	$0	$1,010,000	$2,525,000	$5,863,000	$68,025,000	$68,025,000
Southwest	Unincorporated	Horsethief Canyon	Temescal Canyon	I-15	Secondary	0.17	2	2	0%	0.00	1	3	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Southwest	Unincorporated	Indian Truck Trail	Temescal Canyon	I-15	Secondary	0.18	6	6	0%	0.00	1	3	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Southwest	Unincorporated	Murrieta Hot Springs	SR-79 (Winchester)	Pourroy	Secondary	1.75	4	4	0%	0.00	1	3	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Southwest	Unincorporated	Pala	Pechanga	San Diego County	Secondary	1.39	2	2	0%	0.00	2	3	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Southwest	Unincorporated	Pourroy	SR-79 (Winchester)	Auld	Secondary	2.28	2	4	84%	0.73	2	3	0	0	0	0	$1,270,000	$358,000	$0	$0	$0	$0	$127,000	$318,000	$163,000	$2,236,000	$2,236,000
Southwest	Unincorporated	Rancho California	Butterfield Stage	Glen Oaks	Secondary	4.26	2	4	0%	8.52	1	1	0	0	0	0	$9,645,000	$66,712,000	$0	$0	$0	$0	$965,000	$2,411,000	$7,636,000	$87,369,000	$87,369,000
Southwest	Unincorporated	Temescal Canyon	Horsethief Canyon Wash	bridge	Secondary	0.00	2	4	0%	0.00	2	3	0	240	0	0	$0	$0	$0	$2,304,000	$0	$0	$230,000	$576,000	$230,000	$3,340,000	$3,340,000
Southwest	Unincorporated	Temescal Canyon	Indian Truck Trail	I-15	Secondary	2.57	2	4	0%	5.14	2	3	0	0	0	0	$8,944,000	$2,519,000	$0	$0	$0	$0	$894,000	$2,236,000	$1,146,000	$15,739,000	$15,739,000
Southwest	Unincorporated	Temescal Canyon	Indian Wash	bridge	Secondary	0.00	2	4	0%	0.00	2	3	0	105	0	0	$0	$0	$0	$1,008,000	$0	$0	$101,000	$252,000	$101,000	$1,462,000	$1,462,000
Southwest	Wildomar	Bundy Canyon	Mission	I-15	Secondary	0.94	2	4	32%	1.27	1	2	0	0	0	0	$1,441,000	$6,923,000	$0	$0	$0	$0	$144,000	$360,000	$836,000	$9,704,000	$9,704,000
Southwest	Wildomar	Grand	Corydon	Wildomar Trail	Secondary	2.02	2	2	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Southwest	Wildomar	Mission	Bundy Canyon	Palomar	Secondary	0.84	4	4	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Southwest	Wildomar	Palomar	Clinton Keith	Washington	Secondary	0.74	2	4	0%	1.48	1	3	0	0	0	0	$1,675,000	$725,000	$0	$0	$0	$0	$168,000	$419,000	$240,000	$3,227,000	$3,227,000
Southwest	Wildomar	Palomar	Mission	Clinton Keith	Secondary	2.79	2	4	21%	4.41	2	3	0	0	0	0	$7,667,000	$2,159,000	$0	$0	$0	$0	$767,000	$1,917,000	$983,000	$13,493,000	$13,493,000
Southwest	Wildomar	Wildomar Trail	I-15	Baxter	Secondary	0.29	2	4	0%	0.59	1	3	0	0	0	0	$665,000	$288,000	$0	$0	$0	$0	$67,000	$166,000	$95,000	$1,281,000	$1,281,000
Southwest	Wildomar	Wildomar Trail	I-15	interchange	Secondary	0.00	0	0	0%	0.00	1	3	3	0	0	0	$0	$0	$22,550,000	$0	$0	$0	$2,255,000	$5,638,000	$2,255,000	$32,698,000	$27,858,000
Southwest	Wildomar	Wildomar Trail	Baxter	Palomar	Secondary	0.74	2	4	0%	1.48	1	2	0	0	0	0	$1,680,000	$8,073,000	$0	$0	$0	$0	$168,000	$420,000	$975,000	$11,316,000	$11,316,000
Southwest	Wildomar	Wildomar Trail	Palomar	Grand	Secondary	0.51	2	2	0%	0.00	1	2	0	0	0	0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Subtotal					Secondary	469.28				240.56			22	8,650	6	26.75	$303,507,000	$590,248,000	$621,740,000	$101,280,000	$237,200,000	$18,358,000	$128,215,000	$320,544,000	$187,237,000	$2,508,329,000	$1,913,028,000
Totals	**Network**					739.22				558.58			33	17,485	9	33.89	$ 741,859,000	$1,272,869,000	$ 1,057,070,000	$ 176,256,000	$ 374,000,000	$ 23,259,000	$ 237,252,000	$ 593,150,000	$ 364,535,000	$ 4,840,250,000	$ 3,874,735,000
	Transit																									$ 217,870,000	$ 154,831,000
	Administration																									$ 161,183,000	$ 161,183,000
	MSHCP																									$ 64,606,000	$ 53,859,000
	TOTAL																									**$ 5,283,909,000**	**$ 4,244,608,000**

EXHIBIT H-2 TUMF Network Detailed Cost Estimate - Existing Need and Obligated Funding

Updated: July 23, 2024

AREA	PLAN DIST	CITY	STREETNAME	SEGMENTFROM	SEGMENTTO	TOTAL COST	MAXIMUM TUMF SHARE	MAX TUMF MSHCP SHARE	EXIST NEED LOS E&F SEGMENT DESCRIPTION	% EXIST NEED	>2 LANE ADJST	EXIST V/C	FUTURE V/C	TUMF V/C SHARE	EXIST NEED	OBLIGATED	UNFUND EXIST NEED	MSHCP	MSHCP EXIST NEED	MSHCP UNFUND EXIST NEED	COMBINED UNFUND EXIST NEED
Central	Menifee		Ethanac	Goetz	Murrieta	$0	$0	$0		0%	0%	0.27	0.87		$0	$0	$0	$0	$0	$0	$0
Central	Menifee		Ethanac	Murrieta	I-215	$0	$0	$0		0%	0%	0.29	0.77		$0	$0	$0	$0	$0	$0	$0
Central	Menifee		Ethanac	I-215	interchange	$32,698,000	$32,698,000	$0		0%	0%	0.62	1.21		$0	$0	$0	$0	$0	$0	$0
Central	Menifee		Ethanac	Sherman	Matthews	$2,674,000	$2,674,000	$69,000		0%	0%	0.32	0.61		$0	$0	$0	$69,000	$0	$0	$0
Central	Menifee		Ethanac	BNSF San Jacinto Branch	railroad crossing	$105,560,000	$105,560,000	$3,640,000		0%	0%	0.32	0.61		$0	$0	$0	$3,640,000	$0	$0	$0
Central	Menifee		Menifee	SR-74 (Pinacate)	Simpson	$1,307,000	$1,307,000	$34,000	Between Rouse and Matthews	11%	11%	0.70	0.98		$0	$0	$0	$34,000	$0	$0	$0
Central	Menifee		Menifee	Salt Creek	bridge	$4,384,000	$4,384,000	$151,000		0%	0%	0.36	0.55		$0	$0	$0	$151,000	$0	$0	$0
Central	Menifee		Menifee	Simpson	Aldergate	$0	$0	$0		0%	0%	0.39	0.73		$0	$0	$0	$0	$0	$0	$0
Central	Menifee		Menifee	Aldergate	Newport	$0	$0	$0		0%	0%	0.45	0.63		$0	$0	$0	$0	$0	$0	$0
Central	Menifee		Menifee	Newport	Holland	$0	$0	$0		0%	0%	0.44	0.72		$0	$0	$0	$0	$0	$0	$0
Central	Menifee		Menifee	Holland	Garbani	$0	$0	$0		0%	0%	0.41	0.54		$0	$0	$0	$0	$0	$0	$0
Central	Menifee		Menifee	Garbani	Scott	$4,353,000	$4,353,000	$113,000		0%	0%	0.64	0.96		$0	$0	$0	$113,000	$0	$0	$0
Central	Menifee		Menifee/Whitewood	Scott	Murrieta City Limit	$0	$0	$0		0%	0%	0.44	0.76		$0	$0	$0	$0	$0	$0	$0
Central	Menifee		Newport	Goetz	Murrieta	$0	$0	$0		0%	0%	0.59	0.85		$0	$0	$0	$0	$0	$0	$0
Central	Menifee		Newport	Murrieta	I-215	$1,130,000	$1,130,000	$29,000	Between Pacific Channel and Winter Hawk, and SB I-215 Exit Ramp and SB I-215 On Ramp	27%	27%	0.84	1.08		$0	$0	$0	$29,000	$0	$0	$0
Central	Menifee		Newport	I-215	Menifee	$0	$0	$0	Between Menifee Lakes to Menifee, and I-215 SB On Ramp to Antelope	36%	36%	0.93	1.08	85%	$0	$0	$0	$0	$0	$0	$0
Central	Menifee		Newport	Menifee	Lindenberger	$0	$0	$0		0%	0%	0.66	0.94		$0	$0	$0	$0	$0	$0	$0
Central	Menifee		Newport	Lindenberger	SR-79 (Winchester)	$0	$0	$0		0%	0%	0.51	0.69		$0	$0	$0	$0	$0	$0	$0
Central	Menifee		Scott	I-215	Briggs	$8,635,000	$8,635,000	$224,000	Between SB I-215 On Ramp and Antelope	5%	5%	0.45	0.82		$0	$0	$0	$224,000	$0	$0	$0
Central	Menifee		Scott	I-215	interchange	$0	$0	$0		0%	0%	1.17	1.54	57%	$0	$0	$0	$0	$0	$0	$0
Central	Menifee		Scott	Sunset	Murrieta	$4,388,000	$4,388,000	$114,000		0%	0%	0.94	1.32	91%	$0	$0	$0	$114,000	$0	$0	$0
Central	Menifee		Scott	Murrieta	I-215	$16,949,000	$12,949,000	$336,000		0%	0%	0.72	1.03		$0	$4,000,000	$0	$440,000	$0	$0	$0
Central	Menifee		SR-74	Matthews	Briggs	$8,254,000	$8,254,000	$214,000		0%	0%	0.72	0.98		$0	$0	$0	$214,000	$0	$0	$0
Central	Moreno Valley		Alessandro	I-215	Perris	$13,420,000	$13,420,000	$100,000		0%	0%	0.61	0.80		$0	$0	$0	$100,000	$0	$0	$0
Central	Moreno Valley		Alessandro	Perris	Nason	$0	$0	$0		0%	0%	0.55	0.75		$0	$0	$0	$0	$0	$0	$0
Central	Moreno Valley		Alessandro	Nason	Moreno Beach	$0	$0	$0		0%	0%	0.22	0.48		$0	$0	$0	$0	$0	$0	$0
Central	Moreno Valley		Alessandro	Moreno Beach	Gilman Springs	$18,019,000	$18,019,000	$468,000		0%	0%	0.24	0.66		$0	$0	$0	$468,000	$0	$0	$0
Central	Moreno Valley		Gilman Springs	SR-60	Alessandro	$7,291,000	$7,291,000	$189,000		0%	0%	0.65	0.73		$0	$0	$0	$189,000	$0	$0	$0
Central	Moreno Valley		Gilman Springs	SR-60	interchange	$0	$0	$0		0%	0%	0.60	0.76		$0	$0	$0	$0	$0	$0	$0
Central	Moreno Valley		Perris	Reche Vista	Ironwood	$0	$0	$0		0%	0%	0.34	0.46		$0	$0	$0	$0	$0	$0	$0
Central	Moreno Valley		Perris	Ironwood	Sunnymead	$0	$0	$0		0%	0%	0.74	0.93		$0	$0	$0	$0	$0	$0	$0
Central	Moreno Valley		Perris	SR-60	interchange	$32,698,000	$11,192,000	$0		0%	0%	2.03	2.62	34%	$21,506,000	$0	$21,506,000	$0	$0	$0	$21,506,000
Central	Moreno Valley		Perris	Sunnymead	Cactus	$0	$0	$0		0%	0%	0.62	0.76		$0	$0	$0	$0	$0	$0	$0
Central	Moreno Valley		Perris	Cactus	Harley Knox	$0	$0	$0	Between Nandina and Harley Knox	18%	18%	0.69	1.01		$0	$0	$0	$0	$0	$0	$0
Central	Moreno Valley		Reche Vista	Country	Heacock	$7,486,000	$3,799,000	$39,000	Moreno Valley City Limit to Heacock	100%	100%	0.92	0.95	51%	$3,687,000	$0	$3,687,000	$77,000	$38,000	$38,000	$3,725,000
Central	Perris		11th/Case	Perris	Goetz	$4,582,000	$4,582,000	$34,000		0%	0%	0.76	0.85		$0	$0	$0	$34,000	$0	$0	$0
Central	Perris		Case	Goetz	I-215	$20,876,000	$20,876,000	$155,000	Between Ellis and Murrieta	40%	40%	0.80	1.18		$0	$0	$0	$155,000	$0	$0	$0
Central	Perris		Case	San Jacinto River	bridge	$1,740,000	$1,235,000	$43,000		0%	0%	1.18	1.88	71%	$505,000	$0	$505,000	$60,000	$0	$0	$505,000
Central	Perris		Ethanac	Keystone	Goetz	$6,056,000	$6,056,000	$157,000		0%	0%	0.07	0.30		$0	$0	$0	$157,000	$0	$0	$0
Central	Perris		Ethanac	San Jacinto River	bridge	$5,568,000	$5,568,000	$192,000		0%	0%	0.07	0.30		$0	$0	$0	$192,000	$0	$0	$0
Central	Perris		Ethanac	I-215	Sherman	$5,316,000	$5,316,000	$39,000		0%	0%	0.53	1.15		$0	$0	$0	$39,000	$0	$0	$0
Central	Perris		Goetz	Case	Ethanac	$1,507,000	$999,000	$26,000	Between Case and Ethanac	100%	100%	1.06	1.38	66%	$508,000	$0	$508,000	$39,000	$13,000	$13,000	$521,000
Central	Perris		Goetz	San Jacinto River	bridge	$5,568,000	$3,398,000	$117,000		0%	0%	1.13	1.50	61%	$2,170,000	$0	$2,170,000	$192,000	$0	$0	$2,170,000
Central	Perris		Mid-County (Placentia)	I-215	Perris	$15,655,000	$15,655,000	$116,000		0%	0%	0.05	0.21		$0	$0	$0	$116,000	$0	$0	$0
Central	Perris		Mid-County (Placentia)	I-215	interchange	$0	$0	$0		0%	0%	0.46	0.85		$0	$0	$0	$0	$0	$0	$0
Central	Perris		Mid-County (Placentia)	Perris	Evans	$22,985,000	$22,985,000	$171,000		0%	0%	0.03	0.11		$0	$0	$0	$171,000	$0	$0	$0
Central	Perris		Mid-County (Placentia)	Perris Valley Storm Channel	bridge	$8,352,000	$8,352,000	$288,000		0%	0%	0.03	0.11		$0	$0	$0	$288,000	$0	$0	$0
Central	Perris		Perris	Harley Knox	Ramona	$0	$0	$0		0%	0%	0.86	1.04		$0	$0	$0	$0	$0	$0	$0
Central	Perris		Perris	Ramona	Citrus	$7,063,000	$7,063,000	$183,000	Between Ramona and Dawes, and Rider and Water	39%	39%	0.83	1.06		$0	$0	$0	$183,000	$0	$0	$0
Central	Perris		Perris	Citrus	Nuevo	$0	$0	$0		0%	0%	0.66	0.97		$0	$0	$0	$0	$0	$0	$0
Central	Perris		Perris	Nuevo	11th	$6,927,000	$6,927,000	$51,000		0%	0%	0.72	0.99		$0	$0	$0	$51,000	$0	$0	$0
Central	Perris		Perris	I-215 overcrossing	bridge	$0	$0	$0		0%	0%	0.78	1.10		$0	$0	$0	$0	$0	$0	$0
Central	Perris		Ramona	I-215	Perris	$5,039,000	$5,039,000	$37,000	Between NB I-215 On Ramp and Webster	26%	26%	0.77	0.79		$0	$0	$0	$37,000	$0	$0	$0
Central	Perris		Ramona	I-215	interchange	$32,698,000	$7,725,000	$0		0%	0%	1.80	2.08	24%	$24,973,000	$0	$24,973,000	$0	$0	$0	$24,973,000
Central	Perris		Ramona	Perris	Evans	$0	$0	$0		0%	0%	0.67	0.82		$0	$0	$0	$0	$0	$0	$0
Central	Perris		Ramona	Evans	Mid-County (2,800 ft E of Rider)	$0	$0	$0		0%	0%	0.62	1.06		$0	$0	$0	$0	$0	$0	$0
Central	Perris		SR-74 (4th)	Ellis	I-215	$0	$0	$0	Between Navajo and S A St	22%	22%	0.78	1.03		$0	$0	$0	$0	$0	$0	$0
Central	Unincorporatec		Ethanac	SR-74	Keystone	$4,666,000	$4,666,000	$121,000		0%	0%	0.04	0.19		$0	$0	$0	$121,000	$0	$0	$0
Central	Unincorporatec		Gilman Springs	Alessandro	Bridge Road	$30,601,000	$30,601,000	$869,000	Between Olive and Jackrabbit	41%	41%	0.87	1.43		$0	$0	$0	$869,000	$0	$0	$0
Central	Unincorporatec		Menifee	Nuevo	SR-74 (Pinacate)	$16,684,000	$16,684,000	$433,000		0%	0%	0.69	0.98		$0	$0	$0	$433,000	$0	$0	$0
Central	Unincorporatec		Mid-County	Evans	Ramona (2,800 ft E of Rider)	$12,156,000	$12,156,000	$362,000		0%	0%	0.08	0.45		$0	$0	$0	$362,000	$0	$0	$0
Central	Unincorporatec		Mid-County (Ramona)	Ramona (2,800 ft E of Rider)	Pico Avenue	$0	$0	$0		0%	0%	0.37	0.96		$0	$0	$0	$0	$0	$0	$0
Central	Unincorporatec		Mid-County (Ramona)	Pico Avenue	Bridge Road	$47,769,000	$47,769,000	$1,240,000		0%	0%	0.82	1.43		$0	$0	$0	$1,240,000	$0	$0	$0
Central	Unincorporatec		Mid-County (Ramona)	San Jacinto River	bridge	$36,192,000	$36,192,000	$1,248,000		0%	0%	0.78	1.33		$0	$0	$0	$1,248,000	$0	$0	$0
Central	Unincorporatec		Reche Canyon	San Bernardino County	Reche Vista	$0	$0	$0		0%	0%	0.84	0.91		$0	$0	$0	$0	$0	$0	$0
Central	Unincorporatec		Reche Vista	Reche Canyon	Country	$0	$0	$0		0%	0%	0.81	0.83		$0	$0	$0	$0	$0	$0	$0
Central	Unincorporatec		Scott	Briggs	SR-79 (Winchester)	$0	$0	$0		0%	0%	0.12	0.53		$0	$0	$0	$0	$0	$0	$0
Central	Unincorporatec		SR-74	Ethanac	Ellis	$0	$0	$0	Between Ethanac and Theda, and Mountain and Sofie	34%	34%	0.87	1.17		$0	$0	$0	$0	$0	$0	$0
Northwest	Corona		Cajalco	I-15	Temescal Canyon	$0	$0	$0		0%	0%	0.47	0.62		$0	$0	$0	$0	$0	$0	$0
Northwest	Corona		Cajalco	I-15	interchange	$0	$0	$0		0%	0%	1.59	2.08	42%	$0	$0	$0	$0	$0	$0	$0
Northwest	Corona		Foothill	Paseo Grande	Lincoln	$0	$0	$0		0%	0%	0.45	0.61		$0	$0	$0	$0	$0	$0	$0
Northwest	Corona		Foothill	Wardlow Wash	bridge	$0	$0	$0		0%	0%	0.47	0.63		$0	$0	$0	$0	$0	$0	$0
Northwest	Corona		Foothill	Lincoln	California	$0	$0	$0		0%	0%	0.30	0.42		$0	$0	$0	$0	$0	$0	$0
Northwest	Corona		Foothill	California	I-15	$0	$0	$0		0%	0%	0.29	0.42		$0	$0	$0	$0	$0	$0	$0
Northwest	Corona		Green River	SR-91	Dominguez Ranch	$0	$0	$0		0%	0%	0.53	0.61		$0	$0	$0	$0	$0	$0	$0
Northwest	Corona		Green River	Dominguez Ranch	Palisades	$0	$0	$0		0%	0%	0.53	0.60		$0	$0	$0	$0	$0	$0	$0
Northwest	Corona		Green River	Palisades	Paseo Grande	$0	$0	$0		0%	0%	0.66	0.77		$0	$0	$0	$0	$0	$0	$0
Northwest	Eastvale		Schleisman	San Bernardino County	600' e/o Cucamonga Creek	$648,000	$648,000	$0		0%	0%	0.65	1.23		$0	$0	$0	$0	$0	$0	$0
Northwest	Eastvale		Schleisman	Cucamonga Creek	bridge	$0	$0	$0		0%	0%	0.72	1.27		$0	$0	$0	$0	$0	$0	$0
Northwest	Eastvale		Schleisman	600' e/o Cucamonga Creek	Harrison	$866,000	$866,000	$0		0%	0%	0.69	1.17		$0	$0	$0	$0	$0	$0	$0
Northwest	Eastvale		Schleisman	Harrison	Sumner	$488,000	$488,000	$0	Between Spicewood and Sumner	18%	18%	0.62	0.96		$0	$0	$0	$0	$0	$0	$0
Northwest	Eastvale		Schleisman	Sumner	Scholar	$7,625,000	$7,625,000	$57,000		0%	0%	0.85	0.97		$0	$0	$0	$57,000	$0	$0	$0
Northwest	Eastvale		Schleisman	Scholar	A Street	$119,000	$119,000	$1,000		0%	0%	0.50	0.80		$0	$0	$0	$1,000	$0	$0	$0
Northwest	Eastvale		Schleisman	A Street	Hamner	$209,000	$209,000	$2,000		0%	0%	0.50	0.84		$0	$0	$0	$2,000	$0	$0	$0
Northwest	Jurupa Valley		Van Buren	SR-60	Bellegrave	$23,928,000	$10,461,000	$78,000	Between SR-60 and Bellegrave	100%	100%	1.02	1.10	44%	$13,467,000	$0	$13,467,000	$178,000	$100,000	$100,000	$13,567,000
Northwest	Jurupa Valley		Van Buren	Bellegrave	Santa Ana River	$60,900,000	$0	$0	Between Limonite and Santa Ana River, and Rutile and Bellegrave	59%	59%	1.03	1.13	44%	$19,851,000	$60,900,000	$0	$452,000	$147,000	$0	$0
Northwest	Riverside		Alessandro	Arlington	Trautwein	$2,410,000	$2,410,000	$0	Between Arlington and Via Vista, and Canyon Crest and Trautwein	73%	73%	1.03	1.16	48%	$0	$0	$0	$0	$0	$0	$0
Northwest	Riverside		Arlington	La Sierra	Magnolia	$0	$0	$0	Between Ben Lomond and 300 ft East of Pegasus	13%	13%	0.68	0.77		$0	$0	$0	$0	$0	$0	$0
Northwest	Riverside		Arlington	Magnolia	Alessandro	$46,465,000	$46,465,000	$475,000	Between Victoria and Alessandro	36%	36%	0.80	0.93		$0	$0	$0	$475,000	$0	$0	$0
Northwest	Riverside		Van Buren	Santa Ana River	SR-91	$5,230,000	$4,392,000	$33,000	Between Santa Ana River and Cypress	58%	58%	0.94	1.05	72%	$838,000	$0	$838,000	$39,000	$6,000	$6,000	$844,000
Northwest	Riverside		Van Buren	SR-91	Mockingbird Canyon	$39,493,000	$21,292,000	$158,000	Between Mockingbird Canyon and Rudicill, and Indiana to SR-91	95%	95%	1.00	1.10	51%	$18,201,000	$0	$18,201,000	$293,000	$135,000	$135,000	$18,336,000
Northwest	Riverside		Van Buren	Wood	Trautwein	$0	$0	$0		0%	0%	0.79	0.85		$0	$0	$0	$0	$0	$0	$0
Northwest	Riverside		Van Buren	Trautwein	Orange Terrace	$7,574,000	$7,574,000	$56,000		0%	0%	0.69	0.89		$0	$0	$0	$56,000	$0	$0	$0
Northwest	Unincorporatec		Alessandro	Trautwein	Vista Grande	$0	$0	$0		0%	0%	0.79	0.93		$0	$0	$0	$0	$0	$0	$0
Northwest	Unincorporatec		Alessandro	Vista Grande	I-215	$0	$0	$0		0%	0%	0.85	1.04		$0	$0	$0	$0	$0	$0	$0
Northwest	Unincorporatec		Cajalco	El Sobrante	Harley John	$10,580,000	$9,817,000	$279,000	Between El Sobrante and Gavilan	40%	20%	0.95	1.04	64%	$763,000	$0	$763,000	$301,000	$22,000	$22,000	$785,000
Northwest	Unincorporatec		Cajalco	Harley John	Harvil	$166,492,000	$166,492,000	$1,236,000	Between Harley John and Wood, and Cole and Alexander, and Carroll and Seaton	63%	31%	0.87	1.05		$0	$0	$0	$1,236,000	$0	$0	$0
Northwest	Unincorporatec		Cajalco	Harvil	I-215	$1,238,000	$1,238,000	$32,000		0%	0%	0.78	0.84		$0	$0	$0	$32,000	$0	$0	$0
Northwest	Unincorporatec		Cajalco	Temescal Canyon	La Sierra	$49,596,000	$35,953,000	$1,071,000	Between Temescal Canyon and Sierra	100%	50%	1.06	1.19	45%	$13,643,000	$0	$13,643,000	$1,477,000	$406,000	$406,000	$14,049,000
Northwest	Unincorporatec		Cajalco	Temescal Wash	bridge	$4,872,000	$1,907,000	$66,000		0%	0%	1.13	1.27	39%	$2,965,000	$0	$2,965,000	$168,000	$0	$0	$2,965,000
Northwest	Unincorporatec		Cajalco	La Sierra	El Sobrante	$96,453,000	$96,453,000	$2,872,000		0%	0%	0.78	0.85		$0	$0	$0	$2,872,000	$0	$0	$0
Northwest	Unincorporatec		Van Buren	Mockingbird Canyon	Wood	$67,429,000	$67,429,000	$501,000	Between Washington and Wood	47%	47%	0.89	1.04		$0	$0	$0	$501,000	$0	$0	$0
Northwest	Unincorporatec		Van Buren	Orange Terrace	I-215	$0	$0	$0		0%	0%	0.71	0.99		$0	$0	$0	$0	$0	$0	$0

EXHIBIT H-2 TUMF Network Detailed Cost Estimate - Existing Need and Obligated Funding

Updated: July 23, 2024

AREA	PLAN DIST	CITY	STREETNAME	SEGMENTFROM	SEGMENTTO	TOTAL COST	MAXIMUM TUMF SHARE	MAX TUMF MSHCP SHARE	EXIST NEED LOS E&F SEGMENT DESCRIPTION	% EXIST NEED	>2 LANE ADJST	EXIST V/C	FUTURE V/C	TUMF V/C SHARE	EXIST NEED	OBLIGATED	UNFUND EXIST NEED	MSHCP	MSHCP EXIST NEED	MSHCP UNFUND EXIST NEED	COMBINED UNFUND EXIST NEED
Pass	Banning	Highland Springs	Wilson (8th)	Sun Lakes		$0	$0	$0		0%	0%	0.46	0.68		$0	$0	$0	$0	$0	$0	$0
Pass	Banning	Highland Springs	I-10	interchange		$63,061,000	$32,516,000	$0		0%	0%	1.16	1.43	52%	$30,545,000	$14,698,000	$15,847,000	$0	$0	$0	$15,847,000
Pass	Banning	Highland Springs	Oak Valley (14th)	Wilson (8th)		$0	$0	$0		0%	0%	0.29	0.49		$0	$0	$0	$0	$0	$0	$0
Pass	Banning	Highland Springs	Cherry Valley	Oak Valley (14th)		$0	$0	$0		0%	0%	0.28	0.50		$0	$0	$0	$0	$0	$0	$0
Pass	Banning	I-10 Bypass South	I-10	Morongo Trail (Apache Trail)		$50,110,000	$50,110,000	$372,000		0%	0%	0.04	0.05		$0	$0	$0	$372,000	$0	$0	$0
Pass	Banning	I-10 Bypass South	I-10	interchange		$63,061,000	$63,061,000	$0		0%	0%	0.73	0.86		$0	$0	$0	$0	$0	$0	$0
Pass	Banning	I-10 Bypass South	San Gorgonio	bridge		$4,176,000	$4,176,000	$144,000		0%	0%	0.26	0.31		$0	$0	$0	$144,000	$0	$0	$0
Pass	Banning	I-10 Bypass South	UP/Hargrave	railroad crossing		$52,780,000	$52,780,000	$1,820,000		0%	0%	0.26	0.31		$0	$0	$0	$1,820,000	$0	$0	$0
Pass	Beaumont	Beaumont	Oak Valley (14th)	I-10		$0	$0	$0		0%	0%	0.31	0.37		$0	$0	$0	$0	$0	$0	$0
Pass	Beaumont	Potrero	Oak Valley (San Timoteo Car	SR-60		$1,100,000	$1,100,000	$29,000		0%	0%	0.01	0.37		$0	$0	$0	$29,000	$0	$0	$0
Pass	Beaumont	Potrero	SR-60	interchange		$63,061,000	$29,561,000	$0		0%	0%	0.39	0.84		$0	$33,500,000	$0	$0	$0	$0	$0
Pass	Beaumont	Potrero	UP	railroad crossing		$40,020,000	$40,020,000	$1,380,000		0%	0%	0.01	0.37		$0	$0	$0	$1,380,000	$0	$0	$0
Pass	Beaumont	Potrero	Noble Creek	bridge		$0	$0	$0		0%	0%	0.01	0.37		$0	$0	$0	$0	$0	$0	$0
Pass	Beaumont	Potrero	SR-60	4th		$0	$0	$0		0%	0%	0.01	0.25		$0	$0	$0	$0	$0	$0	$0
Pass	Beaumont	SR-79 (Beaumont)	I-10	California		$0	$0	$0	Between I-10 WB On Ramp and California	100%	100%	1.05	1.18	46%	$0	$0	$0	$0	$0	$0	$0
Pass	Beaumont	SR-79 (Beaumont)	I-10	interchange		$63,061,000	$7,408,000	$0		0%	0%	2.20	2.37	12%	$55,653,000	$0	$55,653,000	$0	$0	$0	$55,653,000
Pass	Calimesa	Cherry Valley	I-10	interchange		$63,061,000	$59,773,000	$0		0%	0%	0.93	1.51	95%	$3,288,000	$443,000	$2,845,000	$0	$0	$0	$2,845,000
Pass	Calimesa	Cherry Valley	Roberts St	Roberts Rd		$3,053,000	$3,053,000	$79,000		0%	0%	0.54	0.71		$0	$0	$0	$79,000	$0	$0	$0
Pass	Unincorporatec	Cherry Valley	Bellflower	Noble		$6,411,000	$6,411,000	$166,000		0%	0%	0.08	0.23		$0	$0	$0	$166,000	$0	$0	$0
Pass	Unincorporatec	Cherry Valley	Highland Springs	Bellflower		$0	$0	$0		0%	0%	0.03	0.10		$0	$0	$0	$0	$0	$0	$0
Pass	Unincorporatec	Cherry Valley	Noble	Roberts St		$0	$0	$0		0%	0%	0.41	0.61		$0	$0	$0	$0	$0	$0	$0
Pass	Unincorporatec	Cherry Valley	San Timoteo Wash	bridge		$0	$0	$0		0%	0%	0.26	0.41		$0	$0	$0	$0	$0	$0	$0
Pass	Unincorporatec	SR-79 (Lamb Canyon)	California	Gilman Springs		$0	$0	$0	Between California and Gilman Springs	100%	100%	1.21	1.43	42%	$0	$0	$0	$0	$0	$0	$0
San Jacinto	Hemet	Domenigoni	Warren	Sanderson		$7,726,000	$7,726,000	$201,000		0%	0%	0.82	1.13		$0	$0	$0	$201,000	$0	$0	$0
San Jacinto	Hemet	Domenigoni	Sanderson	State		$0	$0	$0		0%	0%	0.41	0.69		$0	$0	$0	$0	$0	$0	$0
San Jacinto	Hemet	SR-74	Winchester	Warren		$35,208,000	$35,208,000	$261,000	Between Warren and 650 ft East of Cordoba	25%	25%	0.83	1.05		$0	$0	$0	$261,000	$0	$0	$0
San Jacinto	San Jacinto	Mid-County (Ramona)	Warren	Sanderson		$0	$0	$0		0%	0%	0.57	0.61		$0	$0	$0	$0	$0	$0	$0
San Jacinto	San Jacinto	Mid-County (Ramona)	Sanderson/SR-79 (Hemet Byp	interchange		$0	$0	$0		0%	0%	0.61	0.85		$0	$0	$0	$0	$0	$0	$0
San Jacinto	San Jacinto	Ramona	Sanderson	State		$0	$0	$0		0%	0%	0.48	0.63		$0	$0	$0	$0	$0	$0	$0
San Jacinto	San Jacinto	Ramona	State	Main		$0	$0	$0		0%	0%	0.58	0.67		$0	$0	$0	$0	$0	$0	$0
San Jacinto	San Jacinto	Ramona	Main	Cedar		$31,518,000	$26,928,000	$200,000	Between 7th and Rue Pinot Blanc, and Hemet and Mountain	68%	34%	0.93	0.97	57%	$4,590,000	$0	$4,590,000	$234,000	$34,000	$34,000	$4,624,000
San Jacinto	San Jacinto	Ramona	Cedar	SR-74		$0	$0	$0		0%	0%	0.29	0.35		$0	$0	$0	$0	$0	$0	$0
San Jacinto	Unincorporatec	Domenigoni	SR-79 (Winchester)	Warren		$13,508,000	$13,508,000	$351,000		0%	0%	0.88	1.13		$0	$0	$0	$351,000	$0	$0	$0
San Jacinto	Unincorporatec	Domenigoni	San Diego Aqueduct	bridge		$4,176,000	$4,176,000	$144,000		0%	0%	0.88	1.12		$0	$0	$0	$144,000	$0	$0	$0
San Jacinto	Unincorporatec	Gilman Springs	Bridge	Sanderson		$0	$0	$0		0%	0%	0.62	0.84		$0	$0	$0	$0	$0	$0	$0
San Jacinto	Unincorporatec	Mid-County (Ramona)	Bridge	Warren		$9,221,000	$9,221,000	$239,000		0%	0%	0.78	1.04		$0	$0	$0	$239,000	$0	$0	$0
San Jacinto	Unincorporatec	SR-74	Briggs	SR-79 (Winchester)		$15,417,000	$15,417,000	$400,000	Between Briggs and Sultanas	14%	14%	0.63	1.06		$0	$0	$0	$400,000	$0	$0	$0
San Jacinto	Unincorporatec	SR-79 (Hemet Bypass)	SR-74 (Florida)	Domenigoni		$13,901,000	$13,901,000	$361,000		0%	0%	0.62	0.86		$0	$0	$0	$361,000	$0	$0	$0
San Jacinto	Unincorporatec	SR-79 (Hemet Bypass)	San Diego Aqueduct	bridge		$4,176,000	$4,176,000	$144,000		0%	0%	0.62	0.86		$0	$0	$0	$144,000	$0	$0	$0
San Jacinto	Unincorporatec	SR-79 (Hemet Bypass)	Domenigoni	Winchester		$6,542,000	$6,542,000	$170,000		0%	0%	0.59	0.76		$0	$0	$0	$170,000	$0	$0	$0
San Jacinto	Unincorporatec	SR-79 (San Jacinto Bypass)	Mid-County (Ramona)	SR-74 (Florida)		$56,690,000	$56,690,000	$1,472,000		0%	0%	0.55	0.73		$0	$0	$0	$1,472,000	$0	$0	$0
San Jacinto	Unincorporatec	SR-79 (Sanderson)	Gilman Springs	Ramona		$6,899,000	$2,555,000	$66,000	Between Ramona and Gilman Springs	100%	100%	1.18	1.34	37%	$4,344,000	$0	$4,344,000	$179,000	$113,000	$113,000	$4,457,000
San Jacinto	Unincorporatec	SR-79 (Sanderson)	San Jacinto River	bridge		$19,488,000	$7,651,000	$264,000		0%	0%	1.21	1.41	39%	$11,837,000	$0	$11,837,000	$672,000	$0	$0	$11,837,000
San Jacinto	Unincorporatec	SR-79 (Winchester)	Domenigoni	Keller		$65,022,000	$65,022,000	$483,000		0%	0%	0.55	0.82		$0	$0	$0	$483,000	$0	$0	$0
Southwest	Canyon Lake	Goetz	Railroad Canyon	Newport		$0	$0	$0		0%	0%	0.35	0.53		$0	$0	$0	$0	$0	$0	$0
Southwest	Canyon Lake	Railroad Canyon	Canyon Hills	Goetz		$0	$0	$0		0%	0%	0.71	0.94		$0	$0	$0	$0	$0	$0	$0
Southwest	Lake Elsinore	Railroad Canyon	I-15	Canyon Hills		$0	$0	$0	Between NB I-5 On Ramp and Summerhill	2%	2%	0.86	1.12		$0	$0	$0	$0	$0	$0	$0
Southwest	Lake Elsinore	Railroad Canyon	I-15	interchange		$0	$0	$0		0%	0%	2.48	3.04	26%	$0	$0	$0	$0	$0	$0	$0
Southwest	Lake Elsinore	SR-74	I-15	interchange		$63,061,000	$24,162,000	$0		0%	0%	1.60	2.03	38%	$38,899,000	$0	$38,899,000	$0	$0	$0	$38,899,000
Southwest	Murrieta	Clinton Keith	Copper Craft	Toulon		$0	$0	$0	Between California Oaks and Toulon	35%	35%	0.76	0.95		$0	$0	$0	$0	$0	$0	$0
Southwest	Murrieta	Clinton Keith	Toulon	I-215		$2,076,000	$2,076,000	$54,000	Between Toulon and Thousand Oaks, and Duster and McElwain	52%	52%	0.88	1.06		$0	$0	$0	$54,000	$0	$0	$0
Southwest	Murrieta	Clinton Keith	I-215	Whitewood		$0	$0	$0		0%	0%	0.67	0.76		$0	$0	$0	$0	$0	$0	$0
Southwest	Murrieta	French Valley (Date)	Murrieta Hot Springs	Winchester Creek		$7,321,000	$7,321,000	$54,000		0%	0%	0.77	1.21		$0	$0	$0	$54,000	$0	$0	$0
Southwest	Murrieta	French Valley (Date)	Winchester Creek	Margarita		$0	$0	$0		0%	0%	0.04	0.08		$0	$0	$0	$0	$0	$0	$0
Southwest	Murrieta	Whitewood	Menifee City Limit	Keller		$0	$0	$0		0%	0%	0.39	0.74		$0	$0	$0	$0	$0	$0	$0
Southwest	Murrieta	Whitewood	Keller	Clinton Keith		$0	$0	$0		0%	0%	0.54	0.84		$0	$0	$0	$0	$0	$0	$0
Southwest	Temecula	French Valley (Cherry)	Jefferson	Diaz		$3,929,000	$3,929,000	$29,000		0%	0%	0.00	0.58		$0	$0	$0	$29,000	$0	$0	$0
Southwest	Temecula	French Valley (Cherry)	Murrieta Creek	bridge		$5,846,000	$5,846,000	$202,000		0%	0%	0.00	0.58		$0	$0	$0	$202,000	$0	$0	$0
Southwest	Temecula	French Valley (Date)	Margarita	Ynez		$0	$0	$0		0%	0%	0.20	0.34		$0	$0	$0	$0	$0	$0	$0
Southwest	Temecula	French Valley (Date)	Ynez	Jefferson		$5,010,000	$5,010,000	$37,000		0%	0%	0.07	0.15		$0	$0	$0	$37,000	$0	$0	$0
Southwest	Temecula	French Valley (Date)	I-15	interchange		$122,076,000	$122,076,000	$0		0%	0%	0.19	0.29		$0	$0	$0	$0	$0	$0	$0
Southwest	Temecula	SR-79 (Winchester)	Murrieta Hot Springs	Jefferson		$2,697,000	$2,697,000	$0	Between Promenade Mall West and Murrieta Hot Springs, and I-15 NB On Ramp to 250 ft East of Jefferson Ave	84%	84%	0.96	1.24	81%	$0	$0	$0	$0	$0	$0	$0
Southwest	Temecula	SR-79 (Winchester)	I-15	interchange		$0	$0	$0		0%	0%	1.58	1.80	24%	$0	$0	$0	$0	$0	$0	$0
Southwest	Temecula	Western Bypass (Diaz)	Cherry	Rancho California		$2,285,000	$2,285,000	$17,000		0%	0%	0.18	0.45		$0	$0	$0	$17,000	$0	$0	$0
Southwest	Temecula	Western Bypass (Vincent Mor	Rancho California	SR-79 (Front)		$23,629,000	$23,629,000	$296,000		0%	0%	0.01	0.05		$0	$0	$0	$296,000	$0	$0	$0
Southwest	Temecula	Western Bypass (Vincent Mor	I-15	interchange		$0	$0	$0		0%	0%	2.30	3.07	36%	$0	$0	$0	$0	$0	$0	$0
Southwest	Temecula	Western Bypass (Vincent Mor	Murrieta Creek	bridge		$4,176,000	$4,176,000	$144,000		0%	0%	0.01	0.05		$0	$0	$0	$144,000	$0	$0	$0
Southwest	Unincorporatec	Benton	SR-79	Eastern Bypass		$0	$0	$0		0%	0%	0.26	0.35		$0	$0	$0	$0	$0	$0	$0
Southwest	Unincorporatec	Clinton Keith	Whitewood	SR-79		$5,539,000	$5,539,000	$144,000		0%	0%	0.62	0.79		$0	$0	$0	$144,000	$0	$0	$0
Southwest	Unincorporatec	Clinton Keith	Warm Springs Creek	bridge		$0	$0	$0		0%	0%	0.62	0.79		$0	$0	$0	$0	$0	$0	$0
Southwest	Unincorporatec	SR-74	I-15	Ethanac		$27,699,000	$26,347,000	$749,000	Between I-15 nd Dexter, and Conard and Riverside, and Steele Valley and Peach, and Meadowbrook and Elt	64%	64%	0.93	1.23	92%	$1,352,000	$0	$1,352,000	$787,000	$38,000	$38,000	$1,390,000
Southwest	Unincorporatec	SR-79 (Winchester)	Keller	Thompson		$34,213,000	$34,213,000	$254,000		0%	0%	0.56	0.71		$0	$0	$0	$254,000	$0	$0	$0
Southwest	Unincorporatec	SR-79 (Winchester)	Thompson	La Alba		$27,699,000	$27,699,000	$206,000	Between La Alba and Via Mira Mesa	25%	25%	0.82	0.99		$0	$0	$0	$206,000	$0	$0	$0
Southwest	Unincorporatec	SR-79 (Winchester)	La Alba	Hunter		$7,854,000	$3,042,000	$22,000	Between La Alba and Hunter	100%	100%	1.10	1.22	39%	$4,812,000	$0	$4,812,000	$58,000	$36,000	$36,000	$4,848,000
Southwest	Unincorporatec	SR-79 (Winchester)	Hunter	Murrieta Hot Springs		$595,000	$442,000	$11,000	Between Murrieta Hot Springs and Robert Jones, and Borel	75%	75%	0.95	1.04	66%	$153,000	$0	$153,000	$15,000	$4,000	$4,000	$157,000
Southwest	Wildomar	Bundy Canyon	I-15	Monte Vista		$1,362,000	$1,362,000	$39,000	Between I-15 NB On Ramp and Monte Vista	75%	75%	0.84	1.16		$0	$0	$0	$39,000	$0	$0	$0
Southwest	Wildomar	Bundy Canyon	Monte Vista	Sunset		$24,818,000	$24,818,000	$739,000	Between Monte Vista and Oak Circle	37%	37%	0.89	1.18		$0	$0	$0	$739,000	$0	$0	$0
Southwest	Wildomar	Bundy Canyon	I-15	interchange		$32,698,000	$24,613,000	$0		0%	0%	1.12	1.77	75%	$8,085,000	$0	$8,085,000	$0	$0	$0	$8,085,000
Southwest	Wildomar	Clinton Keith	Palomar	I-15		$0	$0	$0		0%	0%	0.69	0.80		$0	$0	$0	$0	$0	$0	$0
Southwest	Wildomar	Clinton Keith	I-15	Copper Craft		$5,030,000	$0	$0	Between Inland Valley and Smith Ranch, and Covington and Copper Craft	60%	60%	0.89	1.01		$0	$5,030,000	$0	$143,000	$0	$0	$0
Subtotal						$2,331,921,000	$1,961,707,000	$30,262,000		10.8%					$286,635,000	$118,571,000	$251,643,000	$32,508,000	$1,092,000	945,000	252,588,000

EXHIBIT H-2 TUMF Network Detailed Cost Estimate - Existing Need and Obligated Funding

Updated: July 23, 2024

AREA	PLAN DIST	CITY	STREETNAME	SEGMENTFROM	SEGMENTTO	TOTAL COST	MAXIMUM TUMF SHARE	MAX TUMF MSHCP SHARE	EXIST NEED LOS E&F SEGMENT DESCRIPTION	% EXIST NEED	>2 LANE ADJST	EXIST V/C	FUTURE V/C	TUMF V/C SHARE	EXIST NEED	OBLIGATED	UNFUND EXIST NEED	MSHCP	MSHCP EXIST NEED	MSHCP UNFUND EXIST NEED	COMBINED UNFUND EXIST NEED
Central	Menifee		Briggs	Newport	Scott	$0	$0	$0		0%	0%	0.18	0.48		$0	$0	$0	$0	$0	$0	$0
Central	Menifee		Briggs	SR-74 (Pinacate)	Simpson	$2,991,000	$2,991,000	$78,000		0%	0%	0.05	0.23		$0	$0	$0	$78,000	$0	$0	$0
Central	Menifee		Briggs	Simpson	Old Newport	$5,430,000	$5,430,000	$141,000		0%	0%	0.35	0.78		$0	$0	$0	$141,000	$0	$0	$0
Central	Menifee		Briggs	Salt Creek	bridge	$8,352,000	$8,352,000	$288,000		0%	0%	0.41	0.74		$0	$0	$0	$288,000	$0	$0	$0
Central	Menifee		Garbani	I-215	interchange	$63,061,000	$42,483,000	$0		0%	0%	1.21	1.85	67%	$20,578,000	$0	$20,578,000	$0	$0	$0	$20,578,000
Central	Menifee		Goetz	Juanita	Lesser Lane	$11,378,000	$11,378,000	$295,000		0%	0%	0.70	0.94		$0	$0	$0	$295,000	$0	$0	$0
Central	Menifee		Goetz	Newport	Juanita	$0	$0	$0		0%	0%	0.65	0.97		$0	$0	$0	$0	$0	$0	$0
Central	Menifee		Holland	Murrieta	Bradley	$15,708,000	$15,708,000	$117,000		0%	0%	0.52	0.87		$0	$0	$0	$117,000	$0	$0	$0
Central	Menifee		Holland	Bradley	Haun	$11,439,000	$11,439,000	$85,000		0%	0%	0.62	0.94		$0	$0	$0	$85,000	$0	$0	$0
Central	Menifee		Holland	Haun	Antelope	$9,456,000	$9,456,000	$70,000		0%	0%	0.74	0.96		$0	$0	$0	$70,000	$0	$0	$0
Central	Menifee		Holland	I-215 overcrossing	bridge	$9,744,000	$9,744,000	$336,000		0%	0%	0.76	0.96		$0	$0	$0	$336,000	$0	$0	$0
Central	Menifee		Holland	Antelope	Menifee	$3,844,000	$3,844,000	$29,000		0%	0%	0.17	0.50		$0	$0	$0	$29,000	$0	$0	$0
Central	Menifee		McCall	I-215	Aspel	$5,354,000	$5,354,000	$139,000		0%	0%	0.34	0.65		$0	$0	$0	$139,000	$0	$0	$0
Central	Menifee		McCall	I-215	interchange	$0	$0	$0		0%	0%	1.58	2.02	39%	$0	$0	$0	$0	$0	$0	$0
Central	Menifee		McCall	Aspel	Menifee	$2,288,000	$2,288,000	$59,000		0%	0%	0.38	0.71		$0	$0	$0	$59,000	$0	$0	$0
Central	Menifee		Murrieta	Ethanac	McCall	$0	$0	$0		0%	0%	0.52	0.84		$0	$0	$0	$0	$0	$0	$0
Central	Menifee		Murrieta	McCall	Newport	$7,967,000	$7,967,000	$207,000		0%	0%	0.60	0.84		$0	$0	$0	$207,000	$0	$0	$0
Central	Menifee		Murrieta	Newport	Bundy Canyon	$0	$0	$0		0%	0%	0.43	0.69		$0	$0	$0	$0	$0	$0	$0
Central	Moreno Valley		Cactus	I-215	Heacock	$5,617,000	$5,617,000	$42,000	Between Goldencrest and Arlal, and Frontage Road and 250 ft East	7%	7%	0.66	0.84		$0	$0	$0	$42,000	$0	$0	$0
Central	Moreno Valley		Cactus	I-215	interchange	$0	$0	$0		0%	0%	1.22	1.43	40%	$0	$0	$0	$0	$0	$0	$0
Central	Moreno Valley		Day	Ironwood	SR-60	$0	$0	$0		0%	0%	0.53	0.63		$0	$0	$0	$0	$0	$0	$0
Central	Moreno Valley		Day	SR-60	interchange	$0	$0	$0		0%	0%	1.03	1.21	60%	$0	$0	$0	$0	$0	$0	$0
Central	Moreno Valley		Day	SR-60	Eucalyptus	$0	$0	$0		0%	0%	0.45	0.58		$0	$0	$0	$0	$0	$0	$0
Central	Moreno Valley		Eucalyptus	I-215	Towngate	$8,843,000	$8,843,000	$66,000		0%	0%	0.52	0.72		$0	$0	$0	$66,000	$0	$0	$0
Central	Moreno Valley		Eucalyptus	Towngate	Frederick	$0	$0	$0		0%	0%	0.43	0.69		$0	$0	$0	$0	$0	$0	$0
Central	Moreno Valley		Eucalyptus	Frederick	Heacock	$0	$0	$0		0%	0%	0.51	0.67		$0	$0	$0	$0	$0	$0	$0
Central	Moreno Valley		Eucalyptus	Heacock	Kitching	$0	$0	$0		0%	0%	0.53	0.71		$0	$0	$0	$0	$0	$0	$0
Central	Moreno Valley		Eucalyptus	Kitching	Moreno Beach	$0	$0	$0		0%	0%	0.19	0.28		$0	$0	$0	$0	$0	$0	$0
Central	Moreno Valley		Eucalyptus	Moreno Beach	Theodore	$0	$0	$0		0%	0%	0.01	0.12		$0	$0	$0	$0	$0	$0	$0
Central	Moreno Valley		Frederick	SR-60	Alessandro	$0	$0	$0	Between SR-60 and Sunnymead	5%	5%	0.42	0.59		$0	$0	$0	$0	$0	$0	$0
Central	Moreno Valley		Heacock	Cactus	San Michele	$0	$0	$0		0%	0%	0.56	0.96		$0	$0	$0	$0	$0	$0	$0
Central	Moreno Valley		Heacock	Reche Vista	Cactus	$0	$0	$0		0%	0%	0.47	0.66		$0	$0	$0	$0	$0	$0	$0
Central	Moreno Valley		Heacock	San Michele	Harley Knox	$0	$0	$0		0%	0%	0.11	0.22		$0	$0	$0	$0	$0	$0	$0
Central	Moreno Valley		Ironwood	SR-60	Day	$0	$0	$0		0%	0%	0.82	1.02		$0	$0	$0	$0	$0	$0	$0
Central	Moreno Valley		Ironwood	Day	Heacock	$0	$0	$0		0%	0%	0.69	0.84		$0	$0	$0	$0	$0	$0	$0
Central	Moreno Valley		Lasselle	Alessandro	John F Kennedy	$0	$0	$0		0%	0%	0.68	0.79		$0	$0	$0	$0	$0	$0	$0
Central	Moreno Valley		Lasselle	John F Kennedy	Oleander	$0	$0	$0	Between Via Xavier and Kramelia	13%	13%	0.72	1.01		$0	$0	$0	$0	$0	$0	$0
Central	Moreno Valley		Moreno Beach	Reche Canyon	SR-60	$18,797,000	$18,797,000	$140,000	Between SR-60 and SR-60 WB Exit Ramp	5%	5%	0.32	0.65		$0	$0	$0	$140,000	$0	$0	$0
Central	Moreno Valley		Moreno Beach	SR-60 overcrossing	bridge	$0	$0	$0		0%	0%	0.95	1.27	87%	$0	$0	$0	$0	$0	$0	$0
Central	Moreno Valley		Nason	SR-60	Alessandro	$0	$0	$0		0%	0%	0.66	0.83		$0	$0	$0	$0	$0	$0	$0
Central	Moreno Valley		Pigeon Pass	Ironwood	SR-60	$0	$0	$0	Between SR-60 and SR-60 WB On Ramp, and Hemlock and Ironwood	87%	87%	0.94	1.07	74%	$0	$0	$0	$0	$0	$0	$0
Central	Moreno Valley		Pigeon Pass/CETAP Corridor	Hidden Springs	Ironwood	$0	$0	$0		0%	0%	0.40	0.48		$0	$0	$0	$0	$0	$0	$0
Central	Moreno Valley		Reche Canyon	Moreno Valley City Limit	Locust	$0	$0	$0		0%	0%	0.02	0.19		$0	$0	$0	$0	$0	$0	$0
Central	Moreno Valley		Redlands	Locust	Alessandro	$39,789,000	$39,789,000	$295,000	Between Locust and Ironwood	27%	27%	0.80	0.97		$0	$0	$0	$295,000	$0	$0	$0
Central	Moreno Valley		Redlands	SR-60	interchange	$32,698,000	$32,698,000	$0		0%	0%	0.47	0.51		$0	$0	$0	$0	$0	$0	$0
Central	Moreno Valley		Theodore	SR-60	Eucalyptus	$3,966,000	$3,966,000	$29,000		0%	0%	0.46	0.99		$0	$0	$0	$29,000	$0	$0	$0
Central	Moreno Valley		Theodore	SR-60	interchange	$32,698,000	$32,698,000	$0		0%	0%	0.44	0.75		$0	$0	$0	$0	$0	$0	$0
Central	Perris		Ellis	Goetz	Evans	$9,526,000	$9,526,000	$247,000		0%	0%	0.08	0.14		$0	$0	$0	$247,000	$0	$0	$0
Central	Perris		Evans	Oleander	Ramona	$0	$0	$0		0%	0%	0.71	1.10		$0	$0	$0	$0	$0	$0	$0
Central	Perris		Evans	Ramona	Morgan	$0	$0	$0		0%	0%	0.80	1.15		$0	$0	$0	$0	$0	$0	$0
Central	Perris		Evans	Morgan	Rider	$0	$0	$0	Between Morgan and Sinclair	50%	50%	0.83	1.06		$0	$0	$0	$0	$0	$0	$0
Central	Perris		Evans	Rider	Placentia	$0	$0	$0	Between Placentia and 350 ft North	11%	11%	0.55	0.69		$0	$0	$0	$0	$0	$0	$0
Central	Perris		Evans	Placentia	Nuevo	$6,492,000	$6,492,000	$169,000	Between Placentia and 220 ft South, and Moraga and Sunset	9%	4%	0.54	0.79		$0	$0	$0	$169,000	$0	$0	$0
Central	Perris		Evans	Nuevo	Ellis	$17,705,000	$17,705,000	$460,000		0%	0%	0.00	0.33		$0	$0	$0	$460,000	$0	$0	$0
Central	Perris		Evans	San Jacinto River	bridge	$11,136,000	$11,136,000	$384,000		0%	0%	0.00	0.13		$0	$0	$0	$384,000	$0	$0	$0
Central	Perris		Evans	I-215	bridge	$8,352,000	$8,352,000	$288,000		0%	0%	0.00	0.13		$0	$0	$0	$288,000	$0	$0	$0
Central	Perris		Goetz	Lesser	Ethanac	$7,845,000	$7,845,000	$204,000	Between Ethanac and Ruffian	7%	7%	0.79	1.13		$0	$0	$0	$204,000	$0	$0	$0
Central	Perris		Harley Knox	I-215	Indian	$0	$0	$0		0%	0%	0.31	0.38		$0	$0	$0	$0	$0	$0	$0
Central	Perris		Harley Knox	I-215	interchange	$0	$0	$0		0%	0%	0.99	1.62	88%	$0	$0	$0	$0	$0	$0	$0
Central	Perris		Harley Knox	Indian	Perris	$0	$0	$0		0%	0%	0.12	0.15		$0	$0	$0	$0	$0	$0	$0
Central	Perris		Harley Knox	Perris	Redlands	$0	$0	$0		0%	0%	0.25	0.47		$0	$0	$0	$0	$0	$0	$0
Central	Perris		Nuevo	I-215	Murrieta	$16,971,000	$16,971,000	$126,000		0%	0%	0.51	0.83		$0	$0	$0	$126,000	$0	$0	$0
Central	Perris		Nuevo	I-215	interchange	$32,698,000	$19,736,000	$0		0%	0%	1.53	2.50	60%	$12,962,000	$0	$12,962,000	$0	$0	$0	$12,962,000
Central	Perris		Nuevo	Murrieta	Dunlap	$4,367,000	$4,367,000	$113,000		0%	0%	0.35	0.68		$0	$0	$0	$113,000	$0	$0	$0
Central	Perris		Nuevo	Perris Valley Storm Channel	bridge	$0	$0	$0		0%	0%	0.35	0.67		$0	$0	$0	$0	$0	$0	$0
Central	Perris		SR-74 (Matthews)	I-215	Ethanac	$0	$0	$0		0%	0%	0.69	0.98		$0	$0	$0	$0	$0	$0	$0
Central	Perris		SR-74 (Matthews)	I-215	interchange	$32,698,000	$21,835,000	$0		0%	0%	1.41	2.42	67%	$10,863,000	$0	$10,863,000	$0	$0	$0	$10,863,000
Central	Unincorporatec		Center (Main)	I-215	Mt Vernon	$0	$0	$0	Between I-215 and Highgrove	4%	4%	0.39	0.67		$0	$0	$0	$0	$0	$0	$0
Central	Unincorporatec		Center (Main)	I-215	interchange	$32,698,000	$11,912,000	$0		0%	0%	2.38	3.22	36%	$20,786,000	$0	$20,786,000	$0	$0	$0	$20,786,000
Central	Unincorporatec		Center (Main)	BNSF	railroad crossing	$20,010,000	$20,010,000	$690,000		0%	0%	0.46	0.82		$0	$0	$0	$690,000	$0	$0	$0
Central	Unincorporatec		Ellis	Post	SR-74	$11,550,000	$11,550,000	$300,000		0%	0%	0.20	0.46		$0	$0	$0	$300,000	$0	$0	$0
Central	Unincorporatec		Mount Vernon/CETAP Corridc	Center	Pigeon Pass	$2,582,000	$2,582,000	$77,000		0%	0%	0.58	0.96		$0	$0	$0	$77,000	$0	$0	$0
Central	Unincorporatec		Nuevo	Dunlap	Menifee	$8,737,000	$2,505,000	$65,000	Between Dunlap and Menifee	100%	100%	0.76	1.30		$0	$6,232,000	$0	$227,000	$0	$0	$0
Central	Unincorporatec		Nuevo	San Jacinto River	bridge	$5,568,000	$5,568,000	$192,000		0%	0%	0.77	1.36		$0	$0	$0	$192,000	$0	$0	$0
Central	Unincorporatec		Pigeon Pass/CETAP Corridor	Hidden Springs	Mount Vernon	$8,106,000	$8,106,000	$241,000		0%	0%	1.16	1.33	40%	$0	$0	$0	$241,000	$0	$0	$0
Central	Unincorporatec		Post	Santa Rosa Mine	Ellis	$0	$0	$0		0%	0%	0.58	1.07		$0	$0	$0	$0	$0	$0	$0
Central	Unincorporatec		Reche Canyon	Reche Vista	Moreno Valley City Limit	$0	$0	$0		0%	0%	0.02	0.19		$0	$0	$0	$0	$0	$0	$0
Central	Unincorporatec		Redlands	San Timoteo Canyon	Locust	$0	$0	$0	Between Locust and San Timoteo	100%	100%	1.32	1.51	31%	$0	$0	$0	$0	$0	$0	$0
Northwest	Corona		6th	SR-91	Magnolia	$0	$0	$0		0%	0%	0.43	0.55		$0	$0	$0	$0	$0	$0	$0
Northwest	Corona		Auto Center	Railroad	SR-91	$0	$0	$0		0%	0%	0.31	0.32		$0	$0	$0	$0	$0	$0	$0
Northwest	Corona		Cajalco	Bedford Canyon	I-15	$0	$0	$0		0%	0%	0.51	0.79		$0	$0	$0	$0	$0	$0	$0
Northwest	Corona		Hidden Valley	Norco Hills	McKinley	$0	$0	$0		0%	0%	0.52	0.72		$0	$0	$0	$0	$0	$0	$0
Northwest	Corona		Lincoln	Parkridge	Ontario	$0	$0	$0		0%	0%	0.58	0.65		$0	$0	$0	$0	$0	$0	$0
Northwest	Corona		Magnolia	6th	Sherborn	$7,054,000	$6,419,000	$47,000	Between 6th and Sherborn	100%	100%	0.91	1.07	91%	$635,000	$0	$635,000	$52,000	$5,000	$5,000	$640,000
Northwest	Corona		Magnolia	Temescal Creek	bridge	$4,176,000	$3,580,000	$123,000		0%	0%	0.93	1.08	86%	$596,000	$0	$596,000	$144,000	$0	$0	$596,000
Northwest	Corona		Magnolia	Sherborn	Rimpau	$0	$0	$0	Between Rimpau and I-15 SB On Ramp, and Montecito and Sherborn	60%	60%	0.93	1.04	77%	$0	$0	$0	$0	$0	$0	$0
Northwest	Corona		Magnolia	Rimpau	Ontario	$0	$0	$0		0%	0%	0.71	0.73		$0	$0	$0	$0	$0	$0	$0
Northwest	Corona		Main	Grand	Ontario	$0	$0	$0		0%	0%	0.78	0.81		$0	$0	$0	$0	$0	$0	$0
Northwest	Corona		Main	Ontario	Foothill	$0	$0	$0		0%	0%	0.40	0.50		$0	$0	$0	$0	$0	$0	$0
Northwest	Corona		Main	Hidden Valley	Parkridge	$5,314,000	$4,389,000	$32,000	Between Hidden Valley and Parkridge	100%	100%	0.94	1.12	83%	$925,000	$0	$925,000	$39,000	$7,000	$7,000	$932,000
Northwest	Corona		Main	Parkridge	SR-91	$0	$0	$0	Between SR-91 WB On Ramp and Grand	8%	8%	0.62	0.73		$0	$0	$0	$0	$0	$0	$0
Northwest	Corona		Main	SR-91	S. Grand	$0	$0	$0	Between 3rd and 4th	8%	8%	0.66	0.65		$0	$0	$0	$0	$0	$0	$0
Northwest	Corona		McKinley	Hidden Valley	Promenade	$0	$0	$0		0%	0%	0.70	0.86		$0	$0	$0	$0	$0	$0	$0
Northwest	Corona		McKinley	Promenade	SR-91	$0	$0	$0		0%	0%	0.61	0.66		$0	$0	$0	$0	$0	$0	$0
Northwest	Corona		McKinley	SR-91	Magnolia	$0	$0	$0		0%	0%	0.76	0.81		$0	$0	$0	$0	$0	$0	$0
Northwest	Corona		McKinley	Arlington Channel	bridge	$0	$0	$0		0%	0%	0.81	0.89		$0	$0	$0	$0	$0	$0	$0
Northwest	Corona		McKinley	BNSF	railroad crossing	$105,560,000	$0	$0		0%	0%	0.81	0.89		$0	$105,560,000	$0	$3,640,000	$0	$0	$0
Northwest	Corona		Ontario	I-15	El Cerrito	$13,451,000	$13,451,000	$100,000	Between State and Rising Sun	32%	32%	0.69	0.93		$0	$0	$0	$100,000	$0	$0	$0
Northwest	Corona		Ontario	Lincoln	Buena Vista	$0	$0	$0		0%	0%	0.67	0.71		$0	$0	$0	$0	$0	$0	$0
Northwest	Corona		Ontario	Buena Vista	Main	$0	$0	$0		0%	0%	0.47	0.47		$0	$0	$0	$0	$0	$0	$0
Northwest	Corona		Ontario	Main	Kellogg	$0	$0	$0		0%	0%	0.39	0.41		$0	$0	$0	$0	$0	$0	$0
Northwest	Corona		Ontario	Kellogg	Fullerton	$0	$0	$0		0%	0%	0.36	0.42		$0	$0	$0	$0	$0	$0	$0
Northwest	Corona		Ontario	Fullerton	Rimpau	$0	$0	$0		0%	0%	0.36	0.49		$0	$0	$0	$0	$0	$0	$0
Northwest	Corona		Ontario	Rimpau	I-15	$0	$0	$0	Between Compton and I-15 SB On Ramp	7%	7%	0.45	0.57		$0	$0	$0	$0	$0	$0	$0
Northwest	Corona		Railroad	Auto Club	Buena Vista	$0	$0	$0		0%	0%	0.26	0.30		$0	$0	$0	$0	$0	$0	$0
Northwest	Corona		Railroad	BNSF	railroad crossing	$40,020,000	$40,020,000	$1,380,000		0%	0%	0.31	0.34		$0	$0	$0	$1,380,000	$0	$0	$0
Northwest	Corona		Railroad	Buena Vista	Main (at Grand)	$0	$0	$0		0%	0%	0.69	0.73		$0	$0	$0	$0	$0	$0	$0
Northwest	Corona		River	Corydon	Main	$0	$0	$0	Between Corydon and 2nd St	25%	25%	0.71	0.85		$0	$0	$0	$0	$0	$0	$0
Northwest	Corona		Serfas Club	SR-91	Green River	$0	$0	$0		0%	0%	0.58	0.59		$0	$0	$0	$0	$0	$0	$0

EXHIBIT H-2 TUMF Network Detailed Cost Estimate - Existing Need and Obligated Funding

Updated: July 23, 2024

AREA	PLAN DIST	CITY	STREETNAME	SEGMENTFROM	SEGMENTTO	TOTAL COST	MAXIMUM TUMF SHARE	MAX TUMF MSHCP SHARE	EXIST NEED LOS E&F SEGMENT DESCRIPTION	% EXIST NEED	>2 LANE ADJST	EXIST V/C	FUTURE V/C	TUMF V/C SHARE	EXIST NEED	OBLIGATED	UNFUND EXIST NEED	MSHCP	MSHCP EXIST NEED	MSHCP UNFUND EXIST NEED	COMBINED UNFUND EXIST NEED
Northwest	Eastvale	Archibald	Remington	River		$3,382,000	$3,382,000	$0	Between Whispering Hills and Caderera, and Providence and San Bernardino County	24%	24%	0.62	0.93		$0	$0	$0	$0	$0	$0	$0
Northwest	Eastvale	Hamner	Mission	Bellegrave		$0	$0	$0	Between Ontario Ranch and Micro, and Riverside and Mission	44%	44%	0.86	1.30		$0	$0	$0	$0	$0	$0	$0
Northwest	Eastvale	Hamner	Bellegrave	Amberhill		$199,000	$199,000	$0		0%	0%	0.57	1.16		$0	$0	$0	$0	$0	$0	$0
Northwest	Eastvale	Hamner	Amberhill	Limonite		$2,787,000	$2,787,000	$72,000		0%	0%	0.68	1.08		$0	$0	$0	$72,000	$0	$0	$0
Northwest	Eastvale	Hamner	Limonite	Schleisman		$991,000	$991,000	$0		0%	0%	0.38	0.63		$0	$0	$0	$0	$0	$0	$0
Northwest	Eastvale	Hamner	Schleisman	Santa Ana River		$5,533,000	$3,675,000	$96,000	Between Schleisman and Santa Ana River	100%	50%	1.24	1.41	33%	$1,858,000	$0	$1,858,000	$144,000	$48,000	$48,000	$1,906,000
Northwest	Eastvale	Hellman	Schleisman	Walters		$419,000	$419,000	$3,000		0%	0%	0.86	1.69		$0	$0	$0	$3,000	$0	$0	$0
Northwest	Eastvale	Hellman	Walters	River		$21,503,000	$21,503,000	$160,000		0%	0%	0.69	1.44		$0	$0	$0	$160,000	$0	$0	$0
Northwest	Eastvale	Hellman	Cucamonga Creek	bridge		$3,828,000	$3,828,000	$132,000		0%	0%	0.69	1.44		$0	$0	$0	$132,000	$0	$0	$0
Northwest	Eastvale	Limonite	I-15	Eastvale Gateway		$289,000	$289,000	$0	Between I-15 and Eastvale Gateway	100%	100%	0.93	1.32	92%	$0	$0	$0	$0	$0	$0	$0
Northwest	Eastvale	Limonite	I-15	interchange		$0	$0	$0		0%	0%	0.67	1.07		$0	$0	$0	$0	$0	$0	$0
Northwest	Eastvale	Limonite	Eastvale Gateway	Hamner		$255,000	$255,000	$0	Between Eastvale Gateway and Hamner	100%	100%	0.95	1.36	90%	$0	$0	$0	$0	$0	$0	$0
Northwest	Eastvale	Limonite	Hamner	Sumner		$1,094,000	$1,094,000	$28,000	Between Hamner and Scholar	50%	50%	0.80	1.16		$0	$0	$0	$28,000	$0	$0	$0
Northwest	Eastvale	Limonite	Sumner	Harrison		$497,000	$497,000	$0		0%	0%	0.77	0.97		$0	$0	$0	$0	$0	$0	$0
Northwest	Eastvale	Limonite	Harrison	Archibald		$0	$0	$0		0%	0%	0.55	0.70		$0	$0	$0	$0	$0	$0	$0
Northwest	Eastvale	Limonite	Archibald	Hellman (Keller SBD Co.)		$2,208,000	$2,208,000	$57,000		0%	0%	0.00	0.35		$0	$0	$0	$57,000	$0	$0	$0
Northwest	Eastvale	Limonite	Cucamonga Creek	bridge		$13,920,000	$0	$0		0%	0%	0.64	0.75		$0	$13,920,000	$0	$480,000	$0	$0	$0
Northwest	Eastvale	River	Hellman	Archibald		$5,948,000	$5,948,000	$44,000		0%	0%	0.67	1.01		$0	$0	$0	$44,000	$0	$0	$0
Northwest	Jurupa Valley	Armstrong	San Bernardino County	Valley		$6,192,000	$6,192,000	$176,000	Between Sierra and Valley	33%	33%	0.83	1.14		$0	$0	$0	$176,000	$0	$0	$0
Northwest	Jurupa Valley	Bellegrave	Cantu-Galleano Ranch	Van Buren		$464,000	$464,000	$12,000		0%	0%	0.43	0.78		$0	$0	$0	$12,000	$0	$0	$0
Northwest	Jurupa Valley	Cantu-Galleano Ranch	Wineville	Bellegrave		$793,000	$793,000	$21,000		0%	0%	0.14	0.27		$0	$0	$0	$21,000	$0	$0	$0
Northwest	Jurupa Valley	Etiwanda	Philadelphia	SR-60		$1,515,000	$989,000	$25,000	Between San Bernardino County and SR-60	100%	100%	1.11	1.49	65%	$526,000	$0	$526,000	$39,000	$14,000	$14,000	$540,000
Northwest	Jurupa Valley	Etiwanda	SR-60	Limonite		$0	$0	$0	Between SR-60 and Riverside, and Cantu Galleano Ranch and Coral	12%	12%	0.61	0.84		$0	$0	$0	$0	$0	$0	$0
Northwest	Jurupa Valley	Limonite	I-15	Wineville		$0	$0	$0	Between I-15 and I-15 NB On Ramp	15%	15%	0.82	0.90		$0	$0	$0	$0	$0	$0	$0
Northwest	Jurupa Valley	Limonite	Wineville	Etiwanda		$0	$0	$0	Between Etiwanda and Lorena	9%	9%	0.76	0.80		$0	$0	$0	$0	$0	$0	$0
Northwest	Jurupa Valley	Limonite	Etiwanda	Van Buren		$2,981,000	$2,981,000	$77,000	Between Bain and Beach	23%	23%	0.80	0.91		$0	$0	$0	$77,000	$0	$0	$0
Northwest	Jurupa Valley	Limonite	Van Buren	Clay		$0	$0	$0		0%	0%	0.67	0.84		$0	$0	$0	$0	$0	$0	$0
Northwest	Jurupa Valley	Limonite	Clay	Riverview		$0	$0	$0		0%	0%	0.64	0.79		$0	$0	$0	$0	$0	$0	$0
Northwest	Jurupa Valley	Market	Rubidoux	Santa Ana River		$5,181,000	$0	$0	Between Rubidoux and Aqua Mansa, and Via Cerro and Santa Ana River	40%	40%	0.86	1.06		$0	$5,181,000	$0	$135,000	$0	$0	$0
Northwest	Jurupa Valley	Market	Santa Ana River	bridge		$13,920,000	$6,204,000	$214,000		0%	0%	1.13	1.32	45%	$7,716,000	$0	$7,716,000	$480,000	$0	$0	$7,716,000
Northwest	Jurupa Valley	Mission	Milliken	SR-60		$0	$0	$0	Between Milliken and Wineville, and SR-60 to SR-60 EB Off Ramp	58%	58%	0.90	1.06		$0	$0	$0	$0	$0	$0	$0
Northwest	Jurupa Valley	Mission	SR-60	Santa Ana River		$0	$0	$0	Between Jurupa and Canal, Riverview and Rubidoux, and Crestmore and Santa Ana River	13%	13%	0.57	0.78		$0	$0	$0	$0	$0	$0	$0
Northwest	Jurupa Valley	Riverview	Limonite	Mission		$0	$0	$0		0%	0%	0.55	0.56		$0	$0	$0	$0	$0	$0	$0
Northwest	Jurupa Valley	Rubidoux	Pine	Mission		$0	$0	$0	Between SR-60 WB and 30th, and 24th and Market	9%	9%	0.86	1.11		$0	$0	$0	$0	$0	$0	$0
Northwest	Jurupa Valley	Rubidoux	SR-60	interchange		$32,698,000	$9,051,000	$0		0%	0%	1.61	1.88	28%	$23,647,000	$0	$23,647,000	$0	$0	$0	$23,647,000
Northwest	Jurupa Valley	Valley	Armstrong	Mission		$0	$0	$0	Between Armstrong and Mission	100%	100%	1.22	1.47	44%	$0	$0	$0	$0	$0	$0	$0
Northwest	Norco	1st	Parkridge	Mountain		$0	$0	$0		0%	0%	0.75	0.89		$0	$0	$0	$0	$0	$0	$0
Northwest	Norco	1st	Mountain	Hamner		$0	$0	$0		0%	0%	0.38	0.51		$0	$0	$0	$0	$0	$0	$0
Northwest	Norco	2nd	River	I-15		$0	$0	$0	Between Hamner and I-15 SB On Ramp	7%	7%	0.74	0.85		$0	$0	$0	$0	$0	$0	$0
Northwest	Norco	6th	Hamner	California		$0	$0	$0	Between Hamner and I-15 NB On Ramp	9%	9%	0.68	0.76		$0	$0	$0	$0	$0	$0	$0
Northwest	Norco	6th	I-15	interchange		$32,698,000	$3,489,000	$0		0%	0%	2.57	2.77	11%	$29,209,000	$0	$29,209,000	$0	$0	$0	$29,209,000
Northwest	Norco	Arlington	Crestview	Fairhaven		$4,342,000	$4,342,000	$113,000	Between Crestview and Fairhaven	100%	100%	0.79	0.94		$0	$0	$0	$113,000	$0	$0	$0
Northwest	Norco	California	Arlington	6th		$15,237,000	$12,525,000	$93,000	Between Arlington and 7th, and Green Tree ans 6th	78%	78%	0.96	1.14	77%	$2,712,000	$0	$2,712,000	$113,000	$20,000	$20,000	$2,732,000
Northwest	Norco	Corydon	River	5th		$0	$0	$0		0%	0%	0.52	0.78		$0	$0	$0	$0	$0	$0	$0
Northwest	Norco	Hamner	Santa Ana River	bridge		$33,408,000	$11,455,000	$395,000		0%	0%	1.41	1.67	34%	$21,953,000	$21,621,000	$332,000	$1,152,000	$0	$0	$332,000
Northwest	Norco	Hamner	Santa Ana River	Hidden Valley		$49,591,000	$49,591,000	$368,000	Between Detroit and Santa Ana River	6%	6%	0.65	0.80		$0	$0	$0	$368,000	$0	$0	$0
Northwest	Norco	Hidden Valley	I-15	Norco Hills		$0	$0	$0	Between I-15 to I-15 NB On Ramp	3%	3%	0.55	0.70		$0	$0	$0	$0	$0	$0	$0
Northwest	Norco	Hidden Valley	Hamner	I-15		$0	$0	$0	Between Hamner and I-15	100%	100%	1.14	1.23	27%	$0	$0	$0	$0	$0	$0	$0
Northwest	Norco	Norco	Corydon	Hamner		$0	$0	$0		0%	0%	0.33	0.48		$0	$0	$0	$0	$0	$0	$0
Northwest	Norco	North	California	Crestview		$0	$0	$0	Between California and Crestview	100%	100%	0.96	1.19	80%	$0	$0	$0	$0	$0	$0	$0
Northwest	Norco	River	Archibald	Corydon		$1,743,000	$1,109,000	$8,000	Between Archibald and Sundance	79%	79%	1.20	1.56	54%	$634,000	$0	$634,000	$13,000	$5,000	$5,000	$639,000
Northwest	Riverside	14th	Market	Martin Luther King		$0	$0	$0		0%	0%	0.66	0.76		$0	$0	$0	$0	$0	$0	$0
Northwest	Riverside	1st	Market	Main		$0	$0	$0		0%	0%	0.24	0.50		$0	$0	$0	$0	$0	$0	$0
Northwest	Riverside	3rd	SR-91	I-215		$1,941,000	$1,941,000	$14,000		0%	0%	0.49	0.59		$0	$0	$0	$14,000	$0	$0	$0
Northwest	Riverside	3rd	BNSF	railroad crossing		$105,560,000	$30,560,000	$1,054,000		0%	0%	0.77	0.90		$0	$75,000,000	$0	$3,640,000	$0	$0	$0
Northwest	Riverside	Adams	Arlington	SR-91		$0	$0	$0		0%	0%	0.49	0.48		$0	$0	$0	$0	$0	$0	$0
Northwest	Riverside	Adams	SR-91	Lincoln		$0	$0	$0		0%	0%	0.44	0.64		$0	$0	$0	$0	$0	$0	$0
Northwest	Riverside	Adams	SR-91	interchange		$32,698,000	$3,262,000	$0		0%	0%	1.46	1.52	10%	$29,436,000	$935,000	$28,501,000	$0	$0	$0	$28,501,000
Northwest	Riverside	Arlington	Fairhaven	La Sierra		$0	$0	$0		0%	0%	0.68	0.77		$0	$0	$0	$0	$0	$0	$0
Northwest	Riverside	Buena Vista	Santa Ana River	Redwood		$0	$0	$0		0%	0%	0.83	1.17		$0	$0	$0	$0	$0	$0	$0
Northwest	Riverside	Canyon Crest	Martin Luther King	Central		$0	$0	$0	Between Martin Luther King and El Cerrito	71%	71%	1.02	1.16	55%	$0	$0	$0	$0	$0	$0	$0
Northwest	Riverside	Canyon Crest	Central	Country Club		$0	$0	$0		0%	0%	0.70	0.77		$0	$0	$0	$0	$0	$0	$0
Northwest	Riverside	Canyon Crest	Country Club	Via Vista		$4,996,000	$1,593,000	$45,000	Between Country Club and Via Vista	100%	100%	1.30	1.48	32%	$3,403,000	$0	$3,403,000	$142,000	$97,000	$97,000	$3,500,000
Northwest	Riverside	Canyon Crest	Via Vista	Alessandro		$0	$0	$0		0%	0%	0.59	0.72		$0	$0	$0	$0	$0	$0	$0
Northwest	Riverside	Central	Chicago	I-215/SR-60		$0	$0	$0	Between Chicago and Chapala, and Canyon Crest and Quail Run	32%	32%	0.80	0.96		$0	$0	$0	$0	$0	$0	$0
Northwest	Riverside	Central	SR-91	Magnolia		$0	$0	$0	Between SR-91 and SR-91 SB On Ramp	6%	6%	0.64	0.71		$0	$0	$0	$0	$0	$0	$0
Northwest	Riverside	Central	Alessandro	SR-91		$0	$0	$0	Between SR-91 and SR-91 NB On Ramp, and Nottingham and 420 ft West	5%	5%	0.75	0.87		$0	$0	$0	$0	$0	$0	$0
Northwest	Riverside	Central	Van Buren	Magnolia		$0	$0	$0		0%	0%	0.43	0.53		$0	$0	$0	$0	$0	$0	$0
Northwest	Riverside	Chicago	Alessandro	Spruce		$0	$0	$0	Between Martin Luther King and Ransom	43%	43%	0.85	0.99		$0	$0	$0	$0	$0	$0	$0
Northwest	Riverside	Chicago	Spruce	Columbia		$0	$0	$0		0%	0%	0.72	0.85		$0	$0	$0	$0	$0	$0	$0
Northwest	Riverside	Columbia	Main	Iowa		$0	$0	$0		0%	0%	0.62	0.71		$0	$0	$0	$0	$0	$0	$0
Northwest	Riverside	Columbia	I-215	interchange		$32,698,000	$9,050,000	$0		0%	0%	2.96	3.74	28%	$23,648,000	$0	$23,648,000	$0	$0	$0	$23,648,000
Northwest	Riverside	Iowa	Center	3rd		$30,272,000	$30,272,000	$225,000	Between Palmyrita and Columbia	11%	11%	0.82	0.93		$0	$0	$0	$225,000	$0	$0	$0
Northwest	Riverside	Iowa	3rd	University		$0	$0	$0		0%	0%	0.65	0.73		$0	$0	$0	$0	$0	$0	$0
Northwest	Riverside	Iowa	University	Martin Luther King		$0	$0	$0		0%	0%	0.24	0.36		$0	$0	$0	$0	$0	$0	$0
Northwest	Riverside	JFK	Trautwein	Wood		$1,880,000	$1,880,000	$49,000		0%	0%	0.54	0.68		$0	$0	$0	$49,000	$0	$0	$0
Northwest	Riverside	La Sierra	Arlington	SR-91		$0	$0	$0		0%	0%	0.43	0.51		$0	$0	$0	$0	$0	$0	$0
Northwest	Riverside	La Sierra	SR-91	Indiana		$192,000	$192,000	$0		0%	0%	0.77	0.85		$0	$0	$0	$0	$0	$0	$0
Northwest	Riverside	La Sierra	Indiana	Victoria		$778,000	$778,000	$0		0%	0%	0.71	0.80		$0	$0	$0	$0	$0	$0	$0
Northwest	Riverside	Lemon (NB One way)	Mission Inn	University		$0	$0	$0		0%	0%	0.11	0.15		$0	$0	$0	$0	$0	$0	$0
Northwest	Riverside	Lincoln	Van Buren	Jefferson		$0	$0	$0		0%	0%	0.23	0.48		$0	$0	$0	$0	$0	$0	$0
Northwest	Riverside	Lincoln	Jefferson	Washington		$0	$0	$0		0%	0%	0.26	0.49		$0	$0	$0	$0	$0	$0	$0
Northwest	Riverside	Lincoln	Washington	Victoria		$0	$0	$0		0%	0%	0.39	0.56		$0	$0	$0	$0	$0	$0	$0
Northwest	Riverside	Madison	SR-91	Victoria		$853,000	$853,000	$0		0%	0%	0.65	0.66		$0	$0	$0	$0	$0	$0	$0
Northwest	Riverside	Madison	BNSF	railroad crossing		$20,010,000	$20,010,000	$690,000		0%	0%	0.81	0.80		$0	$0	$0	$690,000	$0	$0	$0
Northwest	Riverside	Magnolia	BNSF Railroad	Tyler		$0	$0	$0	Between Buchanan and SR-91 EB On Ramp, and SR-91 to La Sierra	53%	53%	0.82	0.96		$0	$0	$0	$0	$0	$0	$0
Northwest	Riverside	Magnolia	BNSF	railroad crossing		$0	$0	$0		0%	0%	0.90	1.04		$0	$0	$0	$0	$0	$0	$0
Northwest	Riverside	Magnolia	Tyler	Harrison		$0	$0	$0		0%	0%	0.52	0.66		$0	$0	$0	$0	$0	$0	$0
Northwest	Riverside	Magnolia	Harrison	14th		$0	$0	$0		0%	0%	0.62	0.79		$0	$0	$0	$0	$0	$0	$0
Northwest	Riverside	Main	1st	San Bernardino County		$0	$0	$0	Between Columbia and San Bernardino County, and SR-60 WB On Ramp to SR-60 EB On Ramp	43%	43%	0.76	0.94		$0	$0	$0	$0	$0	$0	$0
Northwest	Riverside	Market	14th	Santa Ana River		$9,491,000	$9,491,000	$70,000	Between Rivera and Santa Ana River	21%	21%	0.72	0.92		$0	$0	$0	$70,000	$0	$0	$0
Northwest	Riverside	Martin Luther King	14th	I-215/SR-60		$24,031,000	$24,031,000	$178,000	Between Victoria and Sedgwick, and Iowa and I-215 SB On Ramp	41%	41%	0.78	0.87		$0	$0	$0	$178,000	$0	$0	$0
Northwest	Riverside	Mission Inn	Redwood	Lemon		$0	$0	$0		0%	0%	0.26	0.47		$0	$0	$0	$0	$0	$0	$0
Northwest	Riverside	Redwood (SB One way)	Mission Inn	University		$0	$0	$0		0%	0%	0.59	0.74		$0	$0	$0	$0	$0	$0	$0
Northwest	Riverside	Trautwein	Alessandro	Van Buren		$0	$0	$0	Between Mission Grove and Orange Terrace	43%	43%	0.88	1.04		$0	$0	$0	$0	$0	$0	$0
Northwest	Riverside	Tyler	SR-91	Magnolia		$0	$0	$0		0%	0%	0.31	0.37		$0	$0	$0	$0	$0	$0	$0
Northwest	Riverside	Tyler	SR-91	interchange		$63,061,000	$21,814,000	$0		0%	0%	1.56	1.90	35%	$41,247,000	$0	$41,247,000	$0	$0	$0	$41,247,000
Northwest	Riverside	Tyler	Magnolia	Hole		$0	$0	$0		0%	0%	0.30	0.30		$0	$0	$0	$0	$0	$0	$0
Northwest	Riverside	Tyler	Hole	Wells		$0	$0	$0		0%	0%	0.52	0.53		$0	$0	$0	$0	$0	$0	$0
Northwest	Riverside	Tyler	Wells	Arlington		$0	$0	$0		0%	0%	0.59	0.62		$0	$0	$0	$0	$0	$0	$0
Northwest	Riverside	University	Redwood	SR-91		$859,000	$859,000	$0		0%	0%	0.60	0.71		$0	$0	$0	$0	$0	$0	$0
Northwest	Riverside	University	SR-91	I-215/SR-60		$2,067,000	$2,067,000	$0	Between SR-60 and SR-60 SB On Ramp	2%	2%	0.52	0.65		$0	$0	$0	$0	$0	$0	$0
Northwest	Riverside	Victoria	Lincoln	Arlington		$0	$0	$0		0%	0%	0.86	1.11		$0	$0	$0	$0	$0	$0	$0
Northwest	Riverside	Victoria	Madison	Washington		$0	$0	$0		0%	0%	0.36	0.55		$0	$0	$0	$0	$0	$0	$0
Northwest	Riverside	Washington	Victoria	Hermosa		$27,018,000	$27,018,000	$201,000	Between Dufferin and Overlook, and Bradley and Hermosa	34%	34%	0.83	0.94		$0	$0	$0	$201,000	$0	$0	$0
Northwest	Riverside	Wood	JFK	Van Buren		$3,053,000	$3,053,000	$79,000		0%	0%	0.81	1.03		$0	$0	$0	$79,000	$0	$0	$0
Northwest	Riverside	Wood	Van Buren	Bergamont		$0	$0	$0		0%	0%	0.50	0.69		$0	$0	$0	$0	$0	$0	$0
Northwest	Riverside	Wood	Bergamont	Krameria		$0	$0	$0		0%	0%	0.55	0.77		$0	$0	$0	$0	$0	$0	$0

EXHIBIT H-2 TUMF Network Detailed Cost Estimate - Existing Need and Obligated Funding

Updated: July 23, 2024

AREA	PLAN DIST	CITY	STREETNAME	SEGMENTFROM	SEGMENTTO	TOTAL COST	MAXIMUM TUMF SHARE	MAX TUMF MSHCP SHARE	EXIST NEED LOS E&F SEGMENT DESCRIPTION	% EXIST NEED	>2 LANE ADJST	EXIST V/C	FUTURE V/C	TUMF V/C SHARE	EXIST NEED	OBLIGATED	UNFUND EXIST NEED	MSHCP	MSHCP EXIST NEED	MSHCP UNFUND EXIST NEED	COMBINED UNFUND EXIST NEED
Northwest		Unincorporatec	Cantu-Galleano Ranch	Hamner	Wineville	$0	$0	$0		0%	0%	0.47	0.95		$0	$0	$0	$0	$0	$0	$0
Northwest		Unincorporatec	Dos Lagos (Weirick)	Temescal Canyon	I-15	$0	$0	$0	Between I-15 and I-15 NB On Ramp	22%	22%	0.52	0.72		$0	$0	$0	$0	$0	$0	$0
Northwest		Unincorporatec	El Cerrito	I-15	Ontario	$0	$0	$0		0%	0%	0.15	0.26		$0	$0	$0	$0	$0	$0	$0
Northwest		Unincorporatec	El Sobrante	Mockingbird Canyon	Cajalco	$0	$0	$0		0%	0%	0.62	0.78		$0	$0	$0	$0	$0	$0	$0
Northwest		Unincorporatec	Harley John	Washington	Scottsdale	$0	$0	$0		0%	0%	0.38	0.65		$0	$0	$0	$0	$0	$0	$0
Northwest		Unincorporatec	Harley John	Scottsdale	Cajalco	$0	$0	$0		0%	0%	0.38	0.73		$0	$0	$0	$0	$0	$0	$0
Northwest		Unincorporatec	La Sierra	Victoria	El Sobrante	$0	$0	$0	Between Victoria and Orchard View	40%	40%	0.85	1.03		$0	$0	$0	$0	$0	$0	$0
Northwest		Unincorporatec	La Sierra	El Sobrante	Cajalco	$0	$0	$0		0%	0%	0.50	0.83		$0	$0	$0	$0	$0	$0	$0
Northwest		Unincorporatec	Mockingbird Canyon	Van Buren	El Sobrante	$20,871,000	$20,871,000	$593,000	Between Van Buren and Lindina	31%	31%	0.76	0.97		$0	$0	$0	$593,000	$0	$0	$0
Northwest		Unincorporatec	Temescal Canyon	El Cerrito	Tuscany	$3,168,000	$0	$0		0%	0%	0.68	1.07		$0	$3,168,000	$0	$90,000	$0	$0	$0
Northwest		Unincorporatec	Temescal Canyon	Tuscany	Dos Lagos	$0	$0	$0		0%	0%	0.72	1.08		$0	$0	$0	$0	$0	$0	$0
Northwest		Unincorporatec	Temescal Canyon	Dos Lagos	Leroy	$0	$0	$0		0%	0%	0.48	0.74		$0	$0	$0	$0	$0	$0	$0
Northwest		Unincorporatec	Temescal Canyon	Leroy	Dawson Canyon	$0	$0	$0		0%	0%	0.46	0.71		$0	$0	$0	$0	$0	$0	$0
Northwest		Unincorporatec	Temescal Canyon	Dawson Canyon	I-15	$0	$0	$0	Between I-15 NB On Ramp and 1000 ft North	43%	43%	0.66	1.01		$0	$0	$0	$0	$0	$0	$0
Northwest		Unincorporatec	Temescal Canyon	I-15	interchange	$32,698,000	$32,698,000	$0		0%	0%	0.85	1.35		$0	$0	$0	$0	$0	$0	$0
Northwest		Unincorporatec	Temescal Canyon	I-15	Park Canyon	$14,329,000	$14,329,000	$427,000	Between I-15 SB On Ramp and Squaw Mountain	27%	27%	0.69	1.02		$0	$0	$0	$427,000	$0	$0	$0
Northwest		Unincorporatec	Temescal Canyon	Park Canyon	Indian Truck Trail	$0	$0	$0		0%	0%	0.02	0.12		$0	$0	$0	$0	$0	$0	$0
Northwest		Unincorporatec	Washington	Hermosa	Harley John	$12,787,000	$12,787,000	$332,000		0%	0%	0.73	0.92		$0	$0	$0	$332,000	$0	$0	$0
Northwest		Unincorporatec	Wood	Krameria	Cajalco	$12,537,000	$12,537,000	$325,000	Between Krameria and Mariposa	17%	17%	0.56	0.83		$0	$0	$0	$325,000	$0	$0	$0
Pass		Banning	8th	Wilson	I-10	$0	$0	$0		0%	0%	0.25	0.37		$0	$0	$0	$0	$0	$0	$0
Pass		Banning	Lincoln	Sunset	SR-243	$0	$0	$0		0%	0%	0.14	0.16		$0	$0	$0	$0	$0	$0	$0
Pass		Banning	Ramsey	I-10	8th	$0	$0	$0		0%	0%	0.10	0.13		$0	$0	$0	$0	$0	$0	$0
Pass		Banning	Ramsey	8th	Highland Springs	$0	$0	$0		0%	0%	0.24	0.33		$0	$0	$0	$0	$0	$0	$0
Pass		Banning	SR-243	I-10	Wesley	$0	$0	$0		0%	0%	0.31	0.46		$0	$0	$0	$0	$0	$0	$0
Pass		Banning	Sun Lakes	Highland Home	Sunset	$30,502,000	$30,502,000	$226,000		0%	0%	0.10	0.11		$0	$0	$0	$226,000	$0	$0	$0
Pass		Banning	Sun Lakes	Smith Creek	bridge	$8,352,000	$8,352,000	$288,000		0%	0%	0.10	0.11		$0	$0	$0	$288,000	$0	$0	$0
Pass		Banning	Sun Lakes	Montgomery Creek	bridge	$5,568,000	$5,568,000	$192,000		0%	0%	0.10	0.11		$0	$0	$0	$192,000	$0	$0	$0
Pass		Banning	Sun Lakes	Highland Springs	Highland Home	$0	$0	$0		0%	0%	0.04	0.05		$0	$0	$0	$0	$0	$0	$0
Pass		Banning	Sunset	Ramsey	Lincoln	$0	$0	$0		0%	0%	0.13	0.23		$0	$0	$0	$0	$0	$0	$0
Pass		Banning	Sunset	I-10	interchange	$32,698,000	$32,698,000	$0		0%	0%	0.53	0.91		$0	$0	$0	$0	$0	$0	$0
Pass		Banning	Wilson	Highland Home	8th	$0	$0	$0		0%	0%	0.06	0.12		$0	$0	$0	$0	$0	$0	$0
Pass		Banning	Wilson	Highland Springs	Highland Home	$0	$0	$0		0%	0%	0.14	0.24		$0	$0	$0	$0	$0	$0	$0
Pass		Beaumont	1st	Viele	Pennsylvania	$0	$0	$0		0%	0%	0.48	0.57		$0	$0	$0	$0	$0	$0	$0
Pass		Beaumont	1st	Pennsylvania	Highland Springs	$0	$0	$0		0%	0%	0.51	0.71		$0	$0	$0	$0	$0	$0	$0
Pass		Beaumont	6th	I-10	Highland Springs	$0	$0	$0		0%	0%	0.23	0.47		$0	$0	$0	$0	$0	$0	$0
Pass		Beaumont	Desert Lawn	Champions	Oak Valley (STC)	$0	$0	$0		0%	0%	0.45	0.80		$0	$0	$0	$0	$0	$0	$0
Pass		Beaumont	Oak Valley (14th)	Highland Springs	Pennsylvania	$0	$0	$0		0%	0%	0.05	0.11		$0	$0	$0	$0	$0	$0	$0
Pass		Beaumont	Oak Valley (14th)	Pennsylvania	Oak View	$0	$0	$0		0%	0%	0.14	0.26		$0	$0	$0	$0	$0	$0	$0
Pass		Beaumont	Oak Valley (14th)	Oak View	I-10	$0	$0	$0		0%	0%	0.69	1.04		$0	$0	$0	$0	$0	$0	$0
Pass		Beaumont	Oak Valley (14th)	I-10	interchange	$63,061,000	$62,401,000	$0		0%	0%	0.90	1.14	99%	$660,000	$0	$660,000	$0	$0	$0	$660,000
Pass		Beaumont	Oak Valley (STC)	UP Railroad	Tukwet Canyon	$0	$0	$0		0%	0%	0.01	0.23		$0	$0	$0	$0	$0	$0	$0
Pass		Beaumont	Oak Valley (STC)	Tukwet Canyon	I-10	$0	$0	$0		0%	0%	0.09	0.38		$0	$0	$0	$0	$0	$0	$0
Pass		Beaumont	Pennsylvania	6th	1st	$6,588,000	$6,588,000	$49,000		0%	0%	0.52	0.74		$0	$0	$0	$49,000	$0	$0	$0
Pass		Beaumont	Pennsylvania	I-10	interchange	$0	$0	$0		0%	0%	0.51	0.63		$0	$0	$0	$0	$0	$0	$0
Pass		Calimesa	Bryant	County Line	Avenue L	$0	$0	$0		0%	0%	0.38	0.61		$0	$0	$0	$0	$0	$0	$0
Pass		Calimesa	Calimesa	County Line	I-10	$0	$0	$0		0%	0%	0.13	0.38		$0	$0	$0	$0	$0	$0	$0
Pass		Calimesa	Calimesa	I-10	interchange	$63,061,000	$63,061,000	$0		0%	0%	0.54	1.59		$0	$0	$0	$0	$0	$0	$0
Pass		Calimesa	County Line	7th	Bryant	$0	$0	$0	Between I-10 WB On Ramp and Calimesa, and Park and 5th	13%	13%	0.54	0.71		$0	$0	$0	$0	$0	$0	$0
Pass		Calimesa	County Line	I-10	interchange	$32,698,000	$32,698,000	$0		0%	0%	0.88	1.26		$0	$0	$0	$0	$0	$0	$0
Pass		Calimesa	Desert Lawn	Palmer	Champions	$0	$0	$0		0%	0%	0.04	0.44		$0	$0	$0	$0	$0	$0	$0
Pass		Calimesa	Singleton	Avenue L	Condit	$0	$0	$0		0%	0%	0.43	0.64		$0	$0	$0	$0	$0	$0	$0
Pass		Calimesa	Singleton	Condit	Roberts	$12,972,000	$12,972,000	$96,000		0%	0%	0.74	1.14		$0	$0	$0	$96,000	$0	$0	$0
Pass		Calimesa	Singleton	I-10	interchange	$63,061,000	$0	$0		0%	0%	1.04	0.99	0%	$63,061,000	$0	$63,061,000	$0	$0	$0	$63,061,000
Pass		Calimesa	Tukwet Canyon	Roberts Rd	Palmer	$0	$0	$0		0%	0%	0.71	1.37		$0	$0	$0	$0	$0	$0	$0
Pass		Unincorporatec	Live Oak Canyon	Oak Valley (STC)	San Bernardino County	$0	$0	$0		0%	0%	0.36	0.47		$0	$0	$0	$0	$0	$0	$0
Pass		Unincorporatec	San Timoteo Canyon	San Bernardino County	UP Railroad	$0	$0	$0	Between San Bernardino County and Redlands	22%	22%	0.31	0.66		$0	$0	$0	$0	$0	$0	$0
Pass		Unincorporatec	San Timoteo Canyon	UP Railroad	railroad crossing	$52,780,000	$52,780,000	$1,820,000		0%	0%	0.08	0.48		$0	$0	$0	$1,820,000	$0	$0	$0
San Jacinto		Hemet	Sanderson	Domenigoni	Stetson	$0	$0	$0	Between Stetson and Thornton	26%	26%	0.79	1.11		$0	$0	$0	$0	$0	$0	$0
San Jacinto		Hemet	Sanderson	RR Crossing	Acacia	$0	$0	$0		0%	0%	0.82	0.97		$0	$0	$0	$0	$0	$0	$0
San Jacinto		Hemet	Sanderson	Stetson	RR Crossing	$0	$0	$0		0%	0%	0.77	1.11		$0	$0	$0	$0	$0	$0	$0
San Jacinto		Hemet	Sanderson	Menlo	Esplanade	$0	$0	$0		0%	0%	0.72	0.95		$0	$0	$0	$0	$0	$0	$0
San Jacinto		Hemet	SR-74 (Florida)	Warren	Cawston	$0	$0	$0		0%	0%	0.62	0.96		$0	$0	$0	$0	$0	$0	$0
San Jacinto		Hemet	SR-74 (Florida)	Columbia	Ramona	$0	$0	$0		0%	0%	0.47	0.57		$0	$0	$0	$0	$0	$0	$0
San Jacinto		Hemet	SR-74/SR-79 (Florida)	Cawston	Columbia	$0	$0	$0		0%	0%	0.38	0.63		$0	$0	$0	$0	$0	$0	$0
San Jacinto		Hemet	State	Domenigoni	Chambers	$0	$0	$0		0%	0%	0.44	0.92		$0	$0	$0	$0	$0	$0	$0
San Jacinto		Hemet	State	Chambers	Stetson	$0	$0	$0		0%	0%	0.51	0.93		$0	$0	$0	$0	$0	$0	$0
San Jacinto		Hemet	State	Florida	Esplanade	$0	$0	$0		0%	0%	0.33	0.53		$0	$0	$0	$0	$0	$0	$0
San Jacinto		Hemet	State	Stetson	Florida	$0	$0	$0		0%	0%	0.57	0.80		$0	$0	$0	$0	$0	$0	$0
San Jacinto		Hemet	Stetson	Cawston	State	$0	$0	$0		0%	0%	0.49	0.68		$0	$0	$0	$0	$0	$0	$0
San Jacinto		Hemet	Stetson	Warren	Cawston	$4,357,000	$4,357,000	$113,000		0%	0%	0.59	0.96		$0	$0	$0	$113,000	$0	$0	$0
San Jacinto		Hemet	Warren	Esplanade	Domenigoni	$19,926,000	$19,926,000	$517,000	Between Devonshire and Stetson	31%	31%	0.79	1.10		$0	$0	$0	$517,000	$0	$0	$0
San Jacinto		Hemet	Warren	Salt Creek	bridge	$4,176,000	$4,176,000	$144,000		0%	0%	0.64	1.05		$0	$0	$0	$144,000	$0	$0	$0
San Jacinto		San Jacinto	Esplanade	Mountain	State	$0	$0	$0		0%	0%	0.33	0.39		$0	$0	$0	$0	$0	$0	$0
San Jacinto		San Jacinto	Esplanade	State	Warren	$0	$0	$0		0%	0%	0.37	0.55		$0	$0	$0	$0	$0	$0	$0
San Jacinto		San Jacinto	Sanderson	Ramona	Esplanade	$0	$0	$0		0%	0%	0.53	0.84		$0	$0	$0	$0	$0	$0	$0
San Jacinto		San Jacinto	SR-79 (North Ramona)	State	San Jacinto	$0	$0	$0		0%	0%	0.55	0.70		$0	$0	$0	$0	$0	$0	$0
San Jacinto		San Jacinto	SR-79 (San Jacinto)	North Ramona Blvd	7th	$0	$0	$0		0%	0%	0.70	0.80		$0	$0	$0	$0	$0	$0	$0
San Jacinto		San Jacinto	SR-79 (San Jacinto)	7th	SR-74	$0	$0	$0		0%	0%	0.32	0.46		$0	$0	$0	$0	$0	$0	$0
San Jacinto		San Jacinto	State	Ramona	Esplanade	$0	$0	$0		0%	0%	0.60	0.78		$0	$0	$0	$0	$0	$0	$0
San Jacinto		San Jacinto	State	Gilman Springs	Quandt Ranch	$3,317,000	$3,317,000	$86,000		0%	0%	0.82	1.01		$0	$0	$0	$86,000	$0	$0	$0
San Jacinto		San Jacinto	State	San Jacinto River	bridge	$0	$0	$0		0%	0%	0.86	1.03		$0	$0	$0	$0	$0	$0	$0
San Jacinto		San Jacinto	State	Quandt Ranch	Ramona	$0	$0	$0		0%	0%	0.39	0.46		$0	$0	$0	$0	$0	$0	$0
San Jacinto		San Jacinto	Warren	Ramona	Esplanade	$13,469,000	$13,469,000	$350,000		0%	0%	0.67	0.89		$0	$0	$0	$350,000	$0	$0	$0
San Jacinto		Unincorporatec	Gilman Springs	Sanderson	State	$11,097,000	$11,097,000	$288,000		0%	0%	0.83	1.07		$0	$0	$0	$288,000	$0	$0	$0
San Jacinto		Unincorporatec	Gilman Springs	Massacre Canyon Wash	bridge	$1,392,000	$1,392,000	$48,000		0%	0%	0.85	1.11		$0	$0	$0	$48,000	$0	$0	$0
San Jacinto		Unincorporatec	SR-79 (Winchester)	SR-74 (Florida)	Domenigoni	$0	$0	$0		0%	0%	0.66	1.05		$0	$0	$0	$0	$0	$0	$0

EXHIBIT H-2 TUMF Network Detailed Cost Estimate - Existing Need and Obligated Funding

Updated: July 23, 2024

AREA	PLAN DIST	CITY	STREETNAME	SEGMENTFROM	SEGMENTTO	TOTAL COST	MAXIMUM TUMF SHARE	MAX TUMF MSHCP SHARE	EXIST NEED LOS E&F SEGMENT DESCRIPTION	% EXIST NEED	>2 LANE ADJST	EXIST V/C	FUTURE V/C	TUMF V/C SHARE	EXIST NEED	OBLIGATED	UNFUND EXIST NEED	MSHCP	MSHCP EXIST NEED	MSHCP UNFUND EXIST NEED	COMBINED UNFUND EXIST NEED
Southwest	Lake Elsinore	Corydon	Mission	Grand		$3,336,000	$3,336,000	$87,000		0%	0%	0.73	1.02		$0	$0	$0	$87,000	$0	$0	$0
Southwest	Lake Elsinore	Diamond	Mission	I-15		$0	$0	$0		0%	0%	0.73	0.93		$0	$0	$0	$0	$0	$0	$0
Southwest	Lake Elsinore	Franklin (integral to Railroad C	I-15	interchange		$32,698,000	$32,698,000	$0		0%	0%	0.66	1.25		$0	$0	$0	$0	$0	$0	$0
Southwest	Lake Elsinore	Grand	Lincoln	Toft		$0	$0	$0		0%	0%	0.47	0.65		$0	$0	$0	$0	$0	$0	$0
Southwest	Lake Elsinore	Grand	Toft	SR-74 (Riverside)		$3,512,000	$3,512,000	$91,000		0%	0%	0.68	0.92		$0	$0	$0	$91,000	$0	$0	$0
Southwest	Lake Elsinore	Lake	I-15	Lincoln		$39,817,000	$32,726,000	$335,000	Between Orange Grove and the I-15 SB On Ramp	76%	76%	0.99	1.28	77%	$7,091,000	$0	$7,091,000	$407,000	$73,000	$73,000	$7,164,000
Southwest	Lake Elsinore	Lake	I-15	interchange		$32,698,000	$15,771,000	$0		0%	0%	1.08	1.25	48%	$16,927,000	$0	$16,927,000	$0	$0	$0	$16,927,000
Southwest	Lake Elsinore	Lake	Temescal Wash	bridge		$2,506,000	$1,150,000	$39,000		0%	0%	1.12	1.31	46%	$1,356,000	$0	$1,356,000	$86,000	$0	$0	$1,356,000
Southwest	Lake Elsinore	Mission	Railroad Canyon	Bundy Canyon		$0	$0	$0		0%	0%	0.48	0.74		$0	$0	$0	$0	$0	$0	$0
Southwest	Lake Elsinore	Nichols	I-15	Lake		$7,850,000	$7,850,000	$204,000		0%	0%	0.59	0.96		$0	$0	$0	$204,000	$0	$0	$0
Southwest	Lake Elsinore	Nichols	Temescal Wash	bridge		$4,176,000	$4,176,000	$144,000		0%	0%	0.63	1.12		$0	$0	$0	$144,000	$0	$0	$0
Southwest	Lake Elsinore	Nichols	I-15	interchange		$63,061,000	$63,061,000	$0		0%	0%	0.63	1.12		$0	$0	$0	$0	$0	$0	$0
Southwest	Lake Elsinore	SR-74 (Collier/Riverside)	I-15	Lakeshore		$24,303,000	$24,303,000	$180,000	Between Strickland and Collier	31%	31%	0.86	1.05		$0	$0	$0	$180,000	$0	$0	$0
Southwest	Lake Elsinore	SR-74 (Grand)	Riverside	SR-74 (Ortega)		$9,733,000	$3,691,000	$27,000	Between Riverside and Ortega	100%	100%	1.19	1.37	38%	$6,042,000	$0	$6,042,000	$72,000	$45,000	$45,000	$6,087,000
Southwest	Lake Elsinore	SR-74 (Riverside)	Lakeshore	Grand		$20,175,000	$20,175,000	$150,000	Between Lakeshore and Raven	31%	31%	0.78	0.91		$0	$0	$0	$150,000	$0	$0	$0
Southwest	Lake Elsinore	Temescal Canyon	I-15	Lake		$7,411,000	$7,411,000	$211,000		0%	0%	0.64	1.17		$0	$0	$0	$211,000	$0	$0	$0
Southwest	Lake Elsinore	Temescal Canyon	Temescal Wash	bridge		$3,480,000	$3,480,000	$120,000		0%	0%	0.85	1.28		$0	$0	$0	$120,000	$0	$0	$0
Southwest	Murrieta	California Oaks	Jefferson	I-15		$0	$0	$0		0%	0%	0.47	0.61		$0	$0	$0	$0	$0	$0	$0
Southwest	Murrieta	California Oaks	I-15	Jackson		$0	$0	$0		0%	0%	0.76	0.89		$0	$0	$0	$0	$0	$0	$0
Southwest	Murrieta	California Oaks	Jackson	Clinton Keith		$0	$0	$0		0%	0%	0.65	0.77		$0	$0	$0	$0	$0	$0	$0
Southwest	Murrieta	Jackson	Whitewood	Ynez		$0	$0	$0		0%	0%	0.32	0.62		$0	$0	$0	$0	$0	$0	$0
Southwest	Murrieta	Jefferson	Palomar	Nutmeg		$1,562,000	$1,562,000	$44,000		0%	0%	0.07	0.10		$0	$0	$0	$44,000	$0	$0	$0
Southwest	Murrieta	Jefferson	Nutmeg	Murrieta Hot Springs		$0	$0	$0		0%	0%	0.46	0.63		$0	$0	$0	$0	$0	$0	$0
Southwest	Murrieta	Jefferson	Murrieta Hot Springs	Cherry		$30,634,000	$30,634,000	$227,000		0%	0%	0.47	0.80		$0	$0	$0	$227,000	$0	$0	$0
Southwest	Murrieta	Keller	I-215	Whitewood		$0	$0	$0		0%	0%	0.20	0.45		$0	$0	$0	$0	$0	$0	$0
Southwest	Murrieta	Keller	I-215	interchange		$0	$0	$0		0%	0%	0.09	0.06		$0	$0	$0	$0	$0	$0	$0
Southwest	Murrieta	Los Alamos	Jefferson	I-215		$0	$0	$0		0%	0%	0.24	0.38		$0	$0	$0	$0	$0	$0	$0
Southwest	Murrieta	Murrieta Hot Springs	Jefferson	I-215		$0	$0	$0	Between Hancock and I-215	17%	17%	0.62	0.90		$0	$0	$0	$0	$0	$0	$0
Southwest	Murrieta	Murrieta Hot Springs	I-215	Margarita		$0	$0	$0	Between I-215 and I-215 NB On Ramp, and Alta Murrieta and St. Maria	11%	11%	0.82	1.08		$0	$0	$0	$0	$0	$0	$0
Southwest	Murrieta	Murrieta Hot Springs	Margarita	SR-79 (Winchester)		$4,057,000	$3,899,000	$101,000	Between Margarita and Calle del Lago	57%	57%	0.93	1.33	93%	$158,000	$0	$158,000	$105,000	$4,000	$4,000	$162,000
Southwest	Murrieta	Nutmeg	Jefferson	Clinton Keith		$0	$0	$0		0%	0%	0.45	0.69		$0	$0	$0	$0	$0	$0	$0
Southwest	Murrieta	Whitewood	Clinton Keith	Los Alamos		$2,708,000	$2,708,000	$77,000		0%	0%	0.45	0.76		$0	$0	$0	$77,000	$0	$0	$0
Southwest	Murrieta	Whitewood	Los Alamos	Murrieta Hot Springs		$0	$0	$0		0%	0%	0.45	0.75		$0	$0	$0	$0	$0	$0	$0
Southwest	Murrieta	Whitewood	Murrieta Hot Springs	Jackson		$4,629,000	$4,629,000	$47,000		0%	0%	0.15	0.16		$0	$0	$0	$47,000	$0	$0	$0
Southwest	Murrieta	Ynez	Jackson	SR-79 (Winchester)		$0	$0	$0		0%	0%	0.62	1.00		$0	$0	$0	$0	$0	$0	$0
Southwest	Temecula	Butterfield Stage	Murrieta Hot Springs	Calle Chapos		$816,000	$816,000	$0		0%	0%	0.61	1.15		$0	$0	$0	$0	$0	$0	$0
Southwest	Temecula	Butterfield Stage	Calle Chapos	La Serena		$696,000	$696,000	$0		0%	0%	0.58	0.93		$0	$0	$0	$0	$0	$0	$0
Southwest	Temecula	Butterfield Stage	La Serena	Rancho California		$904,000	$904,000	$0	Between La Serena and Rancho California	100%	100%	0.95	1.21	85%	$0	$0	$0	$0	$0	$0	$0
Southwest	Temecula	Butterfield Stage	Rancho California	Pauba		$846,000	$846,000	$0	Between Rancho California and Creek	5%	5%	0.55	0.88		$0	$0	$0	$0	$0	$0	$0
Southwest	Temecula	Butterfield Stage	Pauba	SR-79 (Temecula Pkwy)		$725,000	$725,000	$21,000		0%	0%	0.49	0.84		$0	$0	$0	$21,000	$0	$0	$0
Southwest	Temecula	Jefferson	Cherry	Rancho California		$2,285,000	$2,285,000	$0		0%	0%	0.34	0.92		$0	$0	$0	$0	$0	$0	$0
Southwest	Temecula	Margarita	Murrieta Hot Springs	SR-79 (Temecula Pkwy)		$7,644,000	$7,644,000	$0	Between Winchester and Campos Verdes, and Solana and 250 ft North of Ramsey	5%	5%	0.65	1.04		$0	$0	$0	$0	$0	$0	$0
Southwest	Temecula	Old Town Front	Rancho California	I-15/SR-79 (Temecula Pkwy)		$0	$0	$0		0%	0%	0.68	1.37		$0	$0	$0	$0	$0	$0	$0
Southwest	Temecula	Pechanga Pkwy	SR-79 (Temecula Pkwy)	Via Gilberto		$0	$0	$0		0%	0%	0.72	1.02		$0	$0	$0	$0	$0	$0	$0
Southwest	Temecula	Pechanga Pkwy	Via Gilberto	Pechanga Pkwy		$0	$0	$0		0%	0%	0.42	0.52		$0	$0	$0	$0	$0	$0	$0
Southwest	Temecula	Rancho California	Jefferson	Margarita		$18,254,000	$18,181,000	$101,000	Between I-15 SB On Ramp and I-15, and Moraga and Cosmic	40%	40%	0.90	1.37	99%	$73,000	$0	$73,000	$101,000	$0	$0	$73,000
Southwest	Temecula	Rancho California	I-15	interchange		$32,698,000	$0	$0		0%	0%	1.55	2.67	63%	$12,098,000	$32,698,000	$0	$0	$0	$0	$0
Southwest	Temecula	Rancho California	Margarita	Butterfield Stage		$0	$0	$0		0%	0%	0.63	0.74		$0	$0	$0	$0	$0	$0	$0
Southwest	Temecula	SR-79 (Temecula Pkwy)	I-15	Pechanga Pkwy		$0	$0	$0	Between I-15 and Pechanga	100%	100%	1.08	1.42	65%	$0	$0	$0	$0	$0	$0	$0
Southwest	Temecula	SR-79 (Temecula Pkwy)	Pechanga Pkwy	Butterfield Stage		$3,065,000	$3,065,000	$0		0%	0%	0.65	0.88		$0	$0	$0	$0	$0	$0	$0
Southwest	Unincorporatec	Briggs	Scott	SR-79 (Winchester)		$6,509,000	$6,509,000	$169,000		0%	0%	0.41	0.70		$0	$0	$0	$169,000	$0	$0	$0
Southwest	Unincorporatec	Butterfield Stage	Tucalota Creek	bridge		$0	$0	$0		0%	0%	0.41	0.70		$0	$0	$0	$0	$0	$0	$0
Southwest	Unincorporatec	Butterfield Stage (Pourroy)	Auld	Murrieta Hot Springs		$23,076,000	$23,076,000	$656,000	Between Auld and Honey Pine	23%	12%	0.88	0.99		$0	$0	$0	$656,000	$0	$0	$0
Southwest	Unincorporatec	Grand	Ortega	Corydon		$68,025,000	$68,025,000	$505,000	Between Zinck and Stoneman, and Ontario and Corydon	16%	16%	0.80	1.06		$0	$0	$0	$505,000	$0	$0	$0
Southwest	Unincorporatec	Horsethief Canyon	Temescal Canyon	I-15		$0	$0	$0		0%	0%	0.81	0.64		$0	$0	$0	$0	$0	$0	$0
Southwest	Unincorporatec	Indian Truck Trail	Temescal Canyon	I-15		$0	$0	$0		0%	0%	0.15	0.21		$0	$0	$0	$0	$0	$0	$0
Southwest	Unincorporatec	Murrieta Hot Springs	SR-79 (Winchester)	Pourroy		$0	$0	$0	Between Winchester and Vons	4%	4%	0.46	0.86		$0	$0	$0	$0	$0	$0	$0
Southwest	Unincorporatec	Pala	Pechanga	San Diego County		$0	$0	$0	Between Pechanga and Rainbow Oaks	48%	48%	0.88	1.48		$0	$0	$0	$0	$0	$0	$0
Southwest	Unincorporatec	Pourroy	SR-79 (Winchester)	Auld		$2,236,000	$2,236,000	$64,000		0%	0%	0.42	0.57		$0	$0	$0	$64,000	$0	$0	$0
Southwest	Unincorporatec	Rancho California	Butterfield Stage	Glen Oaks		$87,369,000	$87,369,000	$482,000		0%	0%	0.65	0.93		$0	$0	$0	$482,000	$0	$0	$0
Southwest	Unincorporatec	Temescal Canyon	Horsethief Canyon Wash	bridge		$3,340,000	$3,340,000	$115,000		0%	0%	0.66	0.86		$0	$0	$0	$115,000	$0	$0	$0
Southwest	Unincorporatec	Temescal Canyon	Indian Truck Trail	I-15		$15,739,000	$15,739,000	$447,000		0%	0%	0.64	0.97		$0	$0	$0	$447,000	$0	$0	$0
Southwest	Unincorporatec	Temescal Canyon	Indian Wash	bridge		$1,462,000	$1,462,000	$50,000		0%	0%	0.61	0.80		$0	$0	$0	$50,000	$0	$0	$0
Southwest	Wildomar	Bundy Canyon	Mission	I-15		$9,704,000	$9,704,000	$72,000		0%	0%	0.60	0.90		$0	$0	$0	$72,000	$0	$0	$0
Southwest	Wildomar	Grand	Corydon	Wildomar Trail		$0	$0	$0		0%	0%	0.72	0.89		$0	$0	$0	$0	$0	$0	$0
Southwest	Wildomar	Mission	Bundy Canyon	Palomar		$0	$0	$0		0%	0%	0.20	0.43		$0	$0	$0	$0	$0	$0	$0
Southwest	Wildomar	Palomar	Clinton Keith	Washington		$3,227,000	$3,227,000	$84,000		0%	0%	0.59	0.88		$0	$0	$0	$84,000	$0	$0	$0
Southwest	Wildomar	Palomar	Mission	Clinton Keith		$13,493,000	$13,493,000	$383,000		0%	0%	0.60	0.88		$0	$0	$0	$383,000	$0	$0	$0
Southwest	Wildomar	Wildomar Trail	I-15	Baxter		$1,281,000	$1,281,000	$33,000	Between I-15 SB On Ramp to Baxter	73%	73%	0.87	1.06		$0	$0	$0	$33,000	$0	$0	$0
Southwest	Wildomar	Wildomar Trail	I-15	interchange		$32,698,000	$27,858,000	$0		0%	0%	0.94	1.15	85%	$4,840,000	$0	$4,840,000	$0	$0	$0	$4,840,000
Southwest	Wildomar	Wildomar Trail	Baxter	Palomar		$11,316,000	$11,316,000	$84,000	Between Baxter and Cervera	35%	35%	0.82	0.94		$0	$0	$0	$84,000	$0	$0	$0
Southwest	Wildomar	Wildomar Trail	Palomar	Grand		$0	$0	$0		0%	0%	0.87	1.03		$0	$0	$0	$0	$0	$0	$0
Subtotal						$2,508,329,000	$1,913,028,000	$23,597,000		13.2%					$365,640,000	$264,315,000	$330,986,000	$32,098,000	$318,000	$318,000	$331,304,000
Totals	**Network**					$ 4,840,250,000	$ 3,874,735,000	$ 53,859,000		12.0%	Network Unfunded Existing Need Adjustment				$ 652,275,000	$ 382,886,000	$ 582,629,000	$ 64,606,000	$ 1,410,000	$ 1,263,000	$ 583,892,000
	Transit					$ 217,870,000	$ 154,831,000			28.9%	Transit Existing Need Adjustment						$ 63,039,000				
	Administration					$ 161,183,000	$ 161,183,000														
	MSHCP					$ 64,606,000	$ 53,859,000										$ 1,263,000				
	TOTAL					**$ 5,283,909,000**	**$ 4,244,608,000**			12.2%	Total Unfunded Existing Need Adjustment						**$ 646,931,000**				

EXHIBIT H-3 Regional Transit Existing Need Share

Summary of Transit Trip Change

Year	Western Riverside Daily Transit Trips
2023*	16,575
2045**	57,282
Growth 2023 - 2045	40,707
Existing Need Share:	28.9%
Future Growth Share:	71.1%

Notes:

* - 2023 actual average weekday daily ridership provided by RTA staff December 1, 2023

** - 2045 forecast average weekday daily ridership obtained from SCAG 2020 RTP/SCS Model as provided by Fehr and Peers November

Maximum TUMF Transit Component Value

RTA Transit Full Mitigation Cost	Existing Need Cost	MAX TUMF TRANSIT VALUE
$217,870,000	$63,039,000	**$154,831,000**

Total MAX TUMF VALUE	***$4,297,490,440***
Transit Share of MAX TUMF VALUE	***3.6%***

Appendix I - Western Riverside County Regional Trip Distribution

In order to ensure an equitable regional/zonal distribution of potential TUMF revenues, the distribution of trips in the WRCOG region was analyzed to determine the distribution between local (intra-zonal) and regional (inter-zonal) trips. This analysis was completed using the Year 2040 No-Build scenario Origin-Destination (O-D) vehicle trip tables from RivCoM. The analysis of vehicle trips based on the respective trip ends as stratified by zone is considered sufficient to establish the rough proportionality between local (intra-zonal) and regional (inter-zonal) trips because this measure is intended to only serve as a guide in the distribution of potential TUMF revenues between regional and local projects, and is not intended to serve as the basis for quantifying the relative magnitude of the impacts of different types of new development on the TUMF network (as described in **Appendix J**)

The first step in the analysis was to create a correspondence table between the traffic analysis zones (TAZ's) in the RivCoM model and the five WRCOG TUMF zones: Northwest, Central, Pass Area, Hemet/San Jacinto, and Southwest. A table detailing the TAZ correspondence for each WRCOG TUMF zone is included as **Exhibit I-1** in this Appendix. The vehicle trip tables by TAZ were aggregated to obtain the trip summary between six districts (five WRCOG TUMF Zones and one for the rest of Southern California region included in the model analysis area)

Table 5.1 and **5.2** of the Nexus Study produce a matrix of total combined AM and PM peak period vehicle trips between the six districts. This information is subsequently weighted by TUMF future network lane miles in **Table 5.3** to determine the relative share of trips that can be allocated between the backbone network and secondary network. **Exhibits I-2** through **I-9** provide the corresponding peak period vehicle trip matrices for each of the four time periods analyzed by the RivCoM model (AM peak, midday, PM peak and overnight) as well as total daily trips between the six districts.

EXHIBIT I-1
RivCoM TAZ Correspondence by WRCOG TUMF Zone - Hemet/San Jacinto

TAZ	County	WRCOG Zone	City
1008	Riverside	Central	Lake Elsinore
1044	Riverside	Central	Menifee
1045	Riverside	Central	Menifee
1046	Riverside	Central	Menifee
1047	Riverside	Central	Menifee
1048	Riverside	Central	Menifee
1049	Riverside	Central	Menifee
1050	Riverside	Central	Menifee
1051	Riverside	Central	Menifee
1052	Riverside	Central	Menifee
1053	Riverside	Central	Menifee
1054	Riverside	Central	Menifee
1055	Riverside	Central	Menifee
1056	Riverside	Central	Menifee
1057	Riverside	Central	Menifee
1058	Riverside	Central	Menifee
1059	Riverside	Central	Menifee
1060	Riverside	Central	Menifee
1061	Riverside	Central	Menifee
1062	Riverside	Central	Menifee
1063	Riverside	Central	Menifee
1064	Riverside	Central	Menifee
1065	Riverside	Central	Menifee
1066	Riverside	Central	Menifee
1067	Riverside	Central	Menifee
1068	Riverside	Central	Menifee
1069	Riverside	Central	Menifee
1070	Riverside	Central	Menifee
1071	Riverside	Central	Menifee
1072	Riverside	Central	Menifee
1073	Riverside	Central	Menifee
1074	Riverside	Central	Menifee
1075	Riverside	Central	Menifee
1076	Riverside	Central	Menifee
1077	Riverside	Central	Menifee
1078	Riverside	Central	Menifee
1079	Riverside	Central	Menifee
1080	Riverside	Central	Menifee
1081	Riverside	Central	Menifee
1082	Riverside	Central	Menifee
1083	Riverside	Central	Menifee
1084	Riverside	Central	Menifee
1085	Riverside	Central	Menifee
1086	Riverside	Central	Menifee
1087	Riverside	Central	Menifee
1088	Riverside	Central	Menifee
1089	Riverside	Central	Menifee
1090	Riverside	Central	Menifee
1091	Riverside	Central	Menifee
1092	Riverside	Central	Menifee
1093	Riverside	Central	Menifee
1094	Riverside	Central	Menifee
1095	Riverside	Central	Menifee
1096	Riverside	Central	Menifee
1097	Riverside	Central	Menifee
1098	Riverside	Central	Menifee
1099	Riverside	Central	Menifee
1100	Riverside	Central	Menifee
1101	Riverside	Central	Menifee
1102	Riverside	Central	Menifee
1103	Riverside	Central	Menifee
1104	Riverside	Central	Menifee
1105	Riverside	Central	Menifee
1106	Riverside	Central	Menifee
1107	Riverside	Central	Menifee
1108	Riverside	Central	Menifee
1109	Riverside	Central	Menifee
1110	Riverside	Central	Menifee
1111	Riverside	Central	Menifee
1112	Riverside	Central	Menifee
1113	Riverside	Central	Menifee
1114	Riverside	Central	Menifee
1115	Riverside	Central	Menifee
1116	Riverside	Central	Menifee
1117	Riverside	Central	Menifee
1118	Riverside	Central	Menifee
1119	Riverside	Central	Menifee
1120	Riverside	Central	Menifee
1121	Riverside	Central	Menifee
1122	Riverside	Central	Menifee
1123	Riverside	Central	Menifee
1124	Riverside	Central	Menifee
1125	Riverside	Central	Menifee
1126	Riverside	Central	Menifee
1127	Riverside	Central	Menifee
1128	Riverside	Central	Menifee
1129	Riverside	Central	Menifee
1130	Riverside	Central	Menifee
1131	Riverside	Central	Menifee
1132	Riverside	Central	Menifee
1133	Riverside	Central	Menifee
1134	Riverside	Central	Menifee
1135	Riverside	Central	Menifee
1136	Riverside	Central	Menifee
1137	Riverside	Central	Menifee
1138	Riverside	Central	Menifee
1139	Riverside	Central	Menifee
1140	Riverside	Central	Menifee
1141	Riverside	Central	Menifee
1142	Riverside	Central	Menifee
1143	Riverside	Central	Moreno Valley
1144	Riverside	Central	Moreno Valley
1145	Riverside	Central	Moreno Valley
1146	Riverside	Central	Moreno Valley
1147	Riverside	Central	Moreno Valley
1148	Riverside	Central	Moreno Valley
1149	Riverside	Central	Moreno Valley
1150	Riverside	Central	Moreno Valley
1151	Riverside	Central	Moreno Valley
1152	Riverside	Central	Moreno Valley
1153	Riverside	Central	Moreno Valley
1154	Riverside	Central	Moreno Valley
1155	Riverside	Central	Moreno Valley
1156	Riverside	Central	Moreno Valley
1157	Riverside	Central	Moreno Valley
1158	Riverside	Central	Moreno Valley
1159	Riverside	Central	Moreno Valley
1160	Riverside	Central	Moreno Valley
1161	Riverside	Central	Moreno Valley
1162	Riverside	Central	Moreno Valley
1163	Riverside	Central	Moreno Valley
1164	Riverside	Central	Moreno Valley
1165	Riverside	Central	Moreno Valley
1166	Riverside	Central	Moreno Valley
1167	Riverside	Central	Moreno Valley
1168	Riverside	Central	Moreno Valley
1169	Riverside	Central	Moreno Valley
1170	Riverside	Central	Moreno Valley
1171	Riverside	Central	Moreno Valley
1172	Riverside	Central	Moreno Valley
1173	Riverside	Central	Moreno Valley
1174	Riverside	Central	Moreno Valley
1175	Riverside	Central	Moreno Valley
1176	Riverside	Central	Moreno Valley
1177	Riverside	Central	Moreno Valley
1178	Riverside	Central	Moreno Valley
1179	Riverside	Central	Moreno Valley
1180	Riverside	Central	Moreno Valley
1181	Riverside	Central	Moreno Valley
1182	Riverside	Central	Moreno Valley
1183	Riverside	Central	Moreno Valley
1184	Riverside	Central	Moreno Valley
1185	Riverside	Central	Moreno Valley
1186	Riverside	Central	Moreno Valley
1187	Riverside	Central	Moreno Valley
1188	Riverside	Central	Moreno Valley
1189	Riverside	Central	Moreno Valley
1190	Riverside	Central	Moreno Valley
1191	Riverside	Central	Moreno Valley
1192	Riverside	Central	Moreno Valley
1193	Riverside	Central	Moreno Valley
1194	Riverside	Central	Moreno Valley
1195	Riverside	Central	Moreno Valley
1196	Riverside	Central	Moreno Valley

TAZ	County	WRCOG Zone	City
1197	Riverside	Central	Moreno Valley
1198	Riverside	Central	Moreno Valley
1199	Riverside	Central	Moreno Valley
1200	Riverside	Central	Moreno Valley
1201	Riverside	Central	Moreno Valley
1202	Riverside	Central	Moreno Valley
1203	Riverside	Central	Moreno Valley
1204	Riverside	Central	Moreno Valley
1205	Riverside	Central	Moreno Valley
1206	Riverside	Central	Moreno Valley
1207	Riverside	Central	Moreno Valley
1208	Riverside	Central	Moreno Valley
1209	Riverside	Central	Moreno Valley
1210	Riverside	Central	Moreno Valley
1211	Riverside	Central	Moreno Valley
1212	Riverside	Central	Moreno Valley
1213	Riverside	Central	Moreno Valley
1214	Riverside	Central	Moreno Valley
1215	Riverside	Central	Moreno Valley
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1843	Riverside	Central	Perris
1844	Riverside	Central	Perris
1845	Riverside	Central	Perris
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1855	Riverside	Central	Perris
1856	Riverside	Central	Perris

TAZ	County	WRCOG Zone	City
1857	Riverside	Central	Perris
1858	Riverside	Central	Perris
1859	Riverside	Central	Perris
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1875	Riverside	Central	Perris
1876	Riverside	Central	Perris
1877	Riverside	Central	Perris
1878	Riverside	Central	Perris
1879	Riverside	Central	Perris
2126	Riverside	Central	Riverside
2127	Riverside	Central	Riverside
2128	Riverside	Central	Riverside
2320	Riverside	Central	Unincorporated
2327	Riverside	Central	Unincorporated
2328	Riverside	Central	Unincorporated
2329	Riverside	Central	Unincorporated
2330	Riverside	Central	Unincorporated
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2332	Riverside	Central	Unincorporated
2333	Riverside	Central	Unincorporated
2334	Riverside	Central	Unincorporated
2335	Riverside	Central	Unincorporated
2336	Riverside	Central	Unincorporated
2337	Riverside	Central	Unincorporated
2339	Riverside	Central	Unincorporated
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2343	Riverside	Central	Unincorporated
2344	Riverside	Central	Unincorporated
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2351	Riverside	Central	Unincorporated
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2709	Riverside	Central	Unincorporated
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2733	Riverside	Central	Unincorporated
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2754	Riverside	Central	Unincorporated
2755	Riverside	Central	Unincorporated
2756	Riverside	Central	Unincorporated
2757	Riverside	Central	Unincorporated
2758	Riverside	Central	Unincorporated
2759	Riverside	Central	Unincorporated
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2761	Riverside	Central	Unincorporated
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2781	Riverside	Central	Unincorporated
2782	Riverside	Central	Unincorporated
2783	Riverside	Central	Unincorporated
2784	Riverside	Central	Unincorporated
2785	Riverside	Central	Unincorporated
2786	Riverside	Central	Unincorporated
2787	Riverside	Central	Unincorporated
2788	Riverside	Central	Unincorporated
2789	Riverside	Central	Unincorporated
2793	Riverside	Central	Unincorporated
2794	Riverside	Central	Unincorporated
2795	Riverside	Central	Unincorporated
2796	Riverside	Central	Unincorporated
2797	Riverside	Central	Unincorporated
2802	Riverside	Central	Unincorporated
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2807	Riverside	Central	Unincorporated
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2825	Riverside	Central	Unincorporated
2853	Riverside	Central	Unincorporated
2857	Riverside	Central	Unincorporated
2862	Riverside	Central	Unincorporated
2863	Riverside	Central	Unincorporated
2864	Riverside	Central	Unincorporated
2869	Riverside	Central	Unincorporated
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2872	Riverside	Central	Unincorporated
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2877	Riverside	Central	Unincorporated
2878	Riverside	Central	Unincorporated
2879	Riverside	Central	Unincorporated
2880	Riverside	Central	Unincorporated
2905	Riverside	Central	Unincorporated
2906	Riverside	Central	Unincorporated
2907	Riverside	Central	Unincorporated
3177	Riverside	Central	Unincorporated
3183	Riverside	Central	Unincorporated
3225	Riverside	Central	Unincorporated
3227	Riverside	Central	Unincorporated
3228	Riverside	Central	Unincorporated
3229	Riverside	Central	Unincorporated
3230	Riverside	Central	Unincorporated
3231	Riverside	Central	Unincorporated
3232	Riverside	Central	Unincorporated
3233	Riverside	Central	Unincorporated
3235	Riverside	Central	Unincorporated
3236	Riverside	Central	Unincorporated

EXHIBIT I-1 (continued)
RivCoM TAZ Correspondence by WRCOG TUMF Zone - Hemet/San Jacinto

TAZ	County	WRCOG Zone	City
642	Riverside	Hemet/San Jacinto	Hemet
643	Riverside	Hemet/San Jacinto	Hemet
644	Riverside	Hemet/San Jacinto	Hemet
645	Riverside	Hemet/San Jacinto	Hemet
646	Riverside	Hemet/San Jacinto	Hemet
647	Riverside	Hemet/San Jacinto	Hemet
648	Riverside	Hemet/San Jacinto	Hemet
649	Riverside	Hemet/San Jacinto	Hemet
650	Riverside	Hemet/San Jacinto	Hemet
651	Riverside	Hemet/San Jacinto	Hemet
652	Riverside	Hemet/San Jacinto	Hemet
653	Riverside	Hemet/San Jacinto	Hemet
654	Riverside	Hemet/San Jacinto	Hemet
655	Riverside	Hemet/San Jacinto	Hemet
656	Riverside	Hemet/San Jacinto	Hemet
657	Riverside	Hemet/San Jacinto	Hemet
658	Riverside	Hemet/San Jacinto	Hemet
659	Riverside	Hemet/San Jacinto	Hemet
660	Riverside	Hemet/San Jacinto	Hemet
661	Riverside	Hemet/San Jacinto	Hemet
662	Riverside	Hemet/San Jacinto	Hemet
663	Riverside	Hemet/San Jacinto	Hemet
664	Riverside	Hemet/San Jacinto	Hemet
665	Riverside	Hemet/San Jacinto	Hemet
666	Riverside	Hemet/San Jacinto	Hemet
667	Riverside	Hemet/San Jacinto	Hemet
668	Riverside	Hemet/San Jacinto	Hemet
669	Riverside	Hemet/San Jacinto	Hemet
670	Riverside	Hemet/San Jacinto	Hemet
671	Riverside	Hemet/San Jacinto	Hemet
672	Riverside	Hemet/San Jacinto	Hemet
673	Riverside	Hemet/San Jacinto	Hemet
674	Riverside	Hemet/San Jacinto	Hemet
675	Riverside	Hemet/San Jacinto	Hemet
676	Riverside	Hemet/San Jacinto	Hemet
677	Riverside	Hemet/San Jacinto	Hemet
678	Riverside	Hemet/San Jacinto	Hemet
679	Riverside	Hemet/San Jacinto	Hemet
680	Riverside	Hemet/San Jacinto	Hemet
681	Riverside	Hemet/San Jacinto	Hemet
682	Riverside	Hemet/San Jacinto	Hemet
683	Riverside	Hemet/San Jacinto	Hemet
684	Riverside	Hemet/San Jacinto	Hemet
685	Riverside	Hemet/San Jacinto	Hemet
686	Riverside	Hemet/San Jacinto	Hemet
687	Riverside	Hemet/San Jacinto	Hemet
688	Riverside	Hemet/San Jacinto	Hemet
689	Riverside	Hemet/San Jacinto	Hemet
690	Riverside	Hemet/San Jacinto	Hemet
691	Riverside	Hemet/San Jacinto	Hemet
692	Riverside	Hemet/San Jacinto	Hemet
693	Riverside	Hemet/San Jacinto	Hemet
694	Riverside	Hemet/San Jacinto	Hemet
695	Riverside	Hemet/San Jacinto	Hemet
696	Riverside	Hemet/San Jacinto	Hemet
697	Riverside	Hemet/San Jacinto	Hemet
698	Riverside	Hemet/San Jacinto	Hemet
699	Riverside	Hemet/San Jacinto	Hemet
700	Riverside	Hemet/San Jacinto	Hemet
701	Riverside	Hemet/San Jacinto	Hemet
702	Riverside	Hemet/San Jacinto	Hemet
703	Riverside	Hemet/San Jacinto	Hemet
704	Riverside	Hemet/San Jacinto	Hemet
705	Riverside	Hemet/San Jacinto	Hemet
706	Riverside	Hemet/San Jacinto	Hemet
707	Riverside	Hemet/San Jacinto	Hemet
708	Riverside	Hemet/San Jacinto	Hemet
709	Riverside	Hemet/San Jacinto	Hemet
710	Riverside	Hemet/San Jacinto	Hemet
711	Riverside	Hemet/San Jacinto	Hemet
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717	Riverside	Hemet/San Jacinto	Hemet
718	Riverside	Hemet/San Jacinto	Hemet
719	Riverside	Hemet/San Jacinto	Hemet
720	Riverside	Hemet/San Jacinto	Hemet
721	Riverside	Hemet/San Jacinto	Hemet
722	Riverside	Hemet/San Jacinto	Hemet
723	Riverside	Hemet/San Jacinto	Hemet
724	Riverside	Hemet/San Jacinto	Hemet
725	Riverside	Hemet/San Jacinto	Hemet
726	Riverside	Hemet/San Jacinto	Hemet
727	Riverside	Hemet/San Jacinto	Hemet
728	Riverside	Hemet/San Jacinto	Hemet
729	Riverside	Hemet/San Jacinto	Hemet
730	Riverside	Hemet/San Jacinto	Hemet
731	Riverside	Hemet/San Jacinto	Hemet
732	Riverside	Hemet/San Jacinto	Hemet
733	Riverside	Hemet/San Jacinto	Hemet
734	Riverside	Hemet/San Jacinto	Hemet
735	Riverside	Hemet/San Jacinto	Hemet
736	Riverside	Hemet/San Jacinto	Hemet
737	Riverside	Hemet/San Jacinto	Hemet
738	Riverside	Hemet/San Jacinto	Hemet

TAZ	County	WRCOG Zone	City
2135	Riverside	Hemet/San Jacinto	San Jacinto
2136	Riverside	Hemet/San Jacinto	San Jacinto
2137	Riverside	Hemet/San Jacinto	San Jacinto
2138	Riverside	Hemet/San Jacinto	San Jacinto
2139	Riverside	Hemet/San Jacinto	San Jacinto
2140	Riverside	Hemet/San Jacinto	San Jacinto
2141	Riverside	Hemet/San Jacinto	San Jacinto
2142	Riverside	Hemet/San Jacinto	San Jacinto
2143	Riverside	Hemet/San Jacinto	San Jacinto
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2146	Riverside	Hemet/San Jacinto	San Jacinto
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2148	Riverside	Hemet/San Jacinto	San Jacinto
2149	Riverside	Hemet/San Jacinto	San Jacinto
2150	Riverside	Hemet/San Jacinto	San Jacinto
2151	Riverside	Hemet/San Jacinto	San Jacinto
2152	Riverside	Hemet/San Jacinto	San Jacinto
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2154	Riverside	Hemet/San Jacinto	San Jacinto
2155	Riverside	Hemet/San Jacinto	San Jacinto
2156	Riverside	Hemet/San Jacinto	San Jacinto
2157	Riverside	Hemet/San Jacinto	San Jacinto
2158	Riverside	Hemet/San Jacinto	San Jacinto
2159	Riverside	Hemet/San Jacinto	San Jacinto
2160	Riverside	Hemet/San Jacinto	San Jacinto
2161	Riverside	Hemet/San Jacinto	San Jacinto
2162	Riverside	Hemet/San Jacinto	San Jacinto
2163	Riverside	Hemet/San Jacinto	San Jacinto
2164	Riverside	Hemet/San Jacinto	San Jacinto
2165	Riverside	Hemet/San Jacinto	San Jacinto
2166	Riverside	Hemet/San Jacinto	San Jacinto
2167	Riverside	Hemet/San Jacinto	San Jacinto
2168	Riverside	Hemet/San Jacinto	San Jacinto
2169	Riverside	Hemet/San Jacinto	San Jacinto
2170	Riverside	Hemet/San Jacinto	San Jacinto
2171	Riverside	Hemet/San Jacinto	San Jacinto
2172	Riverside	Hemet/San Jacinto	San Jacinto
2173	Riverside	Hemet/San Jacinto	San Jacinto
2174	Riverside	Hemet/San Jacinto	San Jacinto
2175	Riverside	Hemet/San Jacinto	San Jacinto
2176	Riverside	Hemet/San Jacinto	San Jacinto
2177	Riverside	Hemet/San Jacinto	San Jacinto
2178	Riverside	Hemet/San Jacinto	San Jacinto
2179	Riverside	Hemet/San Jacinto	San Jacinto
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2200	Riverside	Hemet/San Jacinto	San Jacinto
2201	Riverside	Hemet/San Jacinto	San Jacinto
2202	Riverside	Hemet/San Jacinto	San Jacinto
2203	Riverside	Hemet/San Jacinto	San Jacinto
2204	Riverside	Hemet/San Jacinto	San Jacinto
2205	Riverside	Hemet/San Jacinto	San Jacinto
2206	Riverside	Hemet/San Jacinto	San Jacinto
2207	Riverside	Hemet/San Jacinto	San Jacinto
2324	Riverside	Hemet/San Jacinto	Unincorporated
2325	Riverside	Hemet/San Jacinto	Unincorporated
2326	Riverside	Hemet/San Jacinto	Unincorporated
2338	Riverside	Hemet/San Jacinto	Unincorporated
2340	Riverside	Hemet/San Jacinto	Unincorporated
2342	Riverside	Hemet/San Jacinto	Unincorporated
2346	Riverside	Hemet/San Jacinto	Unincorporated
2347	Riverside	Hemet/San Jacinto	Unincorporated
2348	Riverside	Hemet/San Jacinto	Unincorporated
2349	Riverside	Hemet/San Jacinto	Unincorporated
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2628	Riverside	Hemet/San Jacinto	Unincorporated
2630	Riverside	Hemet/San Jacinto	Unincorporated
2631	Riverside	Hemet/San Jacinto	Unincorporated

TAZ	County	WRCOG Zone	City
2625	Riverside	Hemet/San Jacinto	Unincorporated
2626	Riverside	Hemet/San Jacinto	Unincorporated
2628	Riverside	Hemet/San Jacinto	Unincorporated
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2634	Riverside	Hemet/San Jacinto	Unincorporated
2635	Riverside	Hemet/San Jacinto	Unincorporated
2641	Riverside	Hemet/San Jacinto	Unincorporated
2642	Riverside	Hemet/San Jacinto	Unincorporated
2643	Riverside	Hemet/San Jacinto	Unincorporated
2644	Riverside	Hemet/San Jacinto	Unincorporated
2645	Riverside	Hemet/San Jacinto	Unincorporated
2646	Riverside	Hemet/San Jacinto	Unincorporated
2647	Riverside	Hemet/San Jacinto	Unincorporated
2648	Riverside	Hemet/San Jacinto	Unincorporated
2649	Riverside	Hemet/San Jacinto	Unincorporated
2651	Riverside	Hemet/San Jacinto	Unincorporated
2652	Riverside	Hemet/San Jacinto	Unincorporated
2653	Riverside	Hemet/San Jacinto	Unincorporated
2654	Riverside	Hemet/San Jacinto	Unincorporated
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3242	Riverside	Hemet/San Jacinto	Unincorporated
3243	Riverside	Hemet/San Jacinto	Unincorporated
3244	Riverside	Hemet/San Jacinto	Unincorporated
3245	Riverside	Hemet/San Jacinto	Unincorporated

EXHIBIT I-1 (continued)
RivCoM TAZ Correspondence by WRCOG TUMF Zone - Northwest

TAZ	County	WRCOG Zone	City
332	Riverside	Northwest	Corona
333	Riverside	Northwest	Corona
334	Riverside	Northwest	Corona
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2022	Riverside	Northwest	Riverside
2023	Riverside	Northwest	Riverside
2024	Riverside	Northwest	Riverside
2025	Riverside	Northwest	Riverside
2026	Riverside	Northwest	Riverside
2027	Riverside	Northwest	Riverside
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2033	Riverside	Northwest	Riverside
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2042	Riverside	Northwest	Riverside
2043	Riverside	Northwest	Riverside
2044	Riverside	Northwest	Riverside
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2046	Riverside	Northwest	Riverside
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2051	Riverside	Northwest	Riverside
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2097	Riverside	Northwest	Riverside
2098	Riverside	Northwest	Riverside
2099	Riverside	Northwest	Riverside
2100	Riverside	Northwest	Riverside
2101	Riverside	Northwest	Riverside
2102	Riverside	Northwest	Riverside
2103	Riverside	Northwest	Riverside
2104	Riverside	Northwest	Riverside
2105	Riverside	Northwest	Riverside
2106	Riverside	Northwest	Riverside
2107	Riverside	Northwest	Riverside
2108	Riverside	Northwest	Riverside
2109	Riverside	Northwest	Riverside
2110	Riverside	Northwest	Riverside
2111	Riverside	Northwest	Riverside
2112	Riverside	Northwest	Riverside
2113	Riverside	Northwest	Riverside
2114	Riverside	Northwest	Riverside
2115	Riverside	Northwest	Riverside
2116	Riverside	Northwest	Riverside
2117	Riverside	Northwest	Riverside
2118	Riverside	Northwest	Riverside
2119	Riverside	Northwest	Riverside
2120	Riverside	Northwest	Riverside
2121	Riverside	Northwest	Riverside
2122	Riverside	Northwest	Riverside
2123	Riverside	Northwest	Riverside
2124	Riverside	Northwest	Riverside
2125	Riverside	Northwest	Riverside
2129	Riverside	Northwest	Riverside
2130	Riverside	Northwest	Riverside
2131	Riverside	Northwest	Riverside
2132	Riverside	Northwest	Riverside
2133	Riverside	Northwest	Riverside
2134	Riverside	Northwest	Riverside
2321	Riverside	Northwest	Unincorporated
2322	Riverside	Northwest	Unincorporated
2370	Riverside	Northwest	Unincorporated
2371	Riverside	Northwest	Unincorporated
2372	Riverside	Northwest	Unincorporated
2373	Riverside	Northwest	Unincorporated
2374	Riverside	Northwest	Unincorporated
2375	Riverside	Northwest	Unincorporated
2376	Riverside	Northwest	Unincorporated
2377	Riverside	Northwest	Unincorporated
2378	Riverside	Northwest	Unincorporated
2379	Riverside	Northwest	Unincorporated
2380	Riverside	Northwest	Unincorporated
2381	Riverside	Northwest	Unincorporated
2382	Riverside	Northwest	Unincorporated
2383	Riverside	Northwest	Unincorporated
2384	Riverside	Northwest	Unincorporated
2385	Riverside	Northwest	Unincorporated
2386	Riverside	Northwest	Unincorporated
2387	Riverside	Northwest	Unincorporated
2388	Riverside	Northwest	Unincorporated
2389	Riverside	Northwest	Unincorporated
2390	Riverside	Northwest	Unincorporated
2391	Riverside	Northwest	Unincorporated
2392	Riverside	Northwest	Unincorporated
2393	Riverside	Northwest	Unincorporated
2394	Riverside	Northwest	Unincorporated
2397	Riverside	Northwest	Unincorporated
2398	Riverside	Northwest	Unincorporated
2399	Riverside	Northwest	Unincorporated
2400	Riverside	Northwest	Unincorporated
2401	Riverside	Northwest	Unincorporated
2402	Riverside	Northwest	Unincorporated
2403	Riverside	Northwest	Unincorporated
2404	Riverside	Northwest	Unincorporated
2405	Riverside	Northwest	Unincorporated
2406	Riverside	Northwest	Unincorporated
2407	Riverside	Northwest	Unincorporated
2408	Riverside	Northwest	Unincorporated
2409	Riverside	Northwest	Unincorporated
2410	Riverside	Northwest	Unincorporated
2411	Riverside	Northwest	Unincorporated
2412	Riverside	Northwest	Unincorporated
2413	Riverside	Northwest	Unincorporated
2586	Riverside	Northwest	Unincorporated
2587	Riverside	Northwest	Unincorporated
2588	Riverside	Northwest	Unincorporated
2589	Riverside	Northwest	Unincorporated
2590	Riverside	Northwest	Unincorporated
2591	Riverside	Northwest	Unincorporated
2592	Riverside	Northwest	Unincorporated
2593	Riverside	Northwest	Unincorporated
2594	Riverside	Northwest	Unincorporated
2595	Riverside	Northwest	Unincorporated
2596	Riverside	Northwest	Unincorporated
2597	Riverside	Northwest	Unincorporated
2598	Riverside	Northwest	Unincorporated
2599	Riverside	Northwest	Unincorporated
2600	Riverside	Northwest	Unincorporated
2601	Riverside	Northwest	Unincorporated
2602	Riverside	Northwest	Unincorporated
2603	Riverside	Northwest	Unincorporated
2604	Riverside	Northwest	Unincorporated
2605	Riverside	Northwest	Unincorporated
2606	Riverside	Northwest	Unincorporated
2607	Riverside	Northwest	Unincorporated
2664	Riverside	Northwest	Unincorporated
2666	Riverside	Northwest	Unincorporated
2671	Riverside	Northwest	Unincorporated
2672	Riverside	Northwest	Unincorporated
2680	Riverside	Northwest	Unincorporated
2681	Riverside	Northwest	Unincorporated
2705	Riverside	Northwest	Unincorporated
2706	Riverside	Northwest	Unincorporated
2707	Riverside	Northwest	Unincorporated
2726	Riverside	Northwest	Unincorporated
2730	Riverside	Northwest	Unincorporated
2731	Riverside	Northwest	Unincorporated
2732	Riverside	Northwest	Unincorporated
2734	Riverside	Northwest	Unincorporated
2735	Riverside	Northwest	Unincorporated
2736	Riverside	Northwest	Unincorporated
2737	Riverside	Northwest	Unincorporated
2738	Riverside	Northwest	Unincorporated
2739	Riverside	Northwest	Unincorporated
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2742	Riverside	Northwest	Unincorporated
2743	Riverside	Northwest	Unincorporated
2749	Riverside	Northwest	Unincorporated
2750	Riverside	Northwest	Unincorporated
2751	Riverside	Northwest	Unincorporated
2763	Riverside	Northwest	Unincorporated
2764	Riverside	Northwest	Unincorporated
2765	Riverside	Northwest	Unincorporated
2766	Riverside	Northwest	Unincorporated
2767	Riverside	Northwest	Unincorporated
2768	Riverside	Northwest	Unincorporated
2769	Riverside	Northwest	Unincorporated
2770	Riverside	Northwest	Unincorporated
2771	Riverside	Northwest	Unincorporated
2772	Riverside	Northwest	Unincorporated
2773	Riverside	Northwest	Unincorporated
2774	Riverside	Northwest	Unincorporated
2775	Riverside	Northwest	Unincorporated
2776	Riverside	Northwest	Unincorporated
2777	Riverside	Northwest	Unincorporated
2778	Riverside	Northwest	Unincorporated
2779	Riverside	Northwest	Unincorporated
2790	Riverside	Northwest	Unincorporated
2791	Riverside	Northwest	Unincorporated
2792	Riverside	Northwest	Unincorporated
2798	Riverside	Northwest	Unincorporated
2799	Riverside	Northwest	Unincorporated
2800	Riverside	Northwest	Unincorporated
2801	Riverside	Northwest	Unincorporated
2803	Riverside	Northwest	Unincorporated
2805	Riverside	Northwest	Unincorporated
2806	Riverside	Northwest	Unincorporated
2808	Riverside	Northwest	Unincorporated
3093	Riverside	Northwest	Unincorporated
3146	Riverside	Northwest	Unincorporated
3147	Riverside	Northwest	Unincorporated
3148	Riverside	Northwest	Unincorporated
3149	Riverside	Northwest	Unincorporated
3152	Riverside	Northwest	Unincorporated
3174	Riverside	Northwest	Unincorporated
3185	Riverside	Northwest	Unincorporated
3186	Riverside	Northwest	Unincorporated
3187	Riverside	Northwest	Unincorporated
3188	Riverside	Northwest	Unincorporated
3189	Riverside	Northwest	Unincorporated
3190	Riverside	Northwest	Unincorporated
3191	Riverside	Northwest	Unincorporated
3192	Riverside	Northwest	Unincorporated
3193	Riverside	Northwest	Unincorporated
3203	Riverside	Northwest	Unincorporated
3204	Riverside	Northwest	Unincorporated
3206	Riverside	Northwest	Unincorporated

EXHIBIT I-1 (continued)
RivCoM TAZ Correspondence by WRCOG TUMF Zone - Pass

TAZ	County	WRCOG Zone	City
1	Riverside	Pass	Banning
2	Riverside	Pass	Banning
3	Riverside	Pass	Banning
4	Riverside	Pass	Banning
5	Riverside	Pass	Banning
6	Riverside	Pass	Banning
7	Riverside	Pass	Banning
8	Riverside	Pass	Banning
9	Riverside	Pass	Banning
10	Riverside	Pass	Banning
11	Riverside	Pass	Banning
12	Riverside	Pass	Banning
13	Riverside	Pass	Banning
14	Riverside	Pass	Banning
15	Riverside	Pass	Banning
16	Riverside	Pass	Banning
17	Riverside	Pass	Banning
18	Riverside	Pass	Banning
19	Riverside	Pass	Banning
20	Riverside	Pass	Banning
21	Riverside	Pass	Banning
22	Riverside	Pass	Banning
23	Riverside	Pass	Banning
24	Riverside	Pass	Banning
25	Riverside	Pass	Banning
26	Riverside	Pass	Banning
27	Riverside	Pass	Banning
28	Riverside	Pass	Banning
29	Riverside	Pass	Banning
30	Riverside	Pass	Banning
31	Riverside	Pass	Banning
32	Riverside	Pass	Banning
33	Riverside	Pass	Banning
34	Riverside	Pass	Banning
35	Riverside	Pass	Banning
36	Riverside	Pass	Banning
37	Riverside	Pass	Banning
38	Riverside	Pass	Banning
39	Riverside	Pass	Banning
40	Riverside	Pass	Banning
41	Riverside	Pass	Banning
42	Riverside	Pass	Banning
43	Riverside	Pass	Banning
44	Riverside	Pass	Banning
45	Riverside	Pass	Banning
46	Riverside	Pass	Banning
47	Riverside	Pass	Banning
48	Riverside	Pass	Banning
49	Riverside	Pass	Banning
50	Riverside	Pass	Banning
51	Riverside	Pass	Banning
52	Riverside	Pass	Banning
53	Riverside	Pass	Banning
54	Riverside	Pass	Banning
55	Riverside	Pass	Banning
56	Riverside	Pass	Banning
57	Riverside	Pass	Beaumont
58	Riverside	Pass	Beaumont
59	Riverside	Pass	Beaumont
60	Riverside	Pass	Beaumont
61	Riverside	Pass	Beaumont
62	Riverside	Pass	Beaumont
63	Riverside	Pass	Beaumont
64	Riverside	Pass	Beaumont
65	Riverside	Pass	Beaumont
66	Riverside	Pass	Beaumont
67	Riverside	Pass	Beaumont
68	Riverside	Pass	Beaumont
69	Riverside	Pass	Beaumont
70	Riverside	Pass	Beaumont
71	Riverside	Pass	Beaumont
72	Riverside	Pass	Beaumont
73	Riverside	Pass	Beaumont
74	Riverside	Pass	Beaumont
75	Riverside	Pass	Beaumont
76	Riverside	Pass	Beaumont
77	Riverside	Pass	Beaumont
78	Riverside	Pass	Beaumont
79	Riverside	Pass	Beaumont
80	Riverside	Pass	Beaumont
81	Riverside	Pass	Beaumont
82	Riverside	Pass	Beaumont
83	Riverside	Pass	Beaumont
84	Riverside	Pass	Beaumont
85	Riverside	Pass	Beaumont
86	Riverside	Pass	Beaumont
87	Riverside	Pass	Beaumont
88	Riverside	Pass	Beaumont
89	Riverside	Pass	Beaumont
90	Riverside	Pass	Beaumont
91	Riverside	Pass	Beaumont
92	Riverside	Pass	Beaumont
93	Riverside	Pass	Beaumont
94	Riverside	Pass	Beaumont
95	Riverside	Pass	Beaumont
96	Riverside	Pass	Beaumont
97	Riverside	Pass	Beaumont
98	Riverside	Pass	Beaumont
99	Riverside	Pass	Beaumont
100	Riverside	Pass	Beaumont
101	Riverside	Pass	Beaumont
102	Riverside	Pass	Beaumont
103	Riverside	Pass	Beaumont
104	Riverside	Pass	Beaumont
105	Riverside	Pass	Beaumont
106	Riverside	Pass	Beaumont
107	Riverside	Pass	Beaumont
108	Riverside	Pass	Beaumont
109	Riverside	Pass	Beaumont
110	Riverside	Pass	Beaumont
111	Riverside	Pass	Beaumont
112	Riverside	Pass	Beaumont
113	Riverside	Pass	Beaumont
114	Riverside	Pass	Beaumont

TAZ	County	WRCOG Zone	City
128	Riverside	Pass	Calimesa
129	Riverside	Pass	Calimesa
130	Riverside	Pass	Calimesa
131	Riverside	Pass	Calimesa
132	Riverside	Pass	Calimesa
133	Riverside	Pass	Calimesa
134	Riverside	Pass	Calimesa
135	Riverside	Pass	Calimesa
136	Riverside	Pass	Calimesa
137	Riverside	Pass	Calimesa
138	Riverside	Pass	Calimesa
139	Riverside	Pass	Calimesa
140	Riverside	Pass	Calimesa
141	Riverside	Pass	Calimesa
142	Riverside	Pass	Calimesa
143	Riverside	Pass	Calimesa
144	Riverside	Pass	Calimesa
145	Riverside	Pass	Calimesa
146	Riverside	Pass	Calimesa
147	Riverside	Pass	Calimesa
148	Riverside	Pass	Calimesa
149	Riverside	Pass	Calimesa
150	Riverside	Pass	Calimesa
151	Riverside	Pass	Calimesa
152	Riverside	Pass	Calimesa
153	Riverside	Pass	Calimesa
154	Riverside	Pass	Calimesa
1278	Riverside	Pass	Moreno Valley
2323	Riverside	Pass	Unincorporated
2355	Riverside	Pass	Unincorporated
2356	Riverside	Pass	Unincorporated
2357	Riverside	Pass	Unincorporated
2363	Riverside	Pass	Unincorporated
2364	Riverside	Pass	Unincorporated
2365	Riverside	Pass	Unincorporated
2627	Riverside	Pass	Unincorporated
2629	Riverside	Pass	Unincorporated
2638	Riverside	Pass	Unincorporated
2639	Riverside	Pass	Unincorporated
2640	Riverside	Pass	Unincorporated
2650	Riverside	Pass	Unincorporated
2656	Riverside	Pass	Unincorporated
2657	Riverside	Pass	Unincorporated
2658	Riverside	Pass	Unincorporated
2659	Riverside	Pass	Unincorporated
2661	Riverside	Pass	Unincorporated
2667	Riverside	Pass	Unincorporated
2674	Riverside	Pass	Unincorporated
2858	Riverside	Pass	Unincorporated
2859	Riverside	Pass	Unincorporated
2896	Riverside	Pass	Unincorporated
2897	Riverside	Pass	Unincorporated
2898	Riverside	Pass	Unincorporated
2899	Riverside	Pass	Unincorporated
2900	Riverside	Pass	Unincorporated
2901	Riverside	Pass	Unincorporated
2902	Riverside	Pass	Unincorporated
2903	Riverside	Pass	Unincorporated
2904	Riverside	Pass	Unincorporated
2908	Riverside	Pass	Unincorporated
2909	Riverside	Pass	Unincorporated
2910	Riverside	Pass	Unincorporated
2911	Riverside	Pass	Unincorporated
2912	Riverside	Pass	Unincorporated
2913	Riverside	Pass	Unincorporated
2914	Riverside	Pass	Unincorporated
2915	Riverside	Pass	Unincorporated
2916	Riverside	Pass	Unincorporated
2917	Riverside	Pass	Unincorporated
2927	Riverside	Pass	Unincorporated
2939	Riverside	Pass	Unincorporated
2940	Riverside	Pass	Unincorporated
2941	Riverside	Pass	Unincorporated
2942	Riverside	Pass	Unincorporated
2943	Riverside	Pass	Unincorporated
2944	Riverside	Pass	Unincorporated
2945	Riverside	Pass	Unincorporated
2946	Riverside	Pass	Unincorporated
2947	Riverside	Pass	Unincorporated
2948	Riverside	Pass	Unincorporated
2949	Riverside	Pass	Unincorporated
2950	Riverside	Pass	Unincorporated
2951	Riverside	Pass	Unincorporated
2952	Riverside	Pass	Unincorporated
3042	Riverside	Pass	Unincorporated
3156	Riverside	Pass	Unincorporated
3157	Riverside	Pass	Unincorporated
3158	Riverside	Pass	Unincorporated
3159	Riverside	Pass	Unincorporated
3160	Riverside	Pass	Unincorporated
3161	Riverside	Pass	Unincorporated
3164	Riverside	Pass	Unincorporated
3216	Riverside	Pass	Unincorporated
3217	Riverside	Pass	Unincorporated
3218	Riverside	Pass	Unincorporated
3219	Riverside	Pass	Unincorporated
3220	Riverside	Pass	Unincorporated
3221	Riverside	Pass	Unincorporated
3222	Riverside	Pass	Unincorporated
3223	Riverside	Pass	Unincorporated

EXHIBIT I-1 (continued)
RivCoM TAZ Correspondence by WRCOG TUMF Zone - Southwest

TAZ	County	WRCOG Zone	City
155	Riverside	Southwest	Canyon Lake
156	Riverside	Southwest	Canyon Lake
157	Riverside	Southwest	Canyon Lake
158	Riverside	Southwest	Canyon Lake
159	Riverside	Southwest	Canyon Lake
160	Riverside	Southwest	Canyon Lake
161	Riverside	Southwest	Canyon Lake
938	Riverside	Southwest	Lake Elsinore
939	Riverside	Southwest	Lake Elsinore
940	Riverside	Southwest	Lake Elsinore
941	Riverside	Southwest	Lake Elsinore
942	Riverside	Southwest	Lake Elsinore
943	Riverside	Southwest	Lake Elsinore
944	Riverside	Southwest	Lake Elsinore
945	Riverside	Southwest	Lake Elsinore
946	Riverside	Southwest	Lake Elsinore
947	Riverside	Southwest	Lake Elsinore
948	Riverside	Southwest	Lake Elsinore
949	Riverside	Southwest	Lake Elsinore
950	Riverside	Southwest	Lake Elsinore
951	Riverside	Southwest	Lake Elsinore
952	Riverside	Southwest	Lake Elsinore
953	Riverside	Southwest	Lake Elsinore
954	Riverside	Southwest	Lake Elsinore
955	Riverside	Southwest	Lake Elsinore
956	Riverside	Southwest	Lake Elsinore
957	Riverside	Southwest	Lake Elsinore
958	Riverside	Southwest	Lake Elsinore
959	Riverside	Southwest	Lake Elsinore
960	Riverside	Southwest	Lake Elsinore
961	Riverside	Southwest	Lake Elsinore
962	Riverside	Southwest	Lake Elsinore
963	Riverside	Southwest	Lake Elsinore
964	Riverside	Southwest	Lake Elsinore
965	Riverside	Southwest	Lake Elsinore
966	Riverside	Southwest	Lake Elsinore
967	Riverside	Southwest	Lake Elsinore
968	Riverside	Southwest	Lake Elsinore
969	Riverside	Southwest	Lake Elsinore
970	Riverside	Southwest	Lake Elsinore
971	Riverside	Southwest	Lake Elsinore
972	Riverside	Southwest	Lake Elsinore
973	Riverside	Southwest	Lake Elsinore
974	Riverside	Southwest	Lake Elsinore
975	Riverside	Southwest	Lake Elsinore
976	Riverside	Southwest	Lake Elsinore
977	Riverside	Southwest	Lake Elsinore
978	Riverside	Southwest	Lake Elsinore
979	Riverside	Southwest	Lake Elsinore
980	Riverside	Southwest	Lake Elsinore
981	Riverside	Southwest	Lake Elsinore
982	Riverside	Southwest	Lake Elsinore
983	Riverside	Southwest	Lake Elsinore
984	Riverside	Southwest	Lake Elsinore
985	Riverside	Southwest	Lake Elsinore
986	Riverside	Southwest	Lake Elsinore
987	Riverside	Southwest	Lake Elsinore
988	Riverside	Southwest	Lake Elsinore
989	Riverside	Southwest	Lake Elsinore
990	Riverside	Southwest	Lake Elsinore
991	Riverside	Southwest	Lake Elsinore
992	Riverside	Southwest	Lake Elsinore
993	Riverside	Southwest	Lake Elsinore
994	Riverside	Southwest	Lake Elsinore
995	Riverside	Southwest	Lake Elsinore
996	Riverside	Southwest	Lake Elsinore
997	Riverside	Southwest	Lake Elsinore
998	Riverside	Southwest	Lake Elsinore
999	Riverside	Southwest	Lake Elsinore
1000	Riverside	Southwest	Lake Elsinore
1001	Riverside	Southwest	Lake Elsinore
1002	Riverside	Southwest	Lake Elsinore
1003	Riverside	Southwest	Lake Elsinore
1004	Riverside	Southwest	Lake Elsinore
1005	Riverside	Southwest	Lake Elsinore
1006	Riverside	Southwest	Lake Elsinore
1007	Riverside	Southwest	Lake Elsinore
1009	Riverside	Southwest	Lake Elsinore
1010	Riverside	Southwest	Lake Elsinore
1011	Riverside	Southwest	Lake Elsinore
1012	Riverside	Southwest	Lake Elsinore
1013	Riverside	Southwest	Lake Elsinore
1014	Riverside	Southwest	Lake Elsinore
1015	Riverside	Southwest	Lake Elsinore
1016	Riverside	Southwest	Lake Elsinore
1017	Riverside	Southwest	Lake Elsinore
1018	Riverside	Southwest	Lake Elsinore
1019	Riverside	Southwest	Lake Elsinore
1020	Riverside	Southwest	Lake Elsinore
1021	Riverside	Southwest	Lake Elsinore
1022	Riverside	Southwest	Lake Elsinore
1023	Riverside	Southwest	Lake Elsinore
1024	Riverside	Southwest	Lake Elsinore
1025	Riverside	Southwest	Lake Elsinore
1026	Riverside	Southwest	Lake Elsinore
1027	Riverside	Southwest	Lake Elsinore
1028	Riverside	Southwest	Lake Elsinore
1029	Riverside	Southwest	Lake Elsinore
1030	Riverside	Southwest	Lake Elsinore
1031	Riverside	Southwest	Lake Elsinore
1032	Riverside	Southwest	Lake Elsinore
1033	Riverside	Southwest	Lake Elsinore
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1043	Riverside	Southwest	Lake Elsinore
1286	Riverside	Southwest	Murrieta
1287	Riverside	Southwest	Murrieta
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TAZ	County	WRCOG Zone	City
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TAZ	County	WRCOG Zone	City
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1539	Riverside	Southwest	Murrieta
2208	Riverside	Southwest	Temecula
2209	Riverside	Southwest	Temecula
2210	Riverside	Southwest	Temecula
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2222	Riverside	Southwest	Temecula
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2240	Riverside	Southwest	Temecula
2241	Riverside	Southwest	Temecula
2242	Riverside	Southwest	Temecula
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2250	Riverside	Southwest	Temecula
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TAZ	County	WRCOG Zone	City
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3239	Riverside	Southwest	Unincorporated
3240	Riverside	Southwest	Unincorporated
3241	Riverside	Southwest	Unincorporated
3246	Riverside	Southwest	Wildomar
3247	Riverside	Southwest	Wildomar
3248	Riverside	Southwest	Wildomar
3249	Riverside	Southwest	Wildomar
3250	Riverside	Southwest	Wildomar
3251	Riverside	Southwest	Wildomar
3252	Riverside	Southwest	Wildomar
3253	Riverside	Southwest	Wildomar
3254	Riverside	Southwest	Wildomar
3255	Riverside	Southwest	Wildomar
3256	Riverside	Southwest	Wildomar
3257	Riverside	Southwest	Wildomar
3258	Riverside	Southwest	Wildomar
3259	Riverside	Southwest	Wildomar
3260	Riverside	Southwest	Wildomar
3261	Riverside	Southwest	Wildomar
3262	Riverside	Southwest	Wildomar
3263	Riverside	Southwest	Wildomar
3264	Riverside	Southwest	Wildomar
3265	Riverside	Southwest	Wildomar
3266	Riverside	Southwest	Wildomar
3267	Riverside	Southwest	Wildomar
3268	Riverside	Southwest	Wildomar
3269	Riverside	Southwest	Wildomar
3270	Riverside	Southwest	Wildomar
3271	Riverside	Southwest	Wildomar
3272	Riverside	Southwest	Wildomar
3273	Riverside	Southwest	Wildomar
3274	Riverside	Southwest	Wildomar
3275	Riverside	Southwest	Wildomar
3276	Riverside	Southwest	Wildomar
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3281	Riverside	Southwest	Wildomar
3282	Riverside	Southwest	Wildomar
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3284	Riverside	Southwest	Wildomar
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3286	Riverside	Southwest	Wildomar
3287	Riverside	Southwest	Wildomar
3288	Riverside	Southwest	Wildomar
3289	Riverside	Southwest	Wildomar
3290	Riverside	Southwest	Wildomar
3291	Riverside	Southwest	Wildomar
3292	Riverside	Southwest	Wildomar
3293	Riverside	Southwest	Wildomar
3294	Riverside	Southwest	Wildomar
3295	Riverside	Southwest	Wildomar
3296	Riverside	Southwest	Wildomar
3297	Riverside	Southwest	Wildomar
3298	Riverside	Southwest	Wildomar
3299	Riverside	Southwest	Wildomar

EXHIBIT I-1 (continued)
RivCoM TAZ Correspondence by WRCOG TUMF Zones - Riverside County Outside WRCOG

TAZ	County	WRCOG Zone	City
115	Riverside	Outside TUMF Zones	Blythe
116	Riverside	Outside TUMF Zones	Blythe
117	Riverside	Outside TUMF Zones	Blythe
118	Riverside	Outside TUMF Zones	Blythe
119	Riverside	Outside TUMF Zones	Blythe
120	Riverside	Outside TUMF Zones	Blythe
121	Riverside	Outside TUMF Zones	Blythe
122	Riverside	Outside TUMF Zones	Blythe
123	Riverside	Outside TUMF Zones	Blythe
124	Riverside	Outside TUMF Zones	Blythe
125	Riverside	Outside TUMF Zones	Blythe
126	Riverside	Outside TUMF Zones	Blythe
127	Riverside	Outside TUMF Zones	Blythe
162	Riverside	Outside TUMF Zones	Cathedral City
163	Riverside	Outside TUMF Zones	Cathedral City
164	Riverside	Outside TUMF Zones	Cathedral City
165	Riverside	Outside TUMF Zones	Cathedral City
166	Riverside	Outside TUMF Zones	Cathedral City
167	Riverside	Outside TUMF Zones	Cathedral City
168	Riverside	Outside TUMF Zones	Cathedral City
169	Riverside	Outside TUMF Zones	Cathedral City
170	Riverside	Outside TUMF Zones	Cathedral City
171	Riverside	Outside TUMF Zones	Cathedral City
172	Riverside	Outside TUMF Zones	Cathedral City
173	Riverside	Outside TUMF Zones	Cathedral City
174	Riverside	Outside TUMF Zones	Cathedral City
175	Riverside	Outside TUMF Zones	Cathedral City
176	Riverside	Outside TUMF Zones	Cathedral City
177	Riverside	Outside TUMF Zones	Cathedral City
178	Riverside	Outside TUMF Zones	Cathedral City
179	Riverside	Outside TUMF Zones	Cathedral City
180	Riverside	Outside TUMF Zones	Cathedral City
181	Riverside	Outside TUMF Zones	Cathedral City
182	Riverside	Outside TUMF Zones	Cathedral City
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238	Riverside	Outside TUMF Zones	Cathedral City
239	Riverside	Outside TUMF Zones	Cathedral City
240	Riverside	Outside TUMF Zones	Cathedral City
241	Riverside	Outside TUMF Zones	Coachella
242	Riverside	Outside TUMF Zones	Coachella
243	Riverside	Outside TUMF Zones	Coachella
244	Riverside	Outside TUMF Zones	Coachella
245	Riverside	Outside TUMF Zones	Coachella
246	Riverside	Outside TUMF Zones	Coachella
247	Riverside	Outside TUMF Zones	Coachella
248	Riverside	Outside TUMF Zones	Coachella
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250	Riverside	Outside TUMF Zones	Coachella
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258	Riverside	Outside TUMF Zones	Coachella
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289	Riverside	Outside TUMF Zones	Coachella
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291	Riverside	Outside TUMF Zones	Coachella
292	Riverside	Outside TUMF Zones	Coachella
293	Riverside	Outside TUMF Zones	Coachella
294	Riverside	Outside TUMF Zones	Coachella
295	Riverside	Outside TUMF Zones	Coachella
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301	Riverside	Outside TUMF Zones	Coachella
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307	Riverside	Outside TUMF Zones	Coachella
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311	Riverside	Outside TUMF Zones	Coachella
312	Riverside	Outside TUMF Zones	Coachella
313	Riverside	Outside TUMF Zones	Coachella
314	Riverside	Outside TUMF Zones	Coachella
315	Riverside	Outside TUMF Zones	Coachella
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323	Riverside	Outside TUMF Zones	Coachella
324	Riverside	Outside TUMF Zones	Coachella
325	Riverside	Outside TUMF Zones	Coachella
326	Riverside	Outside TUMF Zones	Coachella
327	Riverside	Outside TUMF Zones	Coachella
328	Riverside	Outside TUMF Zones	Coachella
329	Riverside	Outside TUMF Zones	Coachella
330	Riverside	Outside TUMF Zones	Coachella
331	Riverside	Outside TUMF Zones	Coachella
570	Riverside	Outside TUMF Zones	Desert Hot Springs
571	Riverside	Outside TUMF Zones	Desert Hot Springs
572	Riverside	Outside TUMF Zones	Desert Hot Springs
573	Riverside	Outside TUMF Zones	Desert Hot Springs
574	Riverside	Outside TUMF Zones	Desert Hot Springs
575	Riverside	Outside TUMF Zones	Desert Hot Springs
576	Riverside	Outside TUMF Zones	Desert Hot Springs
577	Riverside	Outside TUMF Zones	Desert Hot Springs
578	Riverside	Outside TUMF Zones	Desert Hot Springs
579	Riverside	Outside TUMF Zones	Desert Hot Springs
580	Riverside	Outside TUMF Zones	Desert Hot Springs
581	Riverside	Outside TUMF Zones	Desert Hot Springs
582	Riverside	Outside TUMF Zones	Desert Hot Springs
583	Riverside	Outside TUMF Zones	Desert Hot Springs
584	Riverside	Outside TUMF Zones	Desert Hot Springs
585	Riverside	Outside TUMF Zones	Desert Hot Springs
586	Riverside	Outside TUMF Zones	Desert Hot Springs
587	Riverside	Outside TUMF Zones	Desert Hot Springs
588	Riverside	Outside TUMF Zones	Desert Hot Springs
589	Riverside	Outside TUMF Zones	Desert Hot Springs
590	Riverside	Outside TUMF Zones	Desert Hot Springs
591	Riverside	Outside TUMF Zones	Desert Hot Springs
592	Riverside	Outside TUMF Zones	Desert Hot Springs
593	Riverside	Outside TUMF Zones	Desert Hot Springs
594	Riverside	Outside TUMF Zones	Desert Hot Springs
595	Riverside	Outside TUMF Zones	Desert Hot Springs
596	Riverside	Outside TUMF Zones	Desert Hot Springs
597	Riverside	Outside TUMF Zones	Desert Hot Springs
598	Riverside	Outside TUMF Zones	Desert Hot Springs
599	Riverside	Outside TUMF Zones	Desert Hot Springs
600	Riverside	Outside TUMF Zones	Desert Hot Springs
601	Riverside	Outside TUMF Zones	Desert Hot Springs
602	Riverside	Outside TUMF Zones	Desert Hot Springs

TAZ	County	WRCOG Zone	City
739	Riverside	Outside TUMF Zones	Indian Wells
740	Riverside	Outside TUMF Zones	Indian Wells
741	Riverside	Outside TUMF Zones	Indian Wells
742	Riverside	Outside TUMF Zones	Indian Wells
743	Riverside	Outside TUMF Zones	Indian Wells
744	Riverside	Outside TUMF Zones	Indian Wells
745	Riverside	Outside TUMF Zones	Indian Wells
746	Riverside	Outside TUMF Zones	Indian Wells
747	Riverside	Outside TUMF Zones	Indian Wells
748	Riverside	Outside TUMF Zones	Indian Wells
749	Riverside	Outside TUMF Zones	Indian Wells
750	Riverside	Outside TUMF Zones	Indian Wells
751	Riverside	Outside TUMF Zones	Indian Wells
752	Riverside	Outside TUMF Zones	Indio
753	Riverside	Outside TUMF Zones	Indio
754	Riverside	Outside TUMF Zones	Indio
755	Riverside	Outside TUMF Zones	Indio
756	Riverside	Outside TUMF Zones	Indio
757	Riverside	Outside TUMF Zones	Indio
758	Riverside	Outside TUMF Zones	Indio
759	Riverside	Outside TUMF Zones	Indio
760	Riverside	Outside TUMF Zones	Indio
761	Riverside	Outside TUMF Zones	Indio
762	Riverside	Outside TUMF Zones	Indio
763	Riverside	Outside TUMF Zones	Indio
764	Riverside	Outside TUMF Zones	Indio
765	Riverside	Outside TUMF Zones	Indio
766	Riverside	Outside TUMF Zones	Indio
767	Riverside	Outside TUMF Zones	Indio
768	Riverside	Outside TUMF Zones	Indio
769	Riverside	Outside TUMF Zones	Indio
770	Riverside	Outside TUMF Zones	Indio
771	Riverside	Outside TUMF Zones	Indio
772	Riverside	Outside TUMF Zones	Indio
773	Riverside	Outside TUMF Zones	Indio
774	Riverside	Outside TUMF Zones	Indio
775	Riverside	Outside TUMF Zones	Indio
776	Riverside	Outside TUMF Zones	Indio
777	Riverside	Outside TUMF Zones	Indio
778	Riverside	Outside TUMF Zones	Indio
779	Riverside	Outside TUMF Zones	Indio
780	Riverside	Outside TUMF Zones	Indio
781	Riverside	Outside TUMF Zones	Indio
782	Riverside	Outside TUMF Zones	Indio
783	Riverside	Outside TUMF Zones	Indio
784	Riverside	Outside TUMF Zones	Indio
785	Riverside	Outside TUMF Zones	Indio
786	Riverside	Outside TUMF Zones	Indio
787	Riverside	Outside TUMF Zones	Indio
788	Riverside	Outside TUMF Zones	Indio
789	Riverside	Outside TUMF Zones	Indio
790	Riverside	Outside TUMF Zones	Indio
791	Riverside	Outside TUMF Zones	Indio
792	Riverside	Outside TUMF Zones	Indio
793	Riverside	Outside TUMF Zones	Indio
794	Riverside	Outside TUMF Zones	Indio
795	Riverside	Outside TUMF Zones	Indio
796	Riverside	Outside TUMF Zones	Indio
797	Riverside	Outside TUMF Zones	Indio
798	Riverside	Outside TUMF Zones	Indio
799	Riverside	Outside TUMF Zones	Indio
800	Riverside	Outside TUMF Zones	Indio
801	Riverside	Outside TUMF Zones	Indio
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804	Riverside	Outside TUMF Zones	Indio
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806	Riverside	Outside TUMF Zones	Indio
807	Riverside	Outside TUMF Zones	Indio
808	Riverside	Outside TUMF Zones	Indio
809	Riverside	Outside TUMF Zones	Indio
810	Riverside	Outside TUMF Zones	Indio
811	Riverside	Outside TUMF Zones	Indio
812	Riverside	Outside TUMF Zones	Indio
813	Riverside	Outside TUMF Zones	Indio
814	Riverside	Outside TUMF Zones	Indio
815	Riverside	Outside TUMF Zones	Indio
816	Riverside	Outside TUMF Zones	Indio
817	Riverside	Outside TUMF Zones	Indio
818	Riverside	Outside TUMF Zones	Indio
819	Riverside	Outside TUMF Zones	Indio
820	Riverside	Outside TUMF Zones	Indio
821	Riverside	Outside TUMF Zones	Indio
822	Riverside	Outside TUMF Zones	Indio
823	Riverside	Outside TUMF Zones	Indio
824	Riverside	Outside TUMF Zones	Indio
825	Riverside	Outside TUMF Zones	Indio
826	Riverside	Outside TUMF Zones	Indio
827	Riverside	Outside TUMF Zones	Indio
828	Riverside	Outside TUMF Zones	Indio
829	Riverside	Outside TUMF Zones	Indio
830	Riverside	Outside TUMF Zones	Indio
831	Riverside	Outside TUMF Zones	Indio
832	Riverside	Outside TUMF Zones	Indio
833	Riverside	Outside TUMF Zones	Indio
834	Riverside	Outside TUMF Zones	Indio
835	Riverside	Outside TUMF Zones	Indio
836	Riverside	Outside TUMF Zones	Indio
837	Riverside	Outside TUMF Zones	Indio
838	Riverside	Outside TUMF Zones	Indio
839	Riverside	Outside TUMF Zones	Indio
840	Riverside	Outside TUMF Zones	Indio
841	Riverside	Outside TUMF Zones	Indio
904	Riverside	Outside TUMF Zones	La Quinta
905	Riverside	Outside TUMF Zones	La Quinta
906	Riverside	Outside TUMF Zones	La Quinta
907	Riverside	Outside TUMF Zones	La Quinta
908	Riverside	Outside TUMF Zones	La Quinta
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912	Riverside	Outside TUMF Zones	La Quinta
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914	Riverside	Outside TUMF Zones	La Quinta
915	Riverside	Outside TUMF Zones	La Quinta
916	Riverside	Outside TUMF Zones	La Quinta
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918	Riverside	Outside TUMF Zones	La Quinta
919	Riverside	Outside TUMF Zones	La Quinta
920	Riverside	Outside TUMF Zones	La Quinta
921	Riverside	Outside TUMF Zones	La Quinta
922	Riverside	Outside TUMF Zones	La Quinta
923	Riverside	Outside TUMF Zones	La Quinta
924	Riverside	Outside TUMF Zones	La Quinta
925	Riverside	Outside TUMF Zones	La Quinta
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935	Riverside	Outside TUMF Zones	La Quinta
936	Riverside	Outside TUMF Zones	La Quinta
937	Riverside	Outside TUMF Zones	La Quinta
1569	Riverside	Outside TUMF Zones	Palm Desert
1570	Riverside	Outside TUMF Zones	Palm Desert
1571	Riverside	Outside TUMF Zones	Palm Desert
1572	Riverside	Outside TUMF Zones	Palm Desert
1573	Riverside	Outside TUMF Zones	Palm Desert
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1600	Riverside	Outside TUMF Zones	Palm Desert
1601	Riverside	Outside TUMF Zones	Palm Desert
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1603	Riverside	Outside TUMF Zones	Palm Desert
1604	Riverside	Outside TUMF Zones	Palm Desert
1605	Riverside	Outside TUMF Zones	Palm Desert
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1613	Riverside	Outside TUMF Zones	Palm Desert
1614	Riverside	Outside TUMF Zones	Palm Desert
1615	Riverside	Outside TUMF Zones	Palm Desert
1616	Riverside	Outside TUMF Zones	Palm Desert
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TAZ	County	WRCOG Zone	City
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TAZ	County	WRCOG Zone	City
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3062	Riverside	Outside TUMF Zones	Unincorporated
3063	Riverside	Outside TUMF Zones	Unincorporated
3064	Riverside	Outside TUMF Zones	Unincorporated
3065	Riverside	Outside TUMF Zones	Unincorporated
3066	Riverside	Outside TUMF Zones	Unincorporated
3067	Riverside	Outside TUMF Zones	Unincorporated
3068	Riverside	Outside TUMF Zones	Unincorporated
3069	Riverside	Outside TUMF Zones	Unincorporated
3070	Riverside	Outside TUMF Zones	Unincorporated
3071	Riverside	Outside TUMF Zones	Unincorporated
3072	Riverside	Outside TUMF Zones	Unincorporated
3073	Riverside	Outside TUMF Zones	Unincorporated
3074	Riverside	Outside TUMF Zones	Unincorporated
3075	Riverside	Outside TUMF Zones	Unincorporated
3076	Riverside	Outside TUMF Zones	Unincorporated
3077	Riverside	Outside TUMF Zones	Unincorporated
3078	Riverside	Outside TUMF Zones	Unincorporated
3079	Riverside	Outside TUMF Zones	Unincorporated
3080	Riverside	Outside TUMF Zones	Unincorporated
3081	Riverside	Outside TUMF Zones	Unincorporated
3082	Riverside	Outside TUMF Zones	Unincorporated
3083	Riverside	Outside TUMF Zones	Unincorporated
3084	Riverside	Outside TUMF Zones	Unincorporated
3085	Riverside	Outside TUMF Zones	Unincorporated
3086	Riverside	Outside TUMF Zones	Unincorporated
3087	Riverside	Outside TUMF Zones	Unincorporated
3088	Riverside	Outside TUMF Zones	Unincorporated
3089	Riverside	Outside TUMF Zones	Unincorporated
3090	Riverside	Outside TUMF Zones	Unincorporated
3107	Riverside	Outside TUMF Zones	Unincorporated
3139	Riverside	Outside TUMF Zones	Unincorporated
3140	Riverside	Outside TUMF Zones	Unincorporated
3141	Riverside	Outside TUMF Zones	Unincorporated
3142	Riverside	Outside TUMF Zones	Unincorporated
3143	Riverside	Outside TUMF Zones	Unincorporated
3144	Riverside	Outside TUMF Zones	Unincorporated
3151	Riverside	Outside TUMF Zones	Unincorporated
3153	Riverside	Outside TUMF Zones	Unincorporated
3154	Riverside	Outside TUMF Zones	Unincorporated
3155	Riverside	Outside TUMF Zones	Unincorporated
3162	Riverside	Outside TUMF Zones	Unincorporated
3163	Riverside	Outside TUMF Zones	Unincorporated
3165	Riverside	Outside TUMF Zones	Unincorporated
3166	Riverside	Outside TUMF Zones	Unincorporated
3167	Riverside	Outside TUMF Zones	Unincorporated
3168	Riverside	Outside TUMF Zones	Unincorporated
3169	Riverside	Outside TUMF Zones	Unincorporated
3170	Riverside	Outside TUMF Zones	Unincorporated
3171	Riverside	Outside TUMF Zones	Unincorporated
3172	Riverside	Outside TUMF Zones	Unincorporated
3173	Riverside	Outside TUMF Zones	Unincorporated
3175	Riverside	Outside TUMF Zones	Unincorporated
3178	Riverside	Outside TUMF Zones	Unincorporated
3179	Riverside	Outside TUMF Zones	Unincorporated
3180	Riverside	Outside TUMF Zones	Unincorporated
3181	Riverside	Outside TUMF Zones	Unincorporated
3182	Riverside	Outside TUMF Zones	Unincorporated
3184	Riverside	Outside TUMF Zones	Unincorporated
3208	Riverside	Outside TUMF Zones	Unincorporated
3209	Riverside	Outside TUMF Zones	Unincorporated
3210	Riverside	Outside TUMF Zones	Unincorporated
3211	Riverside	Outside TUMF Zones	Unincorporated
3215	Riverside	Outside TUMF Zones	Unincorporated

EXHIBIT I-1 (continued)
RivCoM TAZ Correspondence by WRCOG TUMF Zones - Outside Riverside County

TAZ	County	WRCOG Zone
3300	Orange	Outside TUMF Zones
3301	Orange	Outside TUMF Zones
3302	Orange	Outside TUMF Zones
3303	Orange	Outside TUMF Zones
3304	Orange	Outside TUMF Zones
3305	Orange	Outside TUMF Zones
3306	Orange	Outside TUMF Zones
3307	Orange	Outside TUMF Zones
3308	Orange	Outside TUMF Zones
3309	Orange	Outside TUMF Zones
3310	Orange	Outside TUMF Zones
3311	Orange	Outside TUMF Zones
3312	Orange	Outside TUMF Zones
3313	Orange	Outside TUMF Zones
3314	Orange	Outside TUMF Zones
3315	Orange	Outside TUMF Zones
3316	Orange	Outside TUMF Zones
3317	Orange	Outside TUMF Zones
3318	Orange	Outside TUMF Zones
3319	Orange	Outside TUMF Zones
3320	Orange	Outside TUMF Zones
3321	Orange	Outside TUMF Zones
3322	Orange	Outside TUMF Zones
3323	Orange	Outside TUMF Zones
3324	Orange	Outside TUMF Zones
3325	Orange	Outside TUMF Zones
3326	Orange	Outside TUMF Zones
3327	Orange	Outside TUMF Zones
3328	Orange	Outside TUMF Zones
3329	Orange	Outside TUMF Zones
3330	Orange	Outside TUMF Zones
3331	Orange	Outside TUMF Zones
3332	Orange	Outside TUMF Zones
3333	Orange	Outside TUMF Zones
3334	Orange	Outside TUMF Zones
3335	Orange	Outside TUMF Zones
3336	Orange	Outside TUMF Zones
3337	Orange	Outside TUMF Zones
3338	Orange	Outside TUMF Zones
3339	Orange	Outside TUMF Zones
3340	Orange	Outside TUMF Zones
3341	Orange	Outside TUMF Zones
3342	Orange	Outside TUMF Zones
3343	Orange	Outside TUMF Zones
3344	Orange	Outside TUMF Zones
3345	Orange	Outside TUMF Zones
3346	Orange	Outside TUMF Zones
3347	Orange	Outside TUMF Zones
3348	Orange	Outside TUMF Zones
3349	Orange	Outside TUMF Zones
3350	Orange	Outside TUMF Zones
3351	Orange	Outside TUMF Zones
3352	Orange	Outside TUMF Zones
3353	Orange	Outside TUMF Zones
3354	Orange	Outside TUMF Zones
3355	Orange	Outside TUMF Zones
3356	Orange	Outside TUMF Zones
3357	Orange	Outside TUMF Zones
3358	Orange	Outside TUMF Zones
3359	Orange	Outside TUMF Zones
3360	Orange	Outside TUMF Zones
3361	Orange	Outside TUMF Zones
3362	Orange	Outside TUMF Zones
3363	Orange	Outside TUMF Zones
3364	Orange	Outside TUMF Zones
3365	Orange	Outside TUMF Zones
3366	Orange	Outside TUMF Zones
3367	Orange	Outside TUMF Zones
3368	Orange	Outside TUMF Zones
3369	Orange	Outside TUMF Zones

TAZ	County	WRCOG Zone
3384	San Bernardino	Outside TUMF Zones
3385	San Bernardino	Outside TUMF Zones
3386	San Bernardino	Outside TUMF Zones
3387	San Bernardino	Outside TUMF Zones
3388	San Bernardino	Outside TUMF Zones
3389	San Bernardino	Outside TUMF Zones
3390	San Bernardino	Outside TUMF Zones
3391	San Bernardino	Outside TUMF Zones
3392	San Bernardino	Outside TUMF Zones
3393	San Bernardino	Outside TUMF Zones
3394	San Bernardino	Outside TUMF Zones
3395	San Bernardino	Outside TUMF Zones
3396	San Bernardino	Outside TUMF Zones
3397	San Bernardino	Outside TUMF Zones
3398	San Bernardino	Outside TUMF Zones
3399	San Bernardino	Outside TUMF Zones
3400	San Bernardino	Outside TUMF Zones
3401	San Bernardino	Outside TUMF Zones
3402	San Bernardino	Outside TUMF Zones
3403	San Bernardino	Outside TUMF Zones
3404	San Bernardino	Outside TUMF Zones
3405	San Bernardino	Outside TUMF Zones
3406	San Bernardino	Outside TUMF Zones
3407	San Bernardino	Outside TUMF Zones
3408	San Bernardino	Outside TUMF Zones
3409	San Bernardino	Outside TUMF Zones
3410	San Bernardino	Outside TUMF Zones
3411	San Bernardino	Outside TUMF Zones
3412	San Bernardino	Outside TUMF Zones
3413	San Bernardino	Outside TUMF Zones
3414	San Bernardino	Outside TUMF Zones
3415	San Bernardino	Outside TUMF Zones
3416	San Bernardino	Outside TUMF Zones
3417	San Bernardino	Outside TUMF Zones
3418	San Bernardino	Outside TUMF Zones
3419	San Bernardino	Outside TUMF Zones
3420	San Bernardino	Outside TUMF Zones
3421	San Bernardino	Outside TUMF Zones
3422	San Bernardino	Outside TUMF Zones
3423	San Bernardino	Outside TUMF Zones
3424	San Bernardino	Outside TUMF Zones
3425	San Bernardino	Outside TUMF Zones
3426	San Bernardino	Outside TUMF Zones
3427	San Bernardino	Outside TUMF Zones
3428	San Bernardino	Outside TUMF Zones
3429	San Bernardino	Outside TUMF Zones
3430	San Bernardino	Outside TUMF Zones
3431	San Bernardino	Outside TUMF Zones
3432	San Bernardino	Outside TUMF Zones
3433	San Bernardino	Outside TUMF Zones
3434	San Bernardino	Outside TUMF Zones
3435	San Bernardino	Outside TUMF Zones
3436	San Bernardino	Outside TUMF Zones
3437	San Bernardino	Outside TUMF Zones
3438	San Bernardino	Outside TUMF Zones
3439	San Bernardino	Outside TUMF Zones
3440	San Bernardino	Outside TUMF Zones
3441	San Bernardino	Outside TUMF Zones
3442	San Bernardino	Outside TUMF Zones
3443	San Bernardino	Outside TUMF Zones
3444	San Bernardino	Outside TUMF Zones
3445	San Bernardino	Outside TUMF Zones
3446	San Bernardino	Outside TUMF Zones
3447	San Bernardino	Outside TUMF Zones
3448	San Bernardino	Outside TUMF Zones
3449	San Bernardino	Outside TUMF Zones
3450	San Bernardino	Outside TUMF Zones
3451	San Bernardino	Outside TUMF Zones
3452	San Bernardino	Outside TUMF Zones
3453	San Bernardino	Outside TUMF Zones
3454	San Bernardino	Outside TUMF Zones
3455	San Bernardino	Outside TUMF Zones
3456	San Bernardino	Outside TUMF Zones
3457	San Bernardino	Outside TUMF Zones
3458	San Bernardino	Outside TUMF Zones
3459	San Bernardino	Outside TUMF Zones
3460	San Bernardino	Outside TUMF Zones
3461	San Bernardino	Outside TUMF Zones
3462	San Bernardino	Outside TUMF Zones
3463	San Bernardino	Outside TUMF Zones
3464	San Bernardino	Outside TUMF Zones
3465	San Bernardino	Outside TUMF Zones
3466	San Bernardino	Outside TUMF Zones
3467	San Bernardino	Outside TUMF Zones
3468	San Bernardino	Outside TUMF Zones
3469	San Bernardino	Outside TUMF Zones
3470	San Bernardino	Outside TUMF Zones
3471	San Bernardino	Outside TUMF Zones
3472	San Bernardino	Outside TUMF Zones
3473	San Bernardino	Outside TUMF Zones
3474	San Bernardino	Outside TUMF Zones
3475	San Bernardino	Outside TUMF Zones
3476	San Bernardino	Outside TUMF Zones
3477	San Bernardino	Outside TUMF Zones
3478	San Bernardino	Outside TUMF Zones
3479	San Bernardino	Outside TUMF Zones
3480	San Bernardino	Outside TUMF Zones
3481	San Bernardino	Outside TUMF Zones
3482	San Bernardino	Outside TUMF Zones

TAZ	County	WRCOG Zone
3370	San Diego	Outside TUMF Zones
3371	San Diego	Outside TUMF Zones
3372	San Diego	Outside TUMF Zones
3373	San Diego	Outside TUMF Zones
3374	San Diego	Outside TUMF Zones
3375	San Diego	Outside TUMF Zones
3376	San Diego	Outside TUMF Zones
3377	San Diego	Outside TUMF Zones
3378	San Diego	Outside TUMF Zones
3379	San Diego	Outside TUMF Zones
3380	San Diego	Outside TUMF Zones
3381	San Diego	Outside TUMF Zones
3382	San Diego	Outside TUMF Zones
3383	San Diego	Outside TUMF Zones

EXHIBIT I-2 - 2045 AM Peak Period Vehicle Trips by WRCOG Zone*

TO / FROM	Central	Hemet/San Jacinto	Northwest	Pass Area	Southwest	Outside WRCOG	TOTAL
Central	187,280	10,596	40,037	2,900	24,865	25,446	**291,124**
Hemet/San Jacinto	13,060	93,350	3,815	3,847	7,263	8,090	**129,424**
Northwest	26,655	1,189	333,593	1,239	4,956	86,710	**454,342**
Pass Area	3,663	3,372	2,768	49,166	402	14,458	**73,828**
Southwest	25,061	7,304	14,708	914	298,362	27,954	**374,302**
Outside WRCOG	15,413	3,353	86,546	11,208	14,949		**131,469**
TOTAL	**271,131**	**119,163**	**481,467**	**69,274**	**350,797**	**162,658**	**1,454,490**

* Based on RIVCOM Year 2045 No-Build Scenario, February 2024

EXHIBIT I-3 - 2045 AM Peak Period Percent Vehicle Trips by WRCOG Zone*

TO / FROM	Central	Hemet/San Jacinto	Northwest	Pass Area	Southwest	Outside WRCOG	TOTAL
Central	64.3%	3.6%	13.8%	1.0%	8.5%	8.7%	**100%**
Hemet/San Jacinto	10.1%	72.1%	2.9%	3.0%	5.6%	6.3%	**100%**
Northwest	5.9%	0.3%	73.4%	0.3%	1.1%	19.1%	**100%**
Pass Area	5.0%	4.6%	3.7%	66.6%	0.5%	19.6%	**100%**
Southwest	6.7%	2.0%	3.9%	0.2%	79.7%	7.5%	**100%**

* Based on RIVCOM Year 2045 No-Build Scenario, February 2024

EXHIBIT I-4 - 2045 PM Peak Period Vehicle Trips by WRCOG Zone*

TO / FROM	Central	Hemet/San Jacinto	Northwest	Pass Area	Southwest	Outside WRCOG	TOTAL
Central	230,328	12,878	49,743	3,401	30,237	32,112	**358,698**
Hemet/San Jacinto	16,341	115,656	4,833	4,586	8,818	9,988	**160,221**
Northwest	31,923	1,495	409,641	1,448	6,076	109,331	**559,914**
Pass Area	4,405	4,214	3,346	61,219	506	17,876	**91,566**
Southwest	30,752	8,928	18,144	1,062	368,893	34,759	**462,537**
Outside WRCOG	18,495	4,221	106,166	13,282	18,918		**161,080**
TOTAL	**332,244**	**147,391**	**591,872**	**84,997**	**433,447**	**204,065**	**1,794,017**

* Based on RIVCOM Year 2045 No-Build Scenario, February 2024

EXHIBIT I-5 - 2045 PM Peak Period Percent Vehicle Trips by WRCOG Zone*

TO / FROM	Central	Hemet/San Jacinto	Northwest	Pass Area	Southwest	Outside WRCOG	TOTAL
Central	64.2%	3.6%	13.9%	0.9%	8.4%	9.0%	**100%**
Hemet/San Jacinto	10.2%	72.2%	3.0%	2.9%	5.5%	6.2%	**100%**
Northwest	5.7%	0.3%	73.2%	0.3%	1.1%	19.5%	**100%**
Pass Area	4.8%	4.6%	3.7%	66.9%	0.6%	19.5%	**100%**
Southwest	6.6%	1.9%	3.9%	0.2%	79.8%	7.5%	**100%**

* Based on RIVCOM Year 2045 No-Build Scenario, February 2024

EXHIBIT I-6 - 2045 Off-Peak Period Vehicle Trips by WRCOG Zone*

TO / FROM	Central	Hemet/San Jacinto	Northwest	Pass Area	Southwest	Outside WRCOG	TOTAL
Central	313,691	17,511	64,577	3,948	39,446	41,718	**480,890**
Hemet/San Jacinto	21,579	162,035	5,659	6,318	10,987	11,533	**218,110**
Northwest	43,461	1,848	565,759	1,528	7,406	160,552	**780,554**
Pass Area	6,068	6,269	4,125	91,253	631	24,354	**132,700**
Southwest	40,442	11,861	22,506	1,132	508,327	40,698	**624,964**
Outside WRCOG	25,307	5,301	145,054	16,534	23,061		**215,257**
TOTAL	**450,546**	**204,825**	**807,679**	**120,712**	**589,859**	**278,854**	**2,452,475**

* Based on RIVCOM Year 2045 No-Build Scenario, February 2024

Table I-7 - 2045 Off-Peak Period Percent Vehicle Trips by WRCOG Zone*

TO / FROM	Central	Hemet/San Jacinto	Northwest	Pass Area	Southwest	Outside WRCOG	TOTAL
Central	65.2%	3.6%	13.4%	0.8%	8.2%	8.7%	**100%**
Hemet/San Jacinto	9.9%	74.3%	2.6%	2.9%	5.0%	5.3%	**100%**
Northwest	5.6%	0.2%	72.5%	0.2%	0.9%	20.6%	**100%**
Pass Area	4.6%	4.7%	3.1%	68.8%	0.5%	18.4%	**100%**
Southwest	6.5%	1.9%	3.6%	0.2%	81.3%	6.5%	**100%**

* Based on RIVCOM Year 2045 No-Build Scenario, February 2024

EXHIBIT I-8 - 2045 Daily Vehicle Trips by WRCOG Zone*

TO / FROM	Central	Hemet/San Jacinto	Northwest	Pass Area	Southwest	Outside WRCOG	TOTAL
Central	731,298	40,985	154,356	10,249	94,547	99,276	**1,130,712**
Hemet/San Jacinto	50,980	371,040	14,306	14,750	27,068	29,611	**507,755**
Northwest	102,039	4,532	1,308,993	4,215	18,439	356,593	**1,794,811**
Pass Area	14,136	13,855	10,239	201,638	1,539	56,688	**298,095**
Southwest	96,254	28,093	55,358	3,108	1,175,582	103,410	**1,461,804**
Outside WRCOG	59,214	12,874	337,766	41,024	56,927		**507,806**
TOTAL	**1,053,921**	**471,379**	**1,881,018**	**274,984**	**1,374,103**	**645,578**	**5,700,982**

* Based on RIVCOM Year 2045 No-Build Scenario, February 2024

EXHIBIT I-9 - 2045 Percent Daily Vehicle Trips by WRCOG Zone*

TO / FROM	Central	Hemet/San Jacinto	Northwest	Pass Area	Southwest	Outside WRCOG	TOTAL
Central	64.7%	3.6%	13.7%	0.9%	8.4%	8.8%	**100%**
Hemet/San Jacinto	10.0%	73.1%	2.8%	2.9%	5.3%	5.8%	**100%**
Northwest	5.7%	0.3%	72.9%	0.2%	1.0%	19.9%	**100%**
Pass Area	4.7%	4.6%	3.4%	67.6%	0.5%	19.0%	**100%**
Southwest	6.6%	1.9%	3.8%	0.2%	80.4%	7.1%	**100%**

* Based on RIVCOM Year 2045 No-Build Scenario, February 2024

Appendix J - Western Riverside County Regional Trip Purpose

On September 27, 2013, California Governor Jerry Brown signed SB 743 into law, fundamentally changing the way that transportation impacts are to be assessed pursuant to the California Environmental Quality Act (CEQA). The new law requires CEQA guidelines to be amended to provide an alternative to Level of Service for evaluating transportation impacts. The intent of the change is to introduce alternate criteria that "promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses." (New Public Resources Code Section 21099(b)(1).) The primary effect of the new law is to establish the use of vehicle miles of travel (VMT) as the preferred basis for measuring traffic impacts, in recognition of the fact that VMT more accurately reflects traffic impacts as it takes into account both the number of trips being made and the distance of those trips. Although CEQA and the specific provision of SB 743 do not generally apply directly to impact fee programs (which are governed by the provision of the Mitigation Fee Act), the reasoning behind SB 743 establishing VMT as the preferred basis for CEQA traffic impact measurement is sound and equally applicable for impact fee nexus determination.

Linking the TUMF to VMT does enable developers to continue to use TUMF participation as demonstration of partial mitigation for their cumulative regional transportation impacts under the new SB 743 requirements. Furthermore, consistent with SB 743, consideration of travel impacts in terms of peak period VMT more accurately reflects the realities of travel behavior as the basis for determining impacts on the regional transportation system by reflecting the peak demands on the system based on the number of trips and the cumulative distance these trips occupy facilities in the system. Variation in trip length for different trip purposes is important to quantify since the impact associated with a trip is not limited to whether a trip occurs or not. A longer distance trip occupies more roadways over a longer period of time (all else being equal), and therefore goes through more intersections and consumes more capacity, thus requiring greater levels of mitigation. As the purpose of the TUMF is to mitigate the cumulative regional traffic impacts of future growth, a VMT based approach to defining the rough proportionality of impacts resulting from various differing types of new development better aligns with this purpose.

RivCoM is the primary analytical toll used to forecast VMT in Riverside County. RivCoM was developed based on the SCAG regional travel demand model, whose underlying model travel characteristics were developed based on national and regional travel behavior surveys, including the U.S. Census and the California Household Travel Survey. The methodology for using travel demand models, including RivCoM, as the basis for calculating and measuring VMT is consistent with NEPA and CEQA guidance, and accepted transportation planning practice.

The RivCoM model produces person-trips (irrespective of mode choice) on the basis of five trip purposes including home-based-work (HBW), home-based-other (HBO), home-based-school (HBS), home-based-university (HBU), and non-home based (NHB). Peak period, off-peak period and daily vehicle trips and VMT are derived from the person-trip productions based on mode choice assignments and differing trip length

characteristics embedded on the model parameters. Daily VMT results were aggregated into home-based VMT and non-home-based VMT for each scenario to represent the level of travel demand and impact on the transportation system attributable to each trip purpose.

The attribution of VMT associated with home-based trip purposes to residential land uses and non-home-based trips to non-residential land uses is consistent with the provisions of NCHRP Report #187 Quick Response Urban Travel Estimation Techniques and Transferable Parameters User's Guide (Transportation Research Board, 1978), a widely-referenced source for travel estimation techniques used for travel demand modeling. Chapter 2 of this report, which details trip generation estimation, states that "HBW (Home Based Work) and HBNW (Home Based Non Work) trips are generated at the households, whereas the NHB (Non-Home Based) trips are generated elsewhere." Consistent with NCHRP Report #187, aggregating person trip productions and associated VMT into home-based (combining home-based-work, home-based-other and home-based-school) and non-home-based (combining work-based-other, and other-based-other) represents an appropriate way to allocate trip generation and associated impacts between residential and non-residential land uses for the purpose of estimating the rough proportionality of the TUMF fee.

Exhibits J-1 through **J-36** of this Appendix include the RivCoM model data aggregated for peak period, off-peak period and daily person VMT for each trip purpose between the respective TUMF zones, and for both model year scenarios. The growth in daily VMT for each trip purpose was calculated as the difference between the daily VMT in the 2018 Existing scenario and the daily VMT in the 2045 No Build scenario. The growth in home-based daily VMT represents 77.7% of the total growth in daily VMT, and the growth in non-home-based daily VMT represents 22.3% of the total growth in daily VMT, as shown in **Table 5.4.** The relative share of the growth in daily VMT summarized in **Table 5.4** provides the basis for estimating the rough proportionality of the TUMF network impacts and related mitigation costs (and associated fees) attributable to new residential and non-residential development, respectively.

EXHIBIT J-1
VMT BY WRCOG TUMF ZONE
TOTAL PEAK PERIOD TRIPS FOR ALL PURPOSES - 2018 EXISTING

To / From	Central	Hemet/San Jacinto	Northwest	Pass Area	Southwest	Outside WRCOG	TOTAL
Central	1,084,569	176,144	919,950	98,767	494,843	1,672,280	**4,446,553**
Hemet/San Jacinto	202,282	474,270	189,620	93,211	207,871	736,736	**1,903,990**
Northwest	471,239	62,909	3,082,883	69,489	235,185	3,500,199	**7,421,903**
Pass Area	86,956	66,611	120,609	230,246	31,017	531,753	**1,067,192**
Southwest	474,113	188,640	635,435	61,535	1,822,831	2,240,495	**5,423,048**
Outside WRCOG	833,664	293,941	3,584,150	403,303	1,245,556	129,717,014	**136,077,627**
TOTAL	**3,152,824**	**1,262,514**	**8,532,646**	**956,551**	**4,037,302**	**138,398,477**	**156,340,314**

Based on RivCOM Year 2018 Existing Scenario, November 2023

EXHIBIT J-2
VMT BY WRCOG TUMF ZONE
PEAK PERIOD HOME-BASED-WORK TRIPS ONLY - 2018 EXISTING

To / From	Central	Hemet/San Jacinto	Northwest	Pass Area	Southwest	Outside WRCOG	TOTAL
Central	165,241	58,992	411,439	65,622	197,893	1,220,777	**2,119,965**
Hemet/San Jacinto	70,807	53,805	128,758	48,898	103,290	567,394	**972,951**
Northwest	143,340	37,259	674,676	53,185	136,185	1,920,635	**2,965,279**
Pass Area	25,983	15,665	65,646	34,287	18,981	304,632	**465,194**
Southwest	165,236	76,537	376,007	49,330	410,382	1,721,102	**2,798,594**
Outside WRCOG	420,948	169,433	1,777,239	260,161	753,400	45,139,830	**48,521,011**
TOTAL	**991,555**	**411,691**	**3,433,764**	**511,483**	**1,620,131**	**50,874,369**	**57,842,994**

Based on RivCOM Year 2018 Existing Scenario, November 2023

EXHIBIT J-3
VMT BY WRCOG TUMF ZONE
PEAK PERIOD HOME-BASED-OTHER TRIPS ONLY - 2018 EXISTING

To / From	Central	Hemet/San Jacinto	Northwest	Pass Area	Southwest	Outside WRCOG	TOTAL
Central	673,880	84,730	364,070	26,370	227,784	361,436	**1,738,269**
Hemet/San Jacinto	100,994	306,411	50,898	33,509	84,214	146,284	**722,311**
Northwest	239,023	20,386	1,679,367	13,441	81,648	1,178,130	**3,211,995**
Pass Area	45,133	33,006	42,321	129,128	10,013	167,567	**427,168**
Southwest	234,369	82,255	197,098	10,679	1,016,873	402,898	**1,944,172**
Outside WRCOG	326,013	98,751	1,241,409	108,093	389,492	54,404,000	**56,567,758**
TOTAL	**1,619,412**	**625,538**	**3,575,162**	**321,221**	**1,810,024**	**56,660,315**	**64,611,673**

Based on RivCOM Year 2018 Existing Scenario, November 2023

EXHIBIT J-4
VMT BY WRCOG TUMF ZONE
PEAK PERIOD HOME-BASED-SCHOOL TRIPS ONLY - 2018 EXISTING

To / From	Central	Hemet/San Jacinto	Northwest	Pass Area	Southwest	Outside WRCOG	TOTAL
Central	110,735	3,642	21,950	387	16,486	6,055	**159,255**
Hemet/San Jacinto	8,004	43,231	162	666	2,726	70	**54,859**
Northwest	20,225	79	221,291	28	2,091	56,821	**300,535**
Pass Area	1,326	1,697	103	16,564	7	4,939	**24,635**
Southwest	19,735	3,035	4,593	7	138,861	1,084	**167,315**
Outside WRCOG	6,136	402	60,940	5,117	10,948	5,978,607	**6,062,150**
TOTAL	**166,161**	**52,086**	**309,039**	**22,769**	**171,120**	**6,047,576**	**6,768,750**

Based on RivCOM Year 2018 Existing Scenario, November 2023

EXHIBIT J-5
VMT BY WRCOG TUMF ZONE
PEAK PERIOD NON-HOME-BASED TRIPS ONLY - 2018 EXISTING

To / From	Central	Hemet/San Jacinto	Northwest	Pass Area	Southwest	Outside WRCOG	TOTAL
Central	116,617	17,407	82,092	6,004	49,146	58,568	**329,833**
Hemet/San Jacinto	20,422	60,529	6,881	9,918	17,117	18,684	**133,551**
Northwest	61,455	2,779	414,635	2,683	14,253	282,505	**778,310**
Pass Area	12,768	11,566	8,715	49,680	1,935	47,061	**131,725**
Southwest	40,694	13,037	27,856	1,225	237,362	49,558	**369,732**
Outside WRCOG	65,953	13,263	341,047	28,498	87,982	22,327,971	**22,864,713**
TOTAL	**317,908**	**118,582**	**881,227**	**98,008**	**407,795**	**22,784,346**	**24,607,865**

Based on RivCOM Year 2018 Existing Scenario, November 2023

EXHIBIT J-6
VMT BY WRCOG TUMF ZONE
PEAK PERIOD HOME-BASED-UNIVERSITY TRIPS ONLY - 2018 EXISTING

To / From	Central	Hemet/San Jacinto	Northwest	Pass Area	Southwest	Outside WRCOG	TOTAL
Central	18,096	11,373	40,399	384	3,534	25,445	**99,231**
Hemet/San Jacinto	2,056	10,293	2,922	220	523	4,304	**20,318**
Northwest	7,195	2,406	92,914	152	1,007	62,109	**165,784**
Pass Area	1,747	4,677	3,824	587	80	7,554	**18,470**
Southwest	14,080	13,775	29,881	293	19,353	65,853	**143,236**
Outside WRCOG	14,614	12,092	163,514	1,433	3,734	1,866,606	**2,061,994**
TOTAL	**57,788**	**54,616**	**333,455**	**3,070**	**28,232**	**2,031,871**	**2,509,032**

Based on RivCOM Year 2018 Existing Scenario, November 2023

EXHIBIT J-7
VMT BY WRCOG TUMF ZONE
TOTAL OFF PEAK TRIPS FOR ALL PURPOSES - 2018 EXISTING

To / From	Central	Hemet/San Jacinto	Northwest	Pass Area	Southwest	Outside WRCOG	TOTAL
Central	801,662	128,869	640,224	56,860	339,965	988,339	**2,955,918**
Hemet/San Jacinto	140,692	363,274	109,533	65,159	132,656	415,778	**1,227,093**
Northwest	340,558	37,798	2,341,566	37,213	141,992	2,394,837	**5,293,964**
Pass Area	67,550	54,436	80,501	191,165	19,798	353,246	**766,697**
Southwest	330,176	130,997	414,647	31,788	1,358,749	1,284,306	**3,550,663**
Outside WRCOG	569,970	187,134	2,517,328	247,784	764,704	97,045,358	**101,332,277**
TOTAL	**2,250,608**	**902,509**	**6,103,800**	**629,968**	**2,757,864**	**102,481,863**	**115,126,612**

Based on RivCOM Year 2018 Existing Scenario, November 2023

EXHIBIT J-8
VMT BY WRCOG TUMF ZONE
OFF PEAK HOME-BASED-WORK TRIPS ONLY - 2018 EXISTING

To / From	Central	Hemet/San Jacinto	Northwest	Pass Area	Southwest	Outside WRCOG	TOTAL
Central	64,053	23,015	164,150	25,429	78,516	519,620	**874,784**
Hemet/San Jacinto	27,710	20,523	51,954	19,949	40,698	244,713	**405,547**
Northwest	57,811	15,473	261,251	21,801	56,354	811,368	**1,224,059**
Pass Area	10,592	6,429	27,063	12,994	8,220	128,530	**193,828**
Southwest	65,794	29,706	153,862	20,870	157,689	724,854	**1,152,774**
Outside WRCOG	187,105	76,293	763,815	115,048	322,353	17,962,924	**19,427,539**
TOTAL	**413,065**	**171,439**	**1,422,095**	**216,091**	**663,831**	**20,392,010**	**23,278,531**

Based on RivCOM Year 2018 Existing Scenario, November 2023

EXHIBIT J-9
VMT BY WRCOG TUMF ZONE
OFF PEAK HOME-BASED-OTHER TRIPS ONLY - 2018 EXISTING

To / From	Central	Hemet/San Jacinto	Northwest	Pass Area	Southwest	Outside WRCOG	TOTAL
Central	518,247	66,043	291,090	21,528	180,073	324,734	**1,401,715**
Hemet/San Jacinto	77,692	230,275	41,945	28,302	64,944	130,834	**573,991**
Northwest	181,766	15,629	1,296,905	11,001	63,383	1,010,885	**2,579,569**
Pass Area	35,416	25,064	34,290	99,409	8,287	138,571	**341,037**
Southwest	181,290	62,892	165,057	8,746	793,860	357,826	**1,569,671**
Outside WRCOG	262,051	76,387	1,010,627	87,034	296,373	42,030,568	**43,763,040**
TOTAL	**1,256,461**	**476,289**	**2,839,914**	**256,020**	**1,406,920**	**43,993,419**	**50,229,023**

Based on RivCOM Year 2018 Existing Scenario, November 2023

EXHIBIT J-10
VMT BY WRCOG TUMF ZONE
OFF PEAK HOME-BASED-SCHOOL TRIPS ONLY - 2018 EXISTING

To / From	Central	Hemet/San Jacinto	Northwest	Pass Area	Southwest	Outside WRCOG	TOTAL
Central	29,899	1,018	5,963	112	4,495	1,879	**43,367**
Hemet/San Jacinto	2,171	11,723	46	212	743	22	**14,915**
Northwest	5,315	22	59,984	8	572	16,387	**82,287**
Pass Area	367	460	31	4,489	2	1,358	**6,707**
Southwest	5,242	828	1,239	2	37,812	304	**45,428**
Outside WRCOG	1,679	106	16,999	1,337	2,522	1,608,845	**1,631,488**
TOTAL	**44,671**	**14,158**	**84,261**	**6,159**	**46,147**	**1,628,796**	**1,824,191**

Based on RivCOM Year 2018 Existing Scenario, November 2023

EXHIBIT J-11
VMT BY WRCOG TUMF ZONE
OFF PEAK NON-HOME-BASED TRIPS ONLY - 2018 EXISTING

To / From	Central	Hemet/San Jacinto	Northwest	Pass Area	Southwest	Outside WRCOG	TOTAL
Central	171,868	26,165	127,774	9,573	74,861	103,539	**513,780**
Hemet/San Jacinto	31,023	89,467	11,465	16,561	25,978	33,500	**207,994**
Northwest	88,808	4,136	620,263	4,317	21,165	472,709	**1,211,397**
Pass Area	19,327	17,223	13,991	73,960	3,239	74,839	**202,580**
Southwest	61,789	19,268	45,891	1,951	356,701	84,988	**570,589**
Outside WRCOG	103,831	20,636	536,313	43,581	141,283	33,374,718	**34,220,361**
TOTAL	**476,647**	**176,895**	**1,355,697**	**149,943**	**623,228**	**34,144,292**	**36,926,701**

Based on RivCOM Year 2018 Existing Scenario, November 2023

EXHIBIT J-12
VMT BY WRCOG TUMF ZONE
OFF PEAK HOME-BASED-UNIVERSITY TRIPS ONLY - 2018 EXISTING

To / From	Central	Hemet/San Jacinto	Northwest	Pass Area	Southwest	Outside WRCOG	TOTAL
Central	17,594	12,628	51,247	218	2,019	38,566	**122,272**
Hemet/San Jacinto	2,097	11,286	4,124	136	292	6,709	**24,645**
Northwest	6,858	2,539	103,163	86	517	83,488	**196,652**
Pass Area	1,849	5,259	5,127	313	49	9,947	**22,544**
Southwest	16,062	18,302	48,598	219	12,688	116,334	**212,202**
Outside WRCOG	15,304	13,712	189,575	784	2,172	2,068,303	**2,289,850**
TOTAL	**59,764**	**63,727**	**401,834**	**1,755**	**17,738**	**2,323,347**	**2,868,164**

Based on RivCOM Year 2018 Existing Scenario, November 2023

EXHIBIT J-13
VMT BY WRCOG TUMF ZONE
TOTAL DAILY TRIPS FOR ALL PURPOSES - 2018 EXISTING

To / From	Central	Hemet/San Jacinto	Northwest	Pass Area	Southwest	Outside WRCOG	TOTAL
Central	1,886,231	305,013	1,560,174	155,627	834,808	2,660,619	**7,402,471**
Hemet/San Jacinto	342,975	837,544	299,154	158,370	340,527	1,152,514	**3,131,082**
Northwest	811,797	100,707	5,424,449	106,702	377,177	5,895,035	**12,715,867**
Pass Area	154,507	121,047	201,110	421,411	50,814	884,999	**1,833,889**
Southwest	804,289	319,636	1,050,082	93,323	3,181,580	3,524,801	**8,973,711**
Outside WRCOG	1,403,634	481,075	6,101,478	651,086	2,010,260	226,762,371	**237,409,905**
TOTAL	**5,403,432**	**2,165,023**	**14,636,446**	**1,586,519**	**6,795,166**	**240,880,340**	**271,466,925**

Based on RivCOM Year 2018 Existing Scenario, November 2023

EXHIBIT J-14
VMT BY WRCOG TUMF ZONE
DAILY HOME-BASED-WORK TRIPS ONLY - 2018 EXISTING

To / From	Central	Hemet/San Jacinto	Northwest	Pass Area	Southwest	Outside WRCOG	TOTAL
Central	229,295	82,007	575,590	91,051	276,409	1,740,397	**2,994,749**
Hemet/San Jacinto	98,516	74,328	180,712	68,847	143,988	812,107	**1,378,498**
Northwest	201,151	52,731	935,927	74,986	192,540	2,732,003	**4,189,337**
Pass Area	36,574	22,095	92,709	47,281	27,201	433,163	**659,022**
Southwest	231,030	106,243	529,869	70,200	568,071	2,445,955	**3,951,368**
Outside WRCOG	608,054	245,727	2,541,054	375,209	1,075,753	63,102,754	**67,948,550**
TOTAL	**1,404,620**	**583,131**	**4,855,859**	**727,574**	**2,283,962**	**71,266,379**	**81,121,525**

Based on RivCOM Year 2018 Existing Scenario, November 2023

EXHIBIT J-15
VMT BY WRCOG TUMF ZONE
DAILY HOME-BASED-OTHER TRIPS ONLY - 2018 EXISTING

To / From	Central	Hemet/San Jacinto	Northwest	Pass Area	Southwest	Outside WRCOG	TOTAL
Central	1,192,127	150,772	655,160	47,898	407,857	686,170	**3,139,984**
Hemet/San Jacinto	178,686	536,686	92,843	61,811	149,158	277,118	**1,296,302**
Northwest	420,789	36,015	2,976,272	24,442	145,031	2,189,015	**5,791,564**
Pass Area	80,549	58,070	76,610	228,537	18,300	306,138	**768,205**
Southwest	415,659	145,147	362,155	19,425	1,810,733	760,724	**3,513,843**
Outside WRCOG	588,064	175,138	2,252,036	195,127	685,865	96,434,568	**100,330,798**
TOTAL	**2,875,873**	**1,101,828**	**6,415,076**	**577,241**	**3,216,945**	**100,653,734**	**114,840,696**

Based on RivCOM Year 2018 Existing Scenario, November 2023

EXHIBIT J-16
VMT BY WRCOG TUMF ZONE
DAILY HOME-BASED-SCHOOL TRIPS ONLY - 2018 EXISTING

To / From	Central	Hemet/San Jacinto	Northwest	Pass Area	Southwest	Outside WRCOG	TOTAL
Central	140,634	4,660	27,913	499	20,981	7,934	**202,622**
Hemet/San Jacinto	10,175	54,954	207	877	3,469	92	**69,775**
Northwest	25,540	101	281,274	36	2,663	73,208	**382,822**
Pass Area	1,692	2,157	134	21,053	9	6,297	**31,343**
Southwest	24,977	3,864	5,832	9	176,673	1,388	**212,743**
Outside WRCOG	7,814	508	77,939	6,454	13,470	7,587,452	**7,693,638**
TOTAL	**210,832**	**66,244**	**393,299**	**28,928**	**217,266**	**7,676,372**	**8,592,941**

Based on RivCOM Year 2018 Existing Scenario, November 2023

EXHIBIT J-17
VMT BY WRCOG TUMF ZONE
DAILY NON-HOME-BASED TRIPS ONLY - 2018 EXISTING

To / From	Central	Hemet/San Jacinto	Northwest	Pass Area	Southwest	Outside WRCOG	TOTAL
Central	288,485	43,572	209,866	15,577	124,008	162,106	**843,613**
Hemet/San Jacinto	51,445	149,996	18,346	26,479	43,095	52,184	**341,544**
Northwest	150,263	6,915	1,034,898	7,000	35,418	755,213	**1,989,708**
Pass Area	32,095	28,790	22,706	123,641	5,174	121,900	**334,305**
Southwest	102,482	32,305	73,748	3,176	594,063	134,546	**940,320**
Outside WRCOG	169,784	33,899	877,360	72,079	229,264	55,702,689	**57,085,075**
TOTAL	**794,554**	**295,477**	**2,236,924**	**247,951**	**1,031,023**	**56,928,638**	**61,534,566**

Based on RivCOM Year 2018 Existing Scenario, November 2023

EXHIBIT J-18
VMT BY WRCOG TUMF ZONE
DAILY HOME-BASED-UNIVERSITY TRIPS ONLY - 2018 EXISTING

To / From	Central	Hemet/San Jacinto	Northwest	Pass Area	Southwest	Outside WRCOG	TOTAL
Central	35,690	24,001	91,646	601	5,553	64,011	**221,503**
Hemet/San Jacinto	4,153	21,580	7,046	356	815	11,012	**44,963**
Northwest	14,054	4,945	196,077	238	1,525	145,596	**362,435**
Pass Area	3,596	9,936	8,951	900	129	17,502	**41,014**
Southwest	30,142	32,078	78,478	512	32,040	182,188	**355,438**
Outside WRCOG	29,918	25,804	353,089	2,217	5,906	3,934,909	**4,351,844**
TOTAL	**117,553**	**118,344**	**735,288**	**4,825**	**45,970**	**4,355,218**	**5,377,197**

Based on RivCOM Year 2018 Existing Scenario, November 2023

EXHIBIT J-19
VMT BY WRCOG TUMF ZONE
TOTAL PEAK PERIOD TRIPS FOR ALL PURPOSES - 2045 NO BUILD

To / From	Central	Hemet/San Jacinto	Northwest	Pass Area	Southwest	Outside WRCOG	TOTAL
Central	1,799,333	331,707	1,246,839	150,237	725,077	2,074,041	**6,327,234**
Hemet/San Jacinto	419,876	828,755	285,137	155,667	345,759	1,006,889	**3,042,083**
Northwest	719,180	87,427	3,652,429	90,736	283,636	3,816,550	**8,649,959**
Pass Area	166,143	123,928	189,122	408,274	39,950	805,993	**1,733,411**
Southwest	823,445	350,410	894,926	84,115	3,062,054	3,170,545	**8,385,495**
Outside WRCOG	1,208,763	420,070	4,001,373	598,622	1,482,553	151,663,404	**159,374,786**
TOTAL	**5,136,740**	**2,142,297**	**10,269,827**	**1,487,652**	**5,939,029**	**162,537,422**	**187,512,968**

Based on RivCOM Year 2045 No-Build Scenario, November 2023

EXHIBIT J-20
VMT BY WRCOG TUMF ZONE
PEAK PERIOD HOME-BASED-WORK TRIPS ONLY - 2045 NO BUILD

To / From	Central	Hemet/San Jacinto	Northwest	Pass Area	Southwest	Outside WRCOG	TOTAL
Central	373,364	119,251	639,446	100,864	284,454	1,576,209	**3,093,588**
Hemet/San Jacinto	172,286	134,504	208,376	88,310	169,783	827,421	**1,600,680**
Northwest	244,964	48,849	905,169	66,860	143,376	2,007,531	**3,416,748**
Pass Area	69,297	34,601	118,258	72,874	25,101	465,215	**785,345**
Southwest	346,327	152,164	600,641	69,322	654,211	2,572,563	**4,395,228**
Outside WRCOG	627,554	220,846	2,057,129	369,322	678,800	52,699,890	**56,653,540**
TOTAL	**1,833,791**	**710,214**	**4,529,019**	**767,551**	**1,955,725**	**60,148,829**	**69,945,130**

Based on RivCOM Year 2045 No-Build Scenario, November 2023

EXHIBIT J-21
VMT BY WRCOG TUMF ZONE
PEAK PERIOD HOME-BASED-OTHER TRIPS ONLY - 2045 NO BUILD

To / From	Central	Hemet/San Jacinto	Northwest	Pass Area	Southwest	Outside WRCOG	TOTAL
Central	1,062,642	154,854	432,156	38,451	340,614	392,364	**2,421,080**
Hemet/San Jacinto	190,962	506,337	65,022	49,916	143,277	154,174	**1,109,688**
Northwest	352,592	31,203	1,941,227	19,896	116,947	1,347,877	**3,809,741**
Pass Area	73,295	60,143	56,197	230,606	12,927	245,844	**679,013**
Southwest	365,033	139,169	213,955	13,093	1,806,167	430,821	**2,968,236**
Outside WRCOG	473,253	165,371	1,354,389	176,377	669,783	64,072,996	**66,912,168**
TOTAL	**2,517,777**	**1,057,076**	**4,062,946**	**528,338**	**3,089,715**	**66,644,076**	**77,899,927**

Based on RivCOM Year 2045 No-Build Scenario, November 2023

EXHIBIT J-22
VMT BY WRCOG TUMF ZONE
PEAK PERIOD HOME-BASED-SCHOOL TRIPS ONLY - 2045 NO BUILD

To / From	Central	Hemet/San Jacinto	Northwest	Pass Area	Southwest	Outside WRCOG	TOTAL
Central	136,895	5,994	23,940	484	20,215	6,298	**193,827**
Hemet/San Jacinto	13,675	57,088	301	975	4,113	107	**76,259**
Northwest	23,198	110	237,602	33	2,279	66,566	**329,788**
Pass Area	1,880	2,406	139	26,717	7	9,600	**40,749**
Southwest	24,598	3,842	4,731	7	228,422	1,295	**262,895**
Outside WRCOG	6,723	624	64,150	5,947	16,481	6,271,751	**6,365,676**
TOTAL	**206,969**	**70,065**	**330,863**	**34,163**	**271,517**	**6,355,617**	**7,269,194**

Based on RivCOM Year 2045 No-Build Scenario, November 2023

EXHIBIT J-23
VMT BY WRCOG TUMF ZONE
PEAK PERIOD NON-HOME-BASED TRIPS ONLY - 2045 NO BUILD

To / From	Central	Hemet/San Jacinto	Northwest	Pass Area	Southwest	Outside WRCOG	TOTAL
Central	202,038	35,728	103,488	10,029	74,959	74,079	**500,322**
Hemet/San Jacinto	40,465	115,618	8,342	16,222	27,829	20,983	**229,458**
Northwest	89,752	4,817	459,879	3,793	19,949	335,223	**913,414**
Pass Area	19,244	20,136	9,751	77,216	1,839	73,705	**201,892**
Southwest	63,376	22,555	29,308	1,251	322,054	43,941	**482,484**
Outside WRCOG	88,138	21,358	372,582	45,519	113,947	26,519,796	**27,161,341**
TOTAL	**503,012**	**220,212**	**983,351**	**154,031**	**560,578**	**27,067,727**	**29,488,911**

Based on RivCOM Year 2045 No-Build Scenario, November 2023

EXHIBIT J-24
VMT BY WRCOG TUMF ZONE
PEAK PERIOD HOME-BASED-UNIVERSITY TRIPS ONLY - 2045 NO BUILD

To / From	Central	Hemet/San Jacinto	Northwest	Pass Area	Southwest	Outside WRCOG	TOTAL
Central	24,394	15,880	47,809	408	4,835	25,090	**118,417**
Hemet/San Jacinto	2,488	15,208	3,096	245	757	4,204	**25,998**
Northwest	8,674	2,448	108,552	155	1,085	59,353	**180,268**
Pass Area	2,428	6,642	4,777	861	76	11,629	**26,412**
Southwest	24,112	32,680	46,293	442	51,199	121,926	**276,652**
Outside WRCOG	13,096	11,872	153,123	1,456	3,543	2,098,971	**2,282,060**
TOTAL	**75,191**	**84,731**	**363,649**	**3,568**	**61,494**	**2,321,174**	**2,909,807**

Based on RivCOM Year 2045 No-Build Scenario, November 2023

EXHIBIT J-25
VMT BY WRCOG TUMF ZONE
TOTAL OFF PEAK TRIPS FOR ALL PURPOSES - 2045 NO BUILD

To / From	Central	Hemet/San Jacinto	Northwest	Pass Area	Southwest	Outside WRCOG	TOTAL
Central	1,318,612	243,507	855,399	90,116	512,253	1,362,381	**4,382,268**
Hemet/San Jacinto	307,848	620,261	182,200	112,414	232,480	632,480	**2,087,683**
Northwest	514,466	58,795	2,686,245	50,935	187,731	2,945,148	**6,443,318**
Pass Area	125,325	101,371	126,342	322,595	27,752	586,766	**1,290,151**
Southwest	594,702	254,789	612,135	48,790	2,229,187	1,999,442	**5,739,044**
Outside WRCOG	857,986	292,176	2,897,700	380,089	960,617	114,223,362	**119,611,929**
TOTAL	**3,718,939**	**1,570,899**	**7,360,021**	**1,004,939**	**4,150,019**	**121,749,579**	**139,554,395**

Based on RivCOM Year 2045 No-Build Scenario, November 2023

EXHIBIT J-26
VMT BY WRCOG TUMF ZONE
OFF PEAK HOME-BASED-WORK TRIPS ONLY - 2045 NO BUILD

To / From	Central	Hemet/San Jacinto	Northwest	Pass Area	Southwest	Outside WRCOG	TOTAL
Central	139,109	48,317	252,879	40,263	116,636	745,260	**1,342,464**
Hemet/San Jacinto	68,574	47,643	92,129	35,673	67,839	402,851	**714,710**
Northwest	98,150	23,283	337,214	28,227	65,852	940,673	**1,493,399**
Pass Area	28,513	15,183	50,763	26,317	12,905	221,065	**354,746**
Southwest	143,010	60,883	254,955	32,890	244,955	1,155,616	**1,892,308**
Outside WRCOG	302,064	116,183	938,244	166,464	326,211	21,226,888	**23,076,054**
TOTAL	**779,420**	**311,492**	**1,926,184**	**329,834**	**834,398**	**24,692,353**	**28,873,681**

Based on RivCOM Year 2045 No-Build Scenario, November 2023

EXHIBIT J-27
VMT BY WRCOG TUMF ZONE
OFF PEAK HOME-BASED-OTHER TRIPS ONLY - 2045 NO BUILD

To / From	Central	Hemet/San Jacinto	Northwest	Pass Area	Southwest	Outside WRCOG	TOTAL
Central	817,753	121,802	362,911	33,093	271,714	415,042	**2,022,315**
Hemet/San Jacinto	161,868	374,441	65,747	46,266	116,874	172,568	**937,763**
Northwest	270,238	25,096	1,486,279	16,476	90,978	1,281,165	**3,170,231**
Pass Area	61,546	47,031	50,231	174,731	11,410	223,207	**568,155**
Southwest	303,367	111,492	202,017	12,889	1,405,767	465,133	**2,500,666**
Outside WRCOG	387,066	126,440	1,130,769	140,486	452,722	49,373,980	**51,611,462**
TOTAL	**2,001,838**	**806,301**	**3,297,953**	**423,940**	**2,349,465**	**51,931,094**	**60,810,592**

Based on RivCOM Year 2045 No-Build Scenario, November 2023

EXHIBIT J-28
VMT BY WRCOG TUMF ZONE
OFF PEAK HOME-BASED-SCHOOL TRIPS ONLY - 2045 NO BUILD

To / From	Central	Hemet/San Jacinto	Northwest	Pass Area	Southwest	Outside WRCOG	TOTAL
Central	37,552	1,684	7,015	142	5,504	2,210	**54,106**
Hemet/San Jacinto	4,077	15,458	110	341	1,168	42	**21,196**
Northwest	6,276	32	64,909	10	605	20,422	**92,254**
Pass Area	563	684	47	7,234	2	2,659	**11,190**
Southwest	6,927	1,090	1,449	3	62,653	584	**72,705**
Outside WRCOG	2,040	166	19,074	1,704	3,185	1,683,458	**1,709,627**
TOTAL	**57,435**	**19,114**	**92,604**	**9,433**	**73,117**	**1,709,376**	**1,961,079**

Based on RivCOM Year 2045 No-Build Scenario, November 2023

EXHIBIT J-29
VMT BY WRCOG TUMF ZONE
OFF PEAK NON-HOME-BASED TRIPS ONLY - 2045 NO BUILD

To / From	Central	Hemet/San Jacinto	Northwest	Pass Area	Southwest	Outside WRCOG	TOTAL
Central	299,738	55,092	169,871	16,381	115,948	153,204	**810,234**
Hemet/San Jacinto	70,174	166,706	18,278	29,966	46,159	47,597	**378,880**
Northwest	131,414	7,633	681,134	6,136	29,764	610,663	**1,466,744**
Pass Area	31,940	31,225	18,232	113,898	3,385	123,898	**322,577**
Southwest	104,433	36,376	55,746	2,580	484,258	98,486	**781,879**
Outside WRCOG	151,333	34,517	620,329	70,600	176,455	39,604,640	**40,657,873**
TOTAL	**789,032**	**331,549**	**1,563,590**	**239,561**	**855,969**	**40,638,488**	**44,418,188**

Based on RivCOM Year 2045 No-Build Scenario, November 2023

EXHIBIT J-30
VMT BY WRCOG TUMF ZONE
OFF PEAK HOME-BASED-UNIVERSITY TRIPS ONLY - 2045 NO BUILD

To / From	Central	Hemet/San Jacinto	Northwest	Pass Area	Southwest	Outside WRCOG	TOTAL
Central	24,461	16,612	62,722	237	2,451	46,666	**153,148**
Hemet/San Jacinto	3,155	16,013	5,936	169	440	9,422	**35,134**
Northwest	8,389	2,752	116,708	85	532	92,226	**220,691**
Pass Area	2,763	7,248	7,069	416	50	15,937	**33,483**
Southwest	36,965	44,949	97,968	427	31,554	279,623	**491,486**
Outside WRCOG	15,482	14,869	189,285	835	2,045	2,334,396	**2,556,912**
TOTAL	**91,214**	**102,442**	**479,690**	**2,170**	**37,070**	**2,778,268**	**3,490,855**

Based on RivCOM Year 2045 No-Build Scenario, November 2023

EXHIBIT J-31
VMT BY WRCOG TUMF ZONE
TOTAL DAILY TRIPS FOR ALL PURPOSES - 2045 NO BUILD

To / From	Central	Hemet/San Jacinto	Northwest	Pass Area	Southwest	Outside WRCOG	TOTAL
Central	3,117,946	575,214	2,102,238	240,353	1,237,329	3,436,422	**10,709,502**
Hemet/San Jacinto	727,723	1,449,016	467,337	268,082	578,239	1,639,369	**5,129,767**
Northwest	1,233,645	146,222	6,338,674	141,671	471,367	6,761,699	**15,093,278**
Pass Area	291,468	225,299	315,464	730,869	67,702	1,392,759	**3,023,562**
Southwest	1,418,147	605,199	1,507,061	132,904	5,291,241	5,169,987	**14,124,539**
Outside WRCOG	2,066,749	712,246	6,899,073	978,711	2,443,170	265,886,766	**278,986,715**
TOTAL	**8,855,679**	**3,713,196**	**17,629,848**	**2,492,590**	**10,089,048**	**284,287,001**	**327,067,363**

Based on RivCOM Year 2045 No-Build Scenario, November 2023

EXHIBIT J-32
VMT BY WRCOG TUMF ZONE
DAILY HOME-BASED-WORK TRIPS ONLY - 2045 NO BUILD

To / From	Central	Hemet/San Jacinto	Northwest	Pass Area	Southwest	Outside WRCOG	TOTAL
Central	512,473	167,568	892,325	141,127	401,091	2,321,469	**4,436,052**
Hemet/San Jacinto	240,860	182,148	300,505	123,983	237,623	1,230,272	**2,315,390**
Northwest	343,114	72,132	1,242,383	95,087	209,228	2,948,204	**4,910,147**
Pass Area	97,810	49,784	169,021	99,191	38,005	686,279	**1,140,090**
Southwest	489,337	213,047	855,596	102,212	899,166	3,728,179	**6,287,536**
Outside WRCOG	929,618	337,029	2,995,373	535,786	1,005,010	73,926,778	**79,729,594**
TOTAL	**2,613,211**	**1,021,707**	**6,455,203**	**1,097,385**	**2,790,123**	**84,841,182**	**98,818,811**

Based on RivCOM Year 2045 No-Build Scenario, November 2023

EXHIBIT J-33
VMT BY WRCOG TUMF ZONE
DAILY HOME-BASED-OTHER TRIPS ONLY - 2045 NO BUILD

To / From	Central	Hemet/San Jacinto	Northwest	Pass Area	Southwest	Outside WRCOG	TOTAL
Central	1,880,395	276,656	795,067	71,544	612,328	807,406	**4,443,395**
Hemet/San Jacinto	352,830	880,778	130,769	96,181	260,151	326,742	**2,047,451**
Northwest	622,829	56,299	3,427,506	36,372	207,925	2,629,041	**6,979,972**
Pass Area	134,842	107,173	106,427	405,337	24,337	469,052	**1,247,168**
Southwest	668,400	250,661	415,972	25,982	3,211,934	895,954	**5,468,902**
Outside WRCOG	860,319	291,810	2,485,158	316,863	1,122,505	113,446,976	**118,523,630**
TOTAL	**4,519,614**	**1,863,377**	**7,360,898**	**952,278**	**5,439,180**	**118,575,170**	**138,710,519**

Based on RivCOM Year 2045 No-Build Scenario, November 2023

EXHIBIT J-34
VMT BY WRCOG TUMF ZONE
DAILY HOME-BASED-SCHOOL TRIPS ONLY - 2045 NO BUILD

To / From	Central	Hemet/San Jacinto	Northwest	Pass Area	Southwest	Outside WRCOG	TOTAL
Central	174,447	7,678	30,955	627	25,718	8,507	**247,933**
Hemet/San Jacinto	17,752	72,546	411	1,316	5,281	149	**97,455**
Northwest	29,474	142	302,511	43	2,884	86,988	**422,042**
Pass Area	2,443	3,091	186	33,950	9	12,260	**51,939**
Southwest	31,524	4,932	6,180	10	291,076	1,879	**335,600**
Outside WRCOG	8,764	790	83,223	7,651	19,666	7,955,209	**8,075,303**
TOTAL	**264,404**	**89,179**	**423,467**	**43,596**	**344,634**	**8,064,992**	**9,230,272**

Based on RivCOM Year 2045 No-Build Scenario, November 2023

EXHIBIT J-35
VMT BY WRCOG TUMF ZONE
DAILY NON-HOME-BASED TRIPS ONLY - 2045 NO BUILD

To / From	Central	Hemet/San Jacinto	Northwest	Pass Area	Southwest	Outside WRCOG	TOTAL
Central	501,776	90,820	273,360	26,410	190,907	227,284	**1,310,557**
Hemet/San Jacinto	110,639	282,324	26,620	46,188	73,988	68,580	**608,338**
Northwest	221,166	12,450	1,141,014	9,929	49,713	945,886	**2,380,158**
Pass Area	51,183	51,361	27,984	191,114	5,224	197,603	**524,469**
Southwest	167,809	58,931	85,053	3,831	806,312	142,426	**1,264,363**
Outside WRCOG	239,471	55,876	992,911	116,119	290,402	66,124,436	**67,819,215**
TOTAL	**1,292,044**	**551,761**	**2,546,941**	**393,592**	**1,416,547**	**67,706,215**	**73,907,099**

Based on RivCOM Year 2045 No-Build Scenario, November 2023

EXHIBIT J-36
VMT BY WRCOG TUMF ZONE
DAILY HOME-BASED-UNIVERSITY TRIPS ONLY - 2045 NO BUILD

To / From	Central	Hemet/San Jacinto	Northwest	Pass Area	Southwest	Outside WRCOG	TOTAL
Central	48,855	32,492	110,531	645	7,286	71,756	**271,565**
Hemet/San Jacinto	5,642	31,221	9,033	414	1,197	13,626	**61,132**
Northwest	17,063	5,200	225,260	240	1,617	151,579	**400,959**
Pass Area	5,191	13,890	11,846	1,278	126	27,566	**59,896**
Southwest	61,077	77,629	144,261	870	82,752	401,549	**768,138**
Outside WRCOG	28,578	26,741	342,408	2,292	5,587	4,433,366	**4,838,972**
TOTAL	**166,406**	**187,172**	**843,339**	**5,738**	**98,564**	**5,099,442**	**6,400,662**

Based on RivCOM Year 2045 No-Build Scenario, November 2023

Appendix K - Residential Fee Calculation

In general, the fee for the TUMF program is calculated based on the following formula:

$$\frac{\text{Unit Cost Assumptions} \times \text{Recommended Network Improvements}}{\text{Change in Residential and Non-Residential Development}} = \textbf{TUMF}$$

Applying this formula, Unit Cost Assumptions for the various eligible TUMF project types are used to estimate the overall cost to improve the TUMF Network as described in the TUMF Nexus Study. The resultant network improvement cost is then divided proportionally between various residential and non-residential development categories such that each new development type contributes its 'fair share' to the program. Any change in one formula variable has a related impact on the overall TUMF fee, although it is important to note that the resultant impact to the overall fee is not necessarily directly proportional to the formula variable change due to the intricacies of the fee calculation.

The residential fee was calculated by multiplying the estimated TUMF Network improvements cost attributable to mitigating the cumulative regional impacts of new development (**Section 4.0**) by the proportion of all regional trips that are generated by residential land uses (**Section 5.3**), and dividing this number by the projected increase in residential units between 2018 and 2045 (**Table 2.3**).

To account for the difference in trip generation rates between single-family residential units and multi-family residential units, the fee value was normalized for each of these housing types by first multiplying the proposed growth in households between 2018 and 2045 by the existing proportional share of each household type, and then multiplying the resultant values by the respective trip generation rate as published in the Institute of Traffic Engineers Trip Generation Manual, Eleventh Edition, 2021. The respective uniform fee values are presented in **Section 6.1**. **Exhibit K-1** details the calculation of the uniform single-family and multi-family residential fees (and non-residential fees).

On September 28, 2021, California Governor Gavin Newsome signed Assembly Bill 602 (AB 602) approving several changes to the Mitigation Fee Act, including the additional of §66016.5 to the California Government Code (CGC). §66016.5(a)(5)(A) states "A nexus study adopted after July 1, 2022, shall calculate a fee imposed on a housing development project proportionately to the square footage of proposed units of the development…." unless certain findings are made. These findings include:

"(i) An explanation as to why square footage is not appropriate metric to calculate fees imposed on housing development project.
(ii) An explanation that an alternative basis of calculating the fee bears a reasonable relationship between the fee charged and the burden posed by the development.

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

To address these provisions of AB 602, WRCOG analyzed the trip generation characteristics of both single-family and multi-family housing units of various sizes to determine whether there was a variation in trip generation rates based on housing unit size substantiating that TUMF should be imposed based on the square footage of the respective housing type. The findings of the analyses for single-family and multi-family, respectively, were summarized in technical memoranda that are included as **Exhibit K-2** for single-family residential units, and **Exhibit K-3** for multi-family residential units.

The findings of the analysis of single-family residential units, as presented in **Exhibit K-2**, indicates that the trip generation rates for these units do vary by housing size, especially for units of 2,500 square feet or less. The findings also noted that variations in trip generation characteristics tended to be more closely correlated to total household population, number of children and number of workers.

Figure 9 in **Exhibit K-2** illustrates Daily Vehicle Trips per Median Square Footage for Single-Family housing units. The figure generally reflects a linear increase in trip generation rate as housing size increases until the unit size reaches between 2,500 and 2,900 square feet, after which the trip generation rate stabilizes at approximately 10 to 12 trips per day. The figure also indicates some clustering of trip generation rates for housing units below 1,800 square feet, and similarly for housing units between 1,800 and 2,300 square feet. Based on these findings, WRCOG has determined that the fee for single-family residential units should be adjusted in four tiers to correlate to the trip generation characteristics associated with various ranges of single-family housing sizes to demonstrate compliance with AB 602.

To develop these tiers, WRCOG reviewed all single-family permits for which TUMF was assessed in the 2022/2023 Fiscal Year, which totaled 3,875 permits. These permit data indicated the square footage for these units ranged from 900 square feet to over 10,000 square feet with the majority of the units being between 1,800 square feet and 3,000 square feet. According to these data, the average square footage of these units was 2,300 square feet. WRCOG then examined the permit distribution to determine how units of various sizes should be grouped for the purposes of assessing TUMF to account for variations in the trip generation rates for single-family residential units of different sizes. An analysis of the different home sizes determined that it would be reasonable to stratify the home sizes into four tiers as presented in **Table K.1**. As indicated in **Table K.1**, approximately ½ of all single-family permits fall into Tier 1 and Tier 2 while the remaining ½ fall into Tier 3 and Tier 4.

Table K.1 – Single-Family Residential Unit Size Distribution in Western Riverside County
(based on FY 2022/2023 Single-Family Residential Unit Permits Issued in Western Riverside County)

Home Size Range (square feet)	Number of Permits	Percentage of Permits
Less than or equal to 1,800	451	12%
1,801 to 2,300	1,409	36%
2,301 to 2,700	1,121	29%
More than 2,700	894	23%
Total	**3,875**	**100%**

The tiers reflecting the adjustments to the standard uniform single-family residential fee per dwelling unit (as calculated in **Table 6.1**) for differing ranges of single-family unit sizes are summarized in **Table K.2**. Consistent with §66016.5(a)(5)(A), the adjustments to the standard single-family residential fee for each tier is roughly proportional to the relative trip generation rates for the units of varying sizes described in each tier. Furthermore, the assessment of the single-family residential fee at the adjusted levels would result in a roughly proportional fee collection for all single-family residential units compared to the assessment of a standard uniform fee across all single-family residential units. This ensures that new single-family residential units continue to contribute their fair share towards the cost of mitigating the cumulative regional impact of new development on the regional transportation system thereby maintaining the program nexus outlined in this document and represented by the fee schedule presented in Table 7.1.

Table K.2 – Single-Family Residential Fee Adjustments by Unit Size

Adjustment Tier	Housing Unit Size Range (in square feet)	Standard Fee Adjustment
Tier 1	Less than or equal to 1,800	80%
Tier 2	1,801 to 2,300	90%
Tier 3	2,301 to 2,700	100%
Tier 4	More than 2,700	125%

Exhibit K-3 presents the findings for multi-family housing units. For multi-family residential units, the results indicate little variation in trip generation rates across the range of multi-family residential unit sizes prompting WRCOG to determine that the fee for multi-family residential units would be most appropriately imposed uniformly across all multi-family dwelling units, regardless of their size.

EXHIBIT K-1 Western Riverside County TUMF Estimate
by Percent of TUMF Share Weighted by PM Peak Hour Trip Generation Rate
Based on Needed Improvements to the Regional System of Highways and Arterials

Residential	Dwelling Units			PM Peak Hour Trip Generation Rate	PM Peak Hour Trip Change	Percentage of PM Peak Hour Trip Change		Fee/DU
	2018	2045	Change					
Single Family Residential	397,407	564,898	167,491	0.99	165,816	78.6%		**$15,476**
Multi Family Residential	157,166	247,501	90,335	0.50	45,168	21.4%		**$7,816**
Total	554,573	812,399	257,826		210,984	100.0%		

Non-Residential	Employees			PM Peak Hour Trip Generation Rate	Peak Hour Trip Char	Percentage of PM Peak Hour Trip Change	Change in SF of GFA	Fee/SF of GFA
	2018	2045	Change					
Industrial	169,334	245,915	76,581	0.6	45,949	15.1%	61,489,565	**$2.33**
Retail	73,814	86,929	13,115	1.8	23,607	7.8%	6,557,500	**$11.21**
Service	308,703	482,958	174,255	1.2	209,106	68.8%	66,735,957	**$9.76**
Government/Public Sector	18,569	30,640	12,071	2.1	25,349	8.3%	3,420,665	**$23.07**
Total	570,420	846,442	276,022		304,011	100.0%	138,203,688	

Notes:
- trip generation rates based on ITE Trip Generation 11th Edition (2021) rates for weekday PM peak hour by generator trip ends
- residential formula: [(TUMF cost share)(residential share of VMT) / (change in housing units)] * (percentage of trip change)
- non-residential formula: [(TUMF cost share)(non-residential share of VMT) / (change in SF of GFA)] * (percentage of trip change)

Calculation Inputs:

residential share of daily VMT	**77.7%**
non-residential share of daily VMT	**22.3%**
total regional mitigation cost	$5,283,909,000
existing obligated improvement funding	$382,886,000
unfunded existing need cost	$646,931,000
MAX TUMF VALUE	**$4,244,608,000**
MAX TUMF SHARE	**80.3%**
Residential Value	$3,298,060,000
Non-Residential Value	$946,548,000

EXHIBIT K-2

[Single-Family] Residential Trip Generation Memorandum
Fehr & Peers, November 16, 2022

FEHR PEERS

Memorandum

Date: November 16, 2022

To: Suzanne Peterson, Christopher Gray, and Chris Tzeng – WRCOG

From: Mike Wallace, Eleanor Hunts, and Jason Pack – Fehr & Peers

Subject: **WRCOG Residential Trip Generation**
Contract No. 2022-65-1400-004 / Task Order No. 2022-65-1400-004-003

OC22- 0864

This memo summarizes the goals, data and analysis, key findings, and recommendations relating to the evaluation of vehicle trip generation and residential development characteristics. Specifically, this memo is intended to inform the Transportation Uniform Mitigation Fee (TUMF) guidelines on the relationship between residential trip generation and home size (square footage) as prescribed in California Assembly Bill 602 (AB 602). This draft memo will be followed-up with a phone call to discuss the recommendations and the memo will be revised and finalized based on the call.

Key Findings

Questions answered through the analysis and the findings are listed below.

- Is home size a key predictor of residential vehicle trip generation? **Yes, for homes of 2,500 square feet or less the trips increase with the larger home size. After 2,500 square feet the number of trips stay constant with home size, all else being equal.**
- Are there other characteristics that have a higher predictive relationship than home size? **Yes, the trip generation increases with the total household population, average number of children, and average number workers. Home size accounts for approximately 50% of the increase in home size for homes less than 2,500 square feet with the remaining 50% explained by multiple factors of the people within the home.**
- Does the location (i.e. TUMF zone) change the relationship of home size or the other characteristics? **No, the home location may influence the size, number of people, or household income, and/or the distance the trips travel, but does not influence the trips generated.**

- Are there recommended changes to the TUMF based on the findings? If so, what is the potential impact to the TUMF collection and home owners? **Yes, it is recommended that smaller homes pay a fee based on home size. The appropriate fee should be evaluated by the TUMF fee consultant to determine the potential impact to fee collected compared to the current fee expectation. Smaller homes paying less could potentially make home ownership less expensive overall compared to larger homes.**

Data Collection

This section describes the data that were used to evaluate the trip generation. Specifically, the identification and selection of study areas, method for obtaining and results of the travel activity, and collection of residential characteristics.

Study Area Selection

To determine the home characteristics that might influence trip generation, representative residential neighborhoods in each of the TUMF zones were identified. The criteria used for selecting neighborhoods included the following:

- Residential land use could be isolated from other uses
- Minimal cut through traffic
- As close to Census Blocks or Block Groups as possible to obtain demographic information
- Minimal construction activity that would change the number of units
- Diverse home size, household income

Based on local knowledge, aerial photos, Census geography, and home information from Zillow, WRCOG staff identified a preliminary list of potential study locations in each TUMF zone. Through discussions and review of each location, Fehr & Peers narrowed down the list of study locations to 23 neighborhoods, shown on **Figure 1**.

Travel Activity

StreetLight Data from smart phones were collected at 23 residential neighborhoods shown on Figure 1 were collected for trips that started or ended within each neighborhood. This method excluded trips that cut through the neighborhood. To avoid holidays, vacations, and to reflect travel when school is in session, data from March 1st through April 30th and September 1st through October 31st for all weekdays in 2019 were collected to represent the average vehicle trips per day for all homes within each study area.

Since StreetLight Data are based on location-based services (LBS) derived from cellular phone applications, 48-hour traffic counts were conducted at eight of the 23 study area locations as a point of comparison. The eight representative count locations were selected to have at least one

location in each TUMF zone, minimize the number of roadways accessing the land use, and to allow the most accurate representation of trips associated with the residential homes without capturing cut through traffic. The eight locations where 48-hour counts were collected are shown on **Figure 2**.

As shown on **Figure 3**, the 48-hour traffic count variation from day to day and the StreetLight Data average are very similar, giving confidence that the StreetLight Data for all study areas would be representative.

Residential Characteristics

The number of homes and characteristics for the homes within each study area were obtained from multiple sources, as summarized in **Table 1**. To identify outliers and the range of values for each variable that would be used to estimate the trip generation, plots of each study location by TUMF zone were developed and are summarized below with reference to the appropriate figure.

- **Figure 4 – Median Square Footage**: good distribution across study areas and within each TUMF zone
- **Figure 5 – Average Persons per Household**: good distribution across study areas and within each TUMF zone
- **Figure 6 – Average Children per Household**: good distribution across study areas and within each TUMF zone, including one study area that has very high children per household and another study area that has very low children per household
- **Figure 7 – Average Workers per Household:** good distribution across study areas and within each TUMF zone
- **Figure 8 – Median Cost per Square Foot**: good distribution across study areas and within each TUMF zone

Based on the review of each variable, the range across the study areas and within each TUMF zone are appropriate for use in the trip generation analysis.

Trip Generation Results

The StreetLight Data daily vehicle trips were used to visually display the relationship of each home characteristic for each study area and within each TUMF zone. The appropriate figure number and conclusion for the relationship are listed below.

- **Figure 9 – Daily Vehicle Trips per Median Square Footage**: slight increase in vehicle trips as median square footage increases
- **Figure 10 – Daily Vehicle Trips per Average Persons per Household**: slight increase in vehicle trips as total number of people per household increases

- **Figure 11 – Daily Vehicle Trips per Average Children per Household**: slight increase in vehicle trips as average number of children per household increases
- **Figure 12 – Daily Vehicle Trips per Average Workers per Household:** slight increase in vehicle trips as average number of workers per household increases
- **Figure 13 – Daily Vehicle Trips per Median Cost per Square Foot**: no clear relationship between average number of workers and trip generation

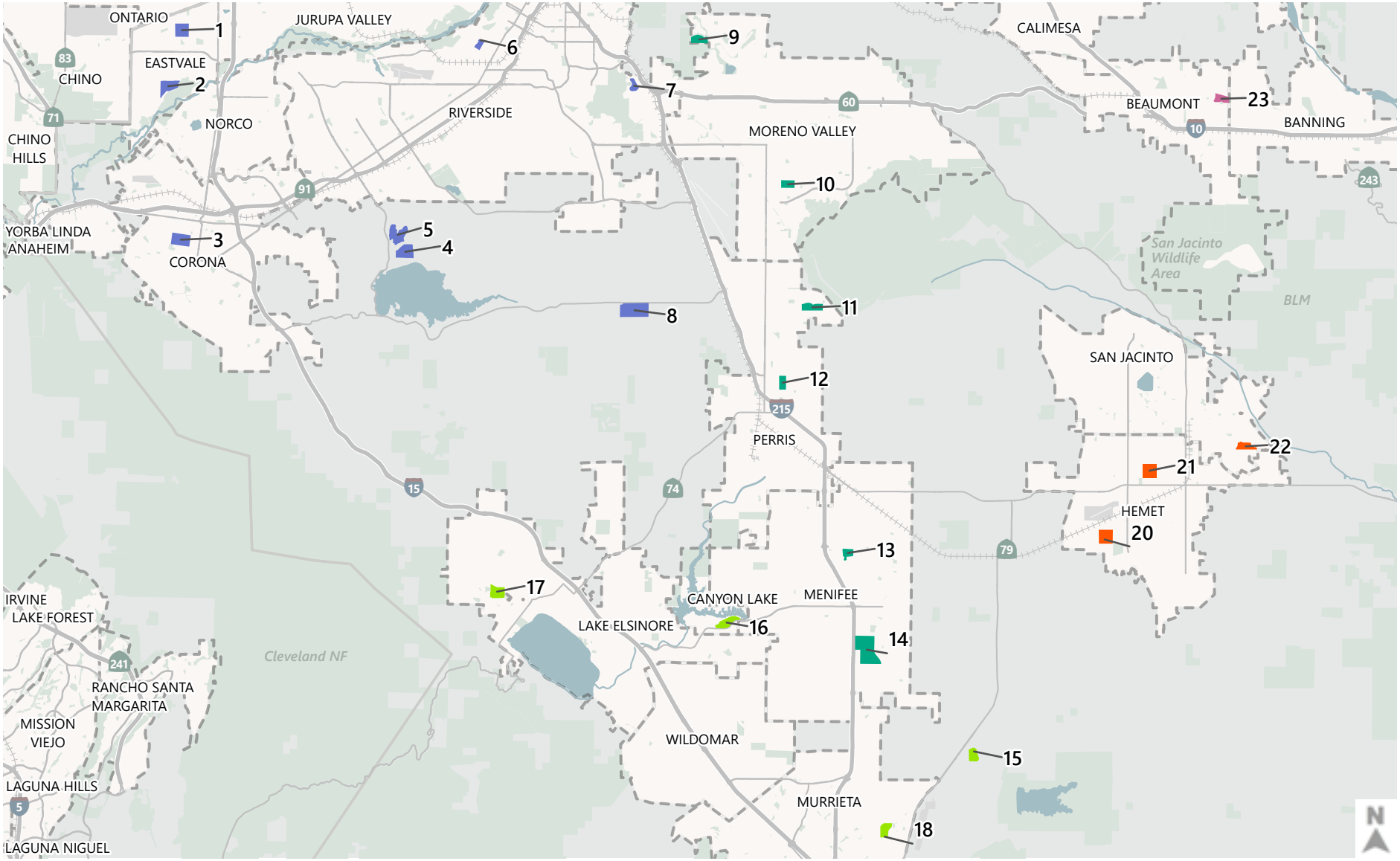
In addition to visual representations of the data, statistical analysis was performed to obtain the correlation between the variables to daily vehicle trips and to determine the regression equations.

Figure 16 – Correlation Matrix for All Variables: the correlation values in the green box for average and median home size of 0.7 indicate a strong positive correlation and mean as home size increases the number of trips increase. The correlation value of 0.7 results in an R-square of 0.49, meaning nearly half of the increase in trip generation is related to home size.

Based on Figures 10 and 11, the relationship between trip generation appeared to be linear, with the relationship possibly changing around 2,500 square feet. The linear regression analysis of average home size was performed for all home sizes, homes 2,500 square feet or smaller, and homes larger than 2,500 square feet. The results of the analysis are summarized in **Table 2**. The results show for home sizes of 2,500 square feet or less, the influence of the home size (represented by the coefficient) is nearly double that when all home sizes are included in the regression. The nearly zero coefficient and very high constant for the regression of home sizes above 2.500 square feet indicate that the trip generation is nearly constant for homes above 2,500 square feet.

Recommendations and Next Steps

Although home characteristics other than square footage have a slight increase in trip generation, the ability to forecast or control all of the characteristics other than home square footage is very difficult. Based on the results of trip generation and discussions with WRCOG regarding the feasible size of homes being constructed in the region, WRCOG will work with the TUMF fee consultant to identify and recommend appropriate fee adjustments based on square footage.



Study Location by TUMF Zone

- Central
- Hemet/San Jacinto
- Northwest
- Pass
- Southwest

City Boundaries

Figure 1

StreetLight Data Collection Locations

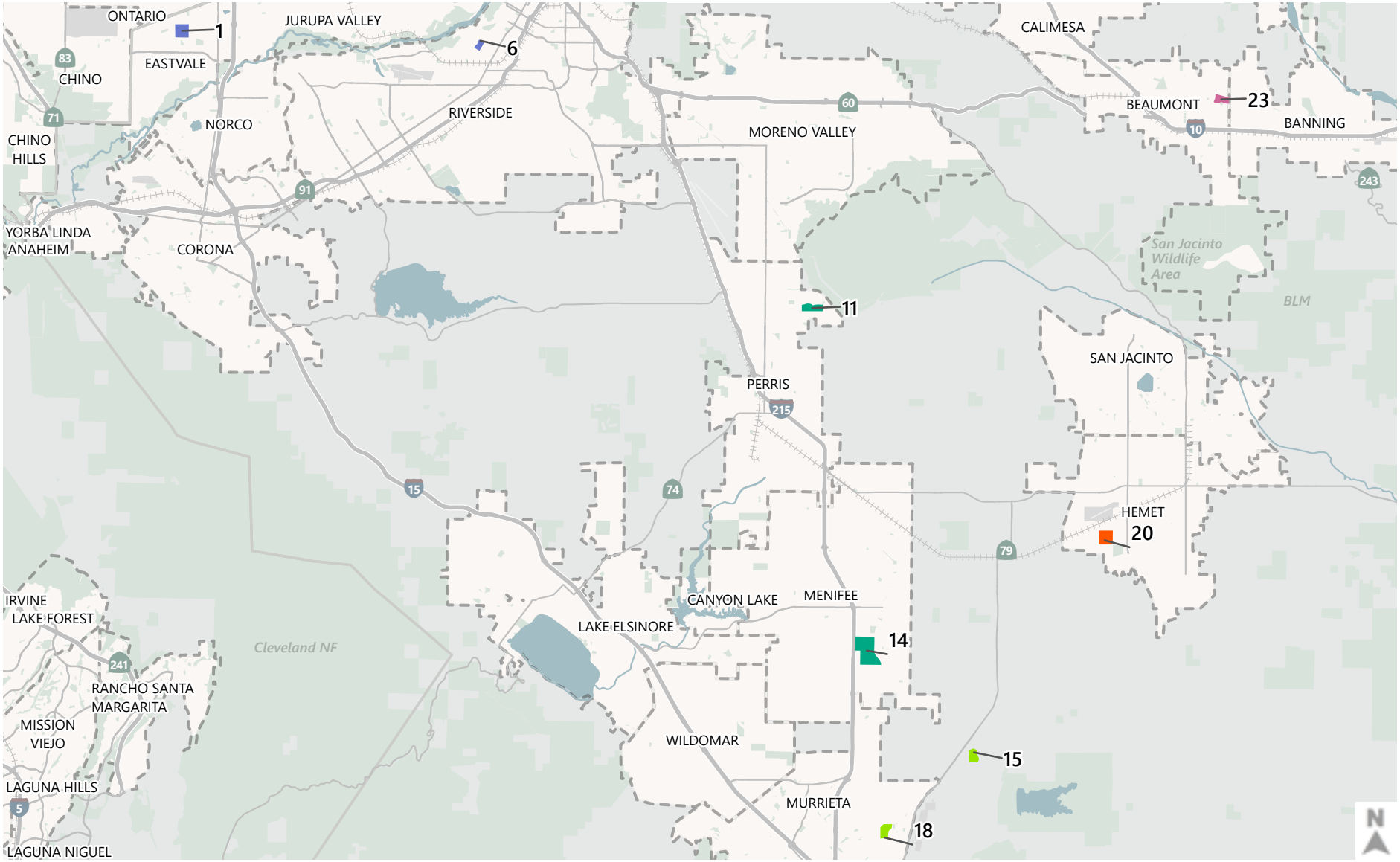
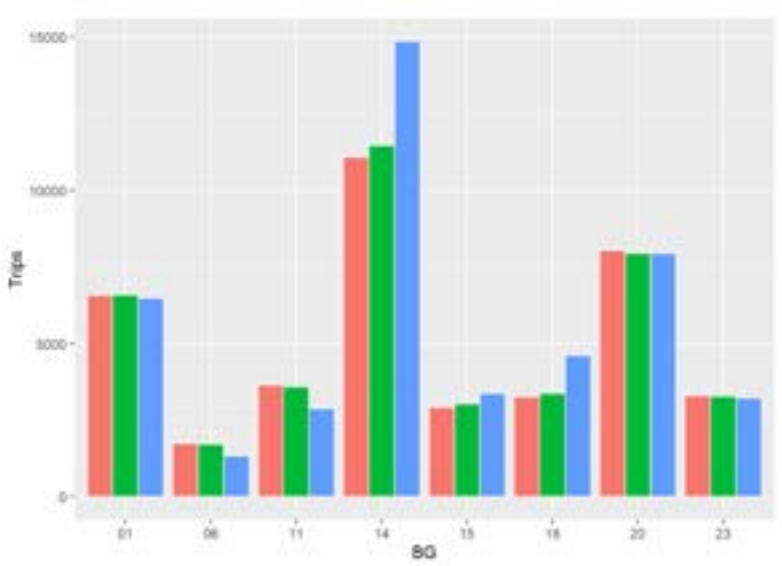


Figure 2

Traffic Count Data Collection Locations

Figure 3 – Comparison of Individual Traffic Counts and StreetLight Data Average



Note: Red and green are the two days of manual count collection and blue are the StreetLight Data average. The BG number corresponds to the number on Figure 2.

Figure 4 – Median Square Footage

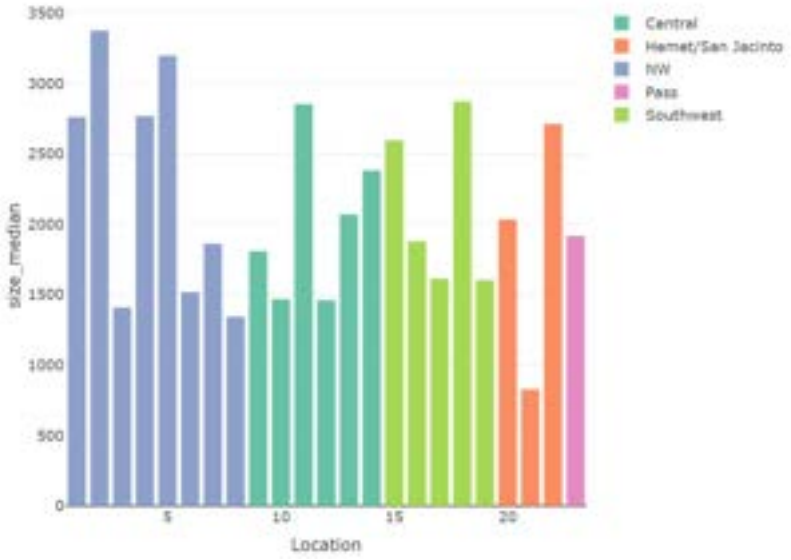


Figure 5 – Average Persons per Household

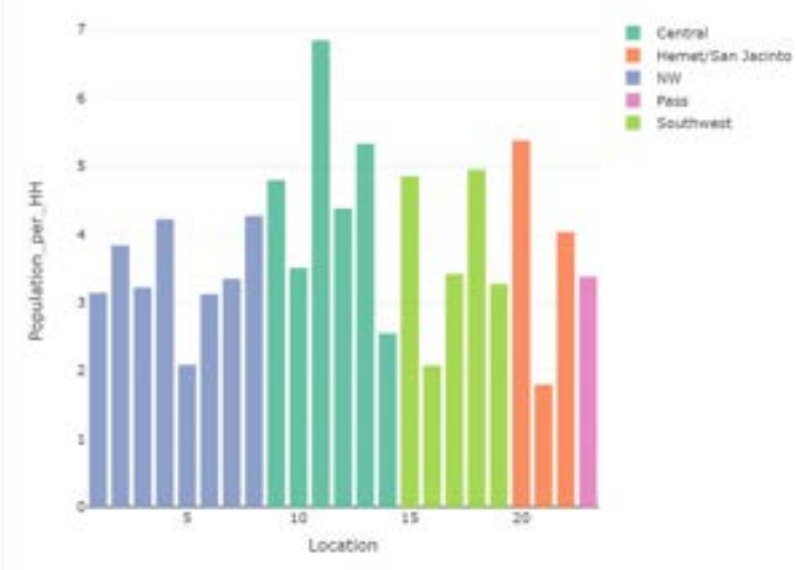


Figure 6 – Average Children per Household

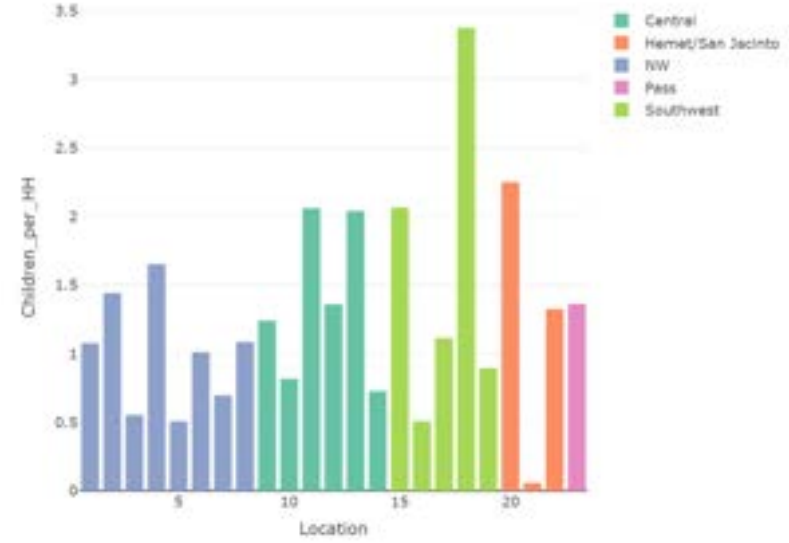


Figure 7 – Average Workers per Household

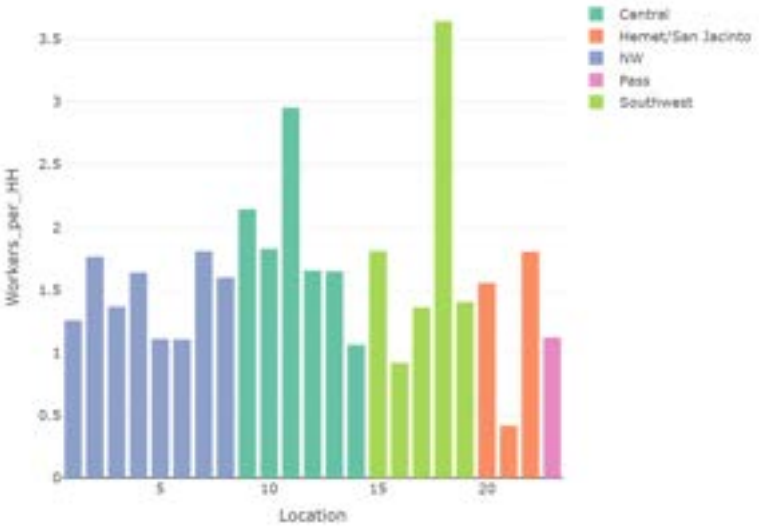


Figure 8 – Median Cost per Square Foot

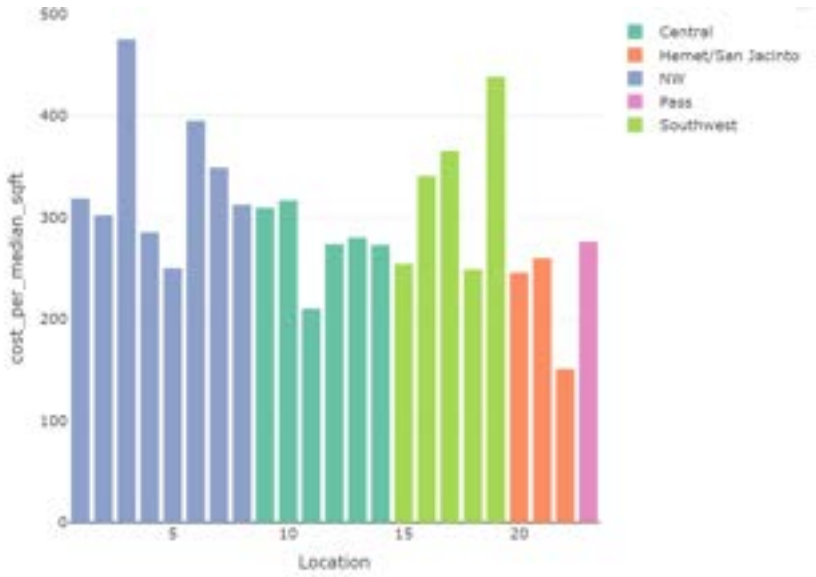


Figure 9 – Daily Vehicle Trips per Median Square Footage

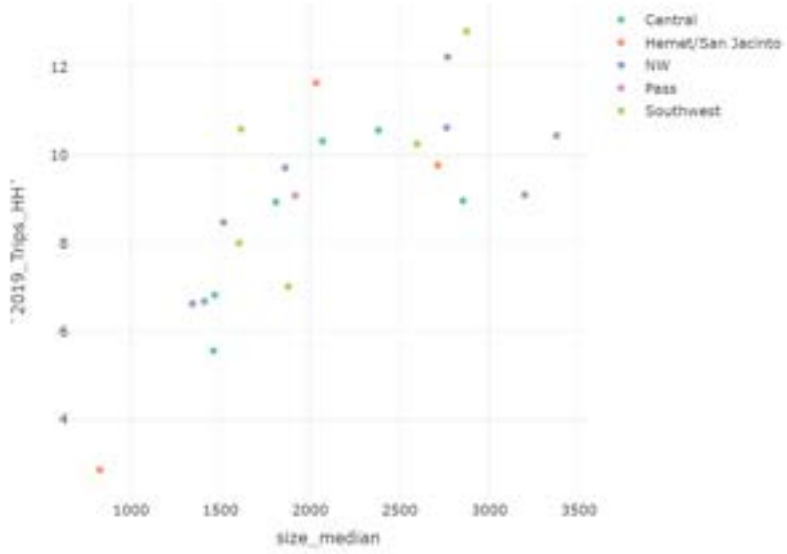


Figure 10 – Daily Vehicle Trips per Average Persons per Household

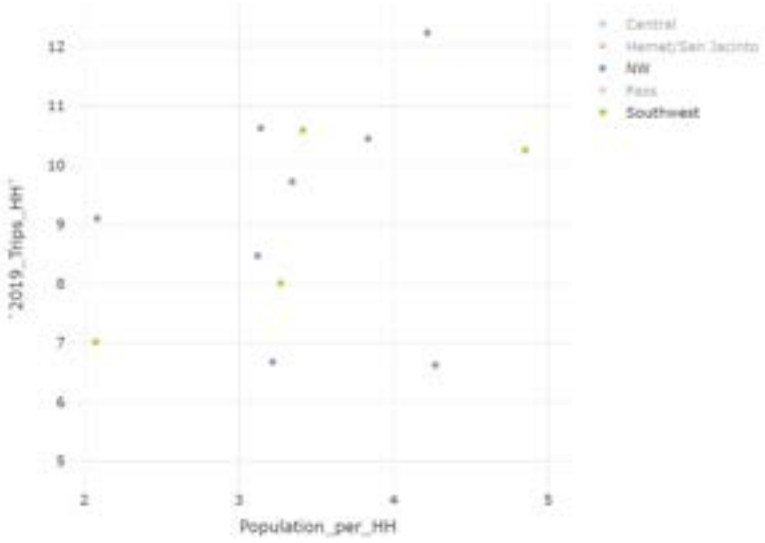


Figure 11 – Daily Vehicle Trips per Average Children per Household

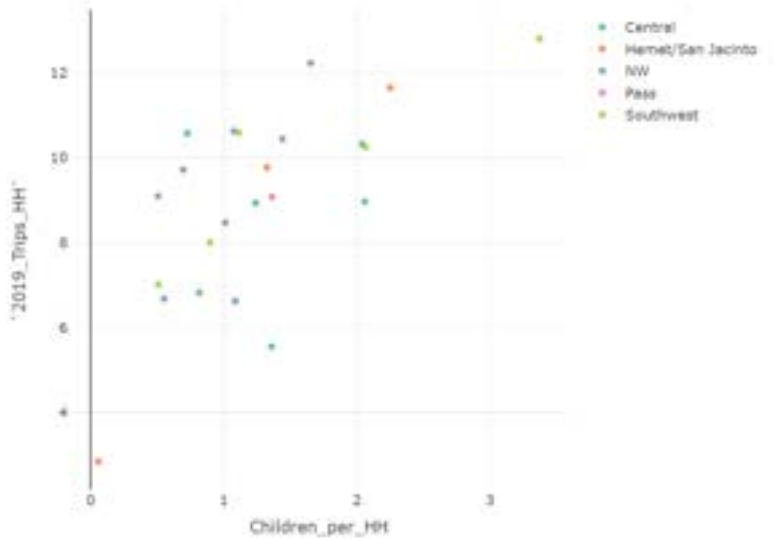


Figure 12 – Daily Vehicle Trips per Average Workers per Household

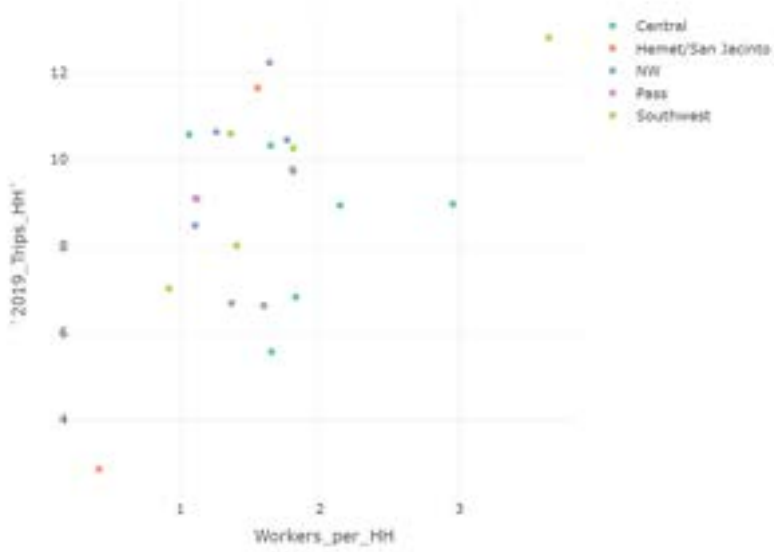


Figure 13 – Daily Vehicle Trips per Median Cost per Square Foot

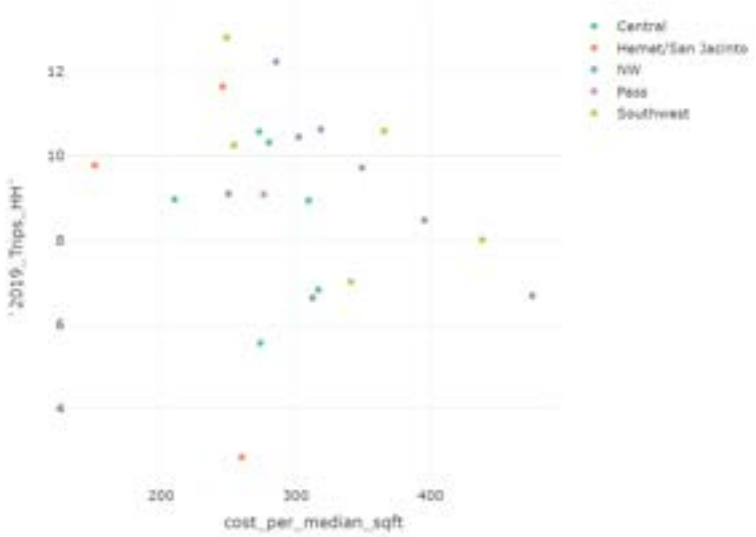


Figure 14 – Correlation Matrix for All Variables

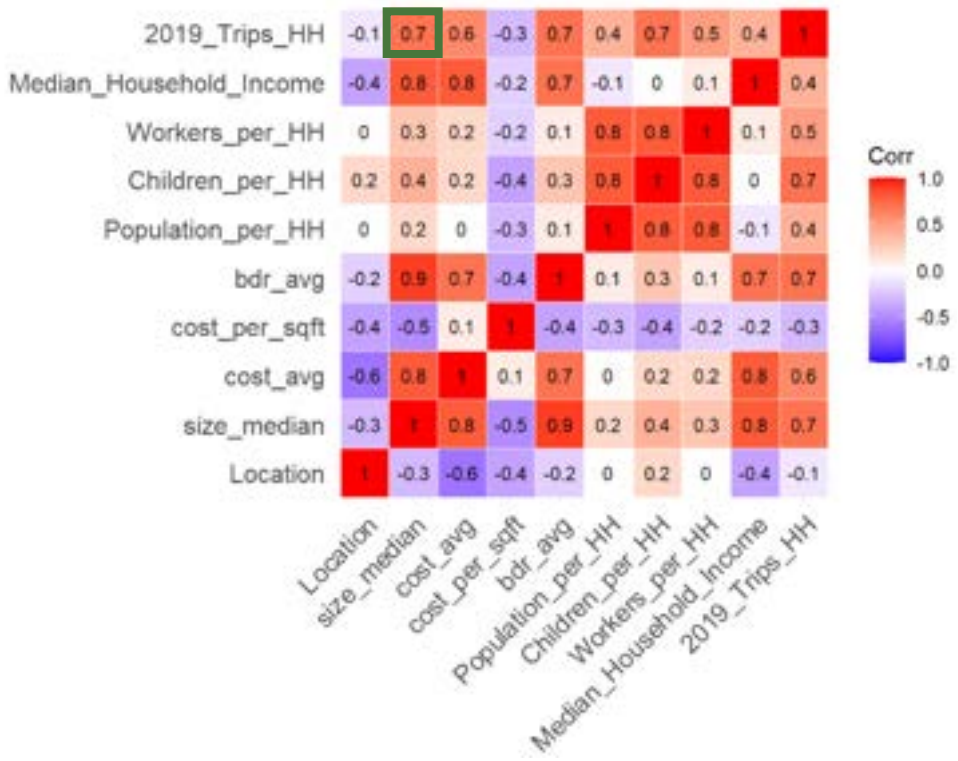


Table 1: Residential Home Data and Sources

Value	Source
Median Home Size	Zillow
Average Home Rooms	Zillow
Average Household Population	ACS 5 year and 1 year
Average Number of Children	ACS 5 year and 1 year
Average Number of Workers	ACS 5 year and 1 year
TUMF Zone	WRCOG
Average Household Income	ACS 5 year and 1 year

Table 2: Daily Total Vehicle Trip Regression Equation Summary

Home Size Variable	Coefficient	Constant	R-Squared
All home sizes			
Median Home Size (KSF)	2.26	4.22	0.507
Homes 2.5 KSF or smaller			
Median Home Size (KSF)	4.11	1.22	0.553
Homes over 2.5 KSF			
Median Home Size (KSF)	-0.3	11.57	0.007

Notes: KSF= Thousand Square Feet

Regression Equations

All home sizes.
Daily total vehicle trips = 2.26 * Median Home Size in Thousand Square Feet + 4.22

Homes l 2.50 thousand square feet or less.
Daily total vehicle trips = 4.11 * Median Home Size in Thousand Square Feet + 1.22

Homes more than 2.50 thousand square feet.
Daily total vehicle trips = -0.3 * Median Home Size in Thousand Square Feet + 11.57

EXHIBIT K-3

Multi-Family Residential Counts and Trip Generation Memorandum
Fehr & Peers, May 12, 2023

FEHR PEERS

Memorandum

Date: May 12, 2023

To: Christopher Gray - WRCOG
Chris Tzeng – WRCOG

From: Jason D. Pack, P.E.
Delia Votsch, P.E.
Raymond Poss

Subject: **DRAFT TUMF Multifamily Residential Counts and Trip Generation**
Task Order No. 2022-65-1400-004-007

OC23-0955

This memorandum summarizes the goals, data collection and analyses, key findings, and recommendations regarding the evaluation of multifamily development characteristics and trip generation. This memo is intended to inform the Western Riverside Council of Governments (WRCOG) Transportation Uniform Mitigation Fee (TUMF) guidelines on the relationship between multifamily trip generation, number of bedrooms per dwelling unit, and average size of dwelling unit.

Key Findings

Questions answered through the data analyses and findings are listed below.

- Are the size of the dwelling unit or number of bedrooms in a dwelling unit key predictors of residential multifamily trip generation? **No, the size of dwelling unit nor the number of bedrooms in a dwelling unit are key predicters of trip generation.**
- Are there other characteristics that have a higher predictive relationship than the number of dwelling units? **No, the number of dwelling units has the highest predictive relationship.**
- Are there recommended changes to the TUMF program or fee calculations based on the findings? If so, what is the potential impact to the TUMF collection process and to developers? **No, it is not recommended that TUMF be updated from basing multifamily development fees on number of dwelling units.**

Background

Western Riverside Council of Governments (WRCOG) provides local roadway funding in part through collection of fees through the Transportation Uniform Mitigation Fee (TUMF) program as part of new developments. These fees vary based on the level of impact the new development will have on traffic as determined by the characteristics of the development. The impact fee for multifamily residential developments is currently determined by the number of dwelling units (DUs).

As required by new state legislature (AB-602), agencies are required to account for the size of the dwelling unit when developing impact fees. As such, Fehr & Peers was contracted to evaluate the relationship between trips generated by multifamily apartment complexes to determine if attributes other than number of dwelling units, including number bedrooms per dwelling unit and average size of dwelling unit, significantly affect trip generation.

Data Collection

This section describes the data used to evaluate multifamily trip generation, including the selection of locations and methods for collecting trip data, apartment characteristics, and regional Census data.

Study Selection Area

To evaluate the effect of dwelling unit size and number of dwelling unit bedrooms on multifamily trip generation, the following criteria were used to select the apartment complexes within Western Riverside County:

- Minimum of one complex per TUMF Zone (five zones total)
- Complexes not within a Transit Priority Area (TPA)
- Complexes not near a college or university

Through discussions and review of each location with WRCOG, Fehr & Peers narrowed the study locations to 12 multifamily apartment complexes as shown on **Figure 1**.

Travel Activity

Trips were observed at each of the 12 complexes by collecting vehicle counts during typical weekdays at each driveway over a three-day period. Trip observations for each complex were averaged over the three-day period and summarized below in **Table 1** for Daily, AM Peak Period, and PM Peak Period counts. Raw data counts taken over the three-day period can be found **Appendix A**.

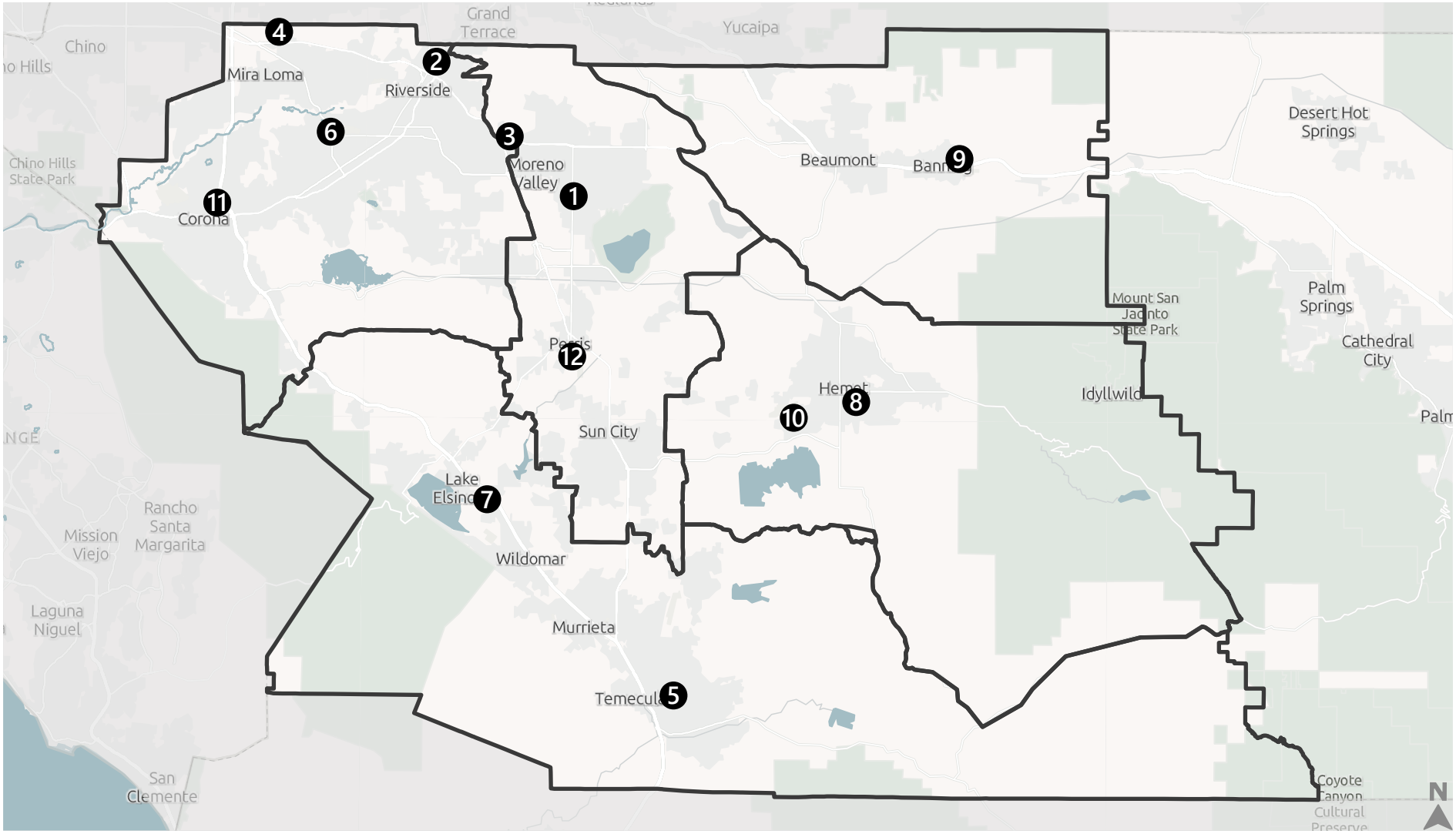


Figure 1

WRCOG TUMF Multifamily Trip Generation Study Sites

Table 1: Multifamily Complex Trip Observations

Study Site #	Location Name	Daily Trips			AM Peak			PM Peak		
		Trips	% In	% Out	Trip Rate	In %	Out %	Trip Rate	In %	Out %
1	Oakwood Apartments	2,089	50%	50%	168	40%	60%	170	56%	44%
2	Springbrook Park Apartments	841	50%	50%	68	34%	66%	69	58%	42%
3	Vista Springs Apartments	1,117	49%	51%	106	36%	64%	82	55%	45%
4	Vesada Apartment Homes	1,625	50%	50%	126	35%	65%	126	62%	38%
5	Morning Ridge Apartments	1,130	51%	49%	88	30%	70%	102	59%	41%
6	Stonegate Apartments	952	56%	44%	67	42%	58%	81	64%	36%
7	River's Edge Apartment Homes	1,045	50%	50%	93	34%	66%	91	57%	43%
8	Mayberry Colony Apartments	616	50%	50%	49	39%	61%	54	52%	48%
9	Summit Ridge Apartments	777	50%	50%	67	39%	61%	57	54%	46%
10	Riverdale Apartments	737	50%	50%	65	32%	68%	67	57%	43%
11	Parkridge Meadows Apartments	744	50%	50%	58	34%	66%	54	63%	37%
12	Hunt Club Apartments	1,422	51%	49%	143	36%	64%	106	60%	40%

Source: Fehr & Peers (2023)

Residential Characteristics

Apartment characteristics, listed below, were obtained from a variety of sources, including conversations with apartment leasing agents, property webpages, Census data, Zillow.com, and the Assessor's Office of Riverside County web page.

- Number of dwelling units
- Number of apartment styles (i.e., number of one-bedroom units, two-bedroom units, etc.)
- Average size (square footage) of dwelling units
- Average number of bedrooms per dwelling unit
- Median monthly household income by Census Tract
- Average number of persons per household by Census Tract
- Proximity to nearest public school

The average size of each dwelling unit was calculated by dividing the total size of all combined dwelling units by the total number of dwelling units. Similarly, the average number of bedrooms per dwelling unit were calculated by dividing the total number of bedrooms by the number of dwelling units. These apartment characteristics are shown below in **Table 2**. Specific information related to each apartment complex are provided in **Appendix B**.

Table 2: Apartment Characteristics

Study Site #	Location Name	# of DUs	Average Size of DU (Sq. Ft.)	Average Number of Bedrooms	Median Monthly Household Income (Dollars)	Average # of Persons per Household	Proximity to Nearest School (Mi)
1	Oakwood Apartments	241	1,040	3.0	$65,240	3.92	0.2
2	Springbrook Park Apartments	112	955	2.0	$77,148	3.6	0.5
3	Vista Springs Apartments	212	822	1.5	$74,333	3.3	0.7
4	Vesada Apartment Homes	261	938	1.7	$79,199	4.53	1.1
5	Morning Ridge Apartments	200	850	1.6	$63,279	2.73	0.6
6	Stonegate Apartments	160	802	1.5	$68,250	3.14	0.7
7	River's Edge Apartment Homes	184	918	1.5	$78,222	3.74	0.4
8	Mayberry Colony Apartments	89	896	1.6	$51,653	3.71	0.7
9	Summit Ridge Apartments	80	529	2.5	$43,100	3.47	0.3
10	Riverdale Apartments	96	1,015	2.6	$87,532	4.33	0.3
11	Parkridge Meadows Apartments	88	771	2.0	$74,886	3.53	0.1
12	Hunt Club Apartments	203	962	2.0	$58,200	4.5	0.8

Sources: Fehr & Peers (2023), U.S. Census Bureau 5-Year American Community Survey (2016-2021), Zillow.com (2023), Riverside County Assessor (2023)

Trip Generation Analysis

Using the data described above, a statistical analysis, including a regression and correlation assessment, was performed to evaluate if a statistically significant relationship exists between multifamily trip generation and the following variables to determine if an update to the development fee calculation was justified.

- Number of dwelling units
- Average size of dwelling units
- Average number of bedrooms per dwelling unit
- Median monthly income
- Average number of persons per household
- Proximity to nearest public school

Correlation Analysis

A correlation analysis was also performed to determine if a one-to-one relationship exists between daily trip generation and an apartment characteristic listed above. **Figure 2**, below, shows the results of the correlation analysis, with darker green cells representing a stronger, positive correlation.

The correlation analysis indicates that daily trip generation has a **strong, positive correlation with the number of dwelling units** and a **moderate, positive correlation with average size of dwelling unit**. All other variables are indicated to have a weak or very weak positive correlation with trip generation.

Figure 2: Trip Generation Correlation Matrix

	Total Vehicles	# of DUs	Average # of Bedrooms per DU	Average DU Size (Sq. Ft.)	Median Monthly Income	Average Household Size	Proximity to Nearest School
Total Vehicles	1.00	0.87	0.29	0.46	0.06	0.34	0.21
# of DUs	0.87	1.00	-0.17	0.43	0.20	0.18	0.51
Average # of Bedrooms per DU	0.29	-0.17	1.00	0.13	-0.09	0.36	-0.60
Average DU Size (Sq. Ft.)	0.46	0.43	0.13	1.00	0.55	0.51	0.16
Median Monthly Income	0.06	0.20	-0.09	0.55	1.00	0.25	-0.02
Average Household Size	0.34	0.18	0.36	0.51	0.25	1.00	0.21
Proximity to Nearest School	0.21	0.51	-0.60	0.16	-0.02	0.21	1.00

Source: Fehr & Peers (2023)

Regression Analysis

An ordinary least squares regression at a 95% confidence interval was performed on the above variables against daily trip generation to screen out variables that yielded statistically insignificant results. The results of the first regression are shown in **Table 3**.

Table 3: Regression Results

Variable	P-Value[1]	Statistically Significant
Number of dwelling units	<0.05	Yes
Average size (square footage) of dwelling units	>0.05	No
Average number of bedrooms per dwelling unit	<0.05	Yes
Median monthly household income	>0.05	No
Average number of persons per household	>0.05	No
Proximity to nearest public school	>0.05	No

Source: Fehr & Peers (2023)

1. P-Values < 0.05 are considered statistically significant. P-Values > 0.05 are considered statistically insignificant.

A subsequent regression was run with the least statistically significant (highest P-value) variable removed. This process was repeated until all remaining variables yielded statistically significant P-values (less than 0.05), resulting in the number of dwelling units and average size of dwelling unit as the remaining variables. The P-Values for these variables are shown below in **Table 4**.

Table 4: Filtered Regression Results

Variable	P-Value[1]	Statistically Significant
Number of dwelling units	$4.8x10^{-07}$	Yes
Average size (square footage) of dwelling units	0.0002	Yes

Source: Fehr & Peers (2023)

1. P-Values < 0.05 are considered statistically significant. P-Values > 0.05 are considered statistically insignificant.

The regression analysis indicates that **number of dwelling units** and **average size of dwelling unit are statistically significant predictors of multifamily trip generation**.

To validate these results, a forward stepwise regression was also completed. A forward stepwise regression is completed by beginning with no variables in the model, and then adding them one at a time based on which has the smallest p-value when tested one at a time. This isolates any possible relationships between the variables and further helps confirm if the vehicle trip rate has a statistically valid correlation to the variables tested.

Table 5: Forward Stepwise Regression Results

Variable	Relationship Rank[1]	P-Value[2]	Statistically Significant
Average size (square footage) of dwelling units	4	0.377	Yes
Average number of bedrooms per dwelling unit	1	0.0008	No
Median monthly household income	3	0.249	Yes
Average number of persons per household	5	0.509	Yes
Proximity to nearest public school	2	0.0239	No

Source: Fehr & Peers (2023)

1. Relationship rank indicates which variable has the strongest correlation with daily vehicle trip rate.
2. P-Values < 0.05 are considered statistically significant. P-Values > 0.05 are considered statistically insignificant.

As noted in Table 5, the variables with the strongest relationship to daily vehicle trip rate (number of bedrooms and distance to nearest school) are not statistically significant.

Trip Generation Results

In both the regression and correlation analyses, the number of dwelling units was found to be the strongest predictor of daily trip generation. All other variables had positive but weaker correlations to daily trip generation, and none were found to be statistically significant predictors of multifamily daily trip generation under both regression analyses.

Table 6: Summary of Trip Generation Results

Variable	Overall Relationship Ranking[1]	Statistically Significant	
		Filtered Regression	Forward Regression
Number of Dwelling Units	1	Yes	Yes
Average number of bedrooms per dwelling unit	2	Yes	No
Proximity to nearest public school	3	No	No
Average size (square footage) of dwelling units	4	No	Yes
Average number of persons per household	5	No	Yes
Median monthly household income	6	No	Yes

Source: Fehr & Peers (2023)

1. Overall relationship rank indicates which variable has the strongest relationship with daily vehicle trip rate under the correlation and forward stepwise regression analyses.

Recommendations and Next Steps

The results of this statistical analysis indicate that the best predictor of trip generation for multifamily apartment complexes in Western Riverside County is the number of dwelling units (the current basis for development fee calculation). Although other variables showed a positive correlation with trip generation, none yielded as strong a relationship. Based on this statistical analysis, it is not recommended that these other variables be incorporated into the TUMF program.

Appendix A: Three-Day Trip Observations

A021323

Study Site 1 - Oakwood Apartments

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: THREE DAYS **CITY:** WRCOG

JOB #: SC3826 **LOCATION:** CLASS79 Southern Dwy east of Perris.

AM	IN						PM	IN					
TIME	1	2	3	4	5	TOTAL	Time	1	2	3	4	5	TOTAL
0:00	1	0	0	0	0	1	12:00	1	0	0	0	0	1
0:15	0	0	0	0	0	0	12:15	0	0	0	0	0	0
0:30	1	0	0	0	0	1	12:30	1	0	1	0	0	2
0:45	0	0	0	0	0	0	12:45	0	1	0	0	0	1
1:00	1	0	0	0	0	1	13:00	0	0	0	0	0	0
1:15	0	0	0	0	0	0	13:15	0	0	0	0	0	0
1:30	1	0	0	0	0	1	13:30	0	0	0	0	0	0
1:45	0	0	0	0	0	0	13:45	2	0	0	0	0	2
2:00	0	0	0	0	0	0	14:00	0	0	0	0	0	0
2:15	0	0	0	0	0	0	14:15	0	0	0	0	0	0
2:30	0	0	0	0	0	0	14:30	0	0	0	0	0	0
2:45	0	0	0	0	0	0	14:45	0	0	0	0	0	0
3:00	0	0	0	0	0	0	15:00	1	0	0	0	0	1
3:15	0	0	0	0	0	0	15:15	0	2	0	0	0	2
3:30	1	0	0	0	0	1	15:30	2	2	0	0	0	4
3:45	0	0	0	0	0	0	15:45	2	0	0	0	0	2
4:00	0	0	0	0	0	0	16:00	1	0	0	0	0	1
4:15	0	0	0	0	0	0	16:15	2	0	0	0	0	2
4:30	0	0	0	0	0	0	16:30	1	0	0	0	0	1
4:45	0	0	0	0	0	0	16:45	0	0	0	0	0	0
5:00	0	0	0	0	0	0	17:00	2	0	0	0	0	2
5:15	1	0	0	0	0	1	17:15	0	0	0	0	0	0
5:30	0	0	0	0	0	0	17:30	1	0	0	0	0	1
5:45	0	0	0	0	0	0	17:45	1	0	0	0	0	1
6:00	1	0	0	0	0	1	18:00	0	0	0	0	0	0
6:15	0	0	0	0	0	0	18:15	2	0	0	0	0	2
6:30	0	0	0	0	0	0	18:30	1	0	0	0	0	1
6:45	0	0	0	0	0	0	18:45	0	0	0	0	0	0
7:00	1	0	0	0	0	1	19:00	3	1	0	0	0	4
7:15	0	3	0	0	0	3	19:15	0	0	0	0	0	0
7:30	0	0	0	0	0	0	19:30	0	0	0	0	0	0
7:45	0	0	0	0	0	0	19:45	1	0	0	0	0	1
8:00	0	0	0	0	0	0	20:00	0	0	0	0	0	0
8:15	0	0	0	0	0	0	20:15	1	0	0	0	0	1
8:30	0	0	0	0	0	0	20:30	0	0	0	0	0	0
8:45	0	0	0	0	0	0	20:45	0	0	0	0	0	0
9:00	0	0	0	0	0	0	21:00	0	0	0	0	0	0
9:15	2	0	0	0	0	2	21:15	1	0	0	0	0	1
9:30	2	1	0	0	0	3	21:30	1	0	0	0	0	1
9:45	0	0	0	0	0	0	21:45	0	0	0	0	0	0
10:00	1	1	0	0	0	2	22:00	1	0	0	0	0	1
10:15	0	0	0	0	0	0	22:15	0	0	0	0	0	0
10:30	0	0	0	0	0	0	22:30	1	0	0	0	0	1
10:45	1	0	0	0	0	1	22:45	0	0	0	0	0	0
11:00	1	0	0	0	0	1	23:00	0	0	0	0	0	0
11:15	1	0	0	0	0	1	23:15	0	0	0	0	0	0
11:30	0	0	0	0	0	0	23:30	0	0	0	0	0	0
11:45	1	0	0	0	0	1	23:45	0	0	0	0	0	0
TOTAL	17	5	0	0	0	22	TOTAL	29	6	1	0	0	36

AM PEAK HOUR	9:15 AM
AM PEAK VOLUME	7

AM PEAK HOUR	3:30 PM
AM PEAK VOLUME	9

CLASS 1	CARS
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4-AXLE TRUCKS
CLASS 5	5-AXLE + TRUCKS

TOTAL: AM+PM	46	11	1	0	0	58
% OF TOTAL	79.3%	19.0%	1.7%	0.0%	0.0%	100.0%
AM PEAK	1	3	0	0	0	4
PM PEAK	5	0	0	0	0	5

A13123

Study Site 1 - Oakwood Apartments

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: THREE DAYS **CITY:** WRCOG

JOB #: SC3826 **LOCATION:** CLASS79 Southern Dwy east of Perris.

AM	OUT						PM	OUT					
TIME	1	2	3	4	5	TOTAL	Time	1	2	3	4	5	TOTAL
0:00	1	0	0	0	0	1	12:00	1	0	0	0	0	1
0:15	0	0	0	0	0	0	12:15	0	0	0	0	0	0
0:30	1	0	0	0	0	1	12:30	1	0	1	0	0	2
0:45	0	0	0	0	0	0	12:45	0	0	0	0	0	0
1:00	1	0	0	0	0	1	13:00	0	1	0	0	0	1
1:15	0	0	0	0	0	0	13:15	0	0	0	0	0	0
1:30	1	0	0	0	0	1	13:30	0	0	0	0	0	0
1:45	0	0	0	0	0	0	13:45	2	0	0	0	0	2
2:00	0	0	0	0	0	0	14:00	0	0	0	0	0	0
2:15	0	0	0	0	0	0	14:15	0	0	0	0	0	0
2:30	0	0	0	0	0	0	14:30	0	0	0	0	0	0
2:45	0	0	0	0	0	0	14:45	0	0	0	0	0	0
3:00	0	0	0	0	0	0	15:00	1	0	0	0	0	1
3:15	0	0	0	0	0	0	15:15	0	2	0	0	0	2
3:30	0	0	0	0	0	0	15:30	1	1	0	0	0	2
3:45	1	0	0	0	0	1	15:45	3	1	0	0	0	4
4:00	0	0	0	0	0	0	16:00	1	0	0	0	0	1
4:15	0	0	0	0	0	0	16:15	3	0	0	0	0	3
4:30	0	0	0	0	0	0	16:30	1	0	0	0	0	1
4:45	0	0	0	0	0	0	16:45	0	0	0	0	0	0
5:00	1	0	0	0	0	1	17:00	2	0	0	0	0	2
5:15	1	0	0	0	0	1	17:15	0	0	0	0	0	0
5:30	0	0	0	0	0	0	17:30	1	0	0	0	0	1
5:45	0	0	0	0	0	0	17:45	1	0	0	0	0	1
6:00	1	0	0	0	0	1	18:00	1	0	0	0	0	1
6:15	0	0	0	0	0	0	18:15	1	0	0	0	0	1
6:30	0	0	0	0	0	0	18:30	3	0	0	0	0	3
6:45	0	0	0	0	0	0	18:45	0	0	0	0	0	0
7:00	1	0	0	0	0	1	19:00	2	1	0	0	0	3
7:15	0	3	0	0	0	3	19:15	1	0	0	0	0	1
7:30	0	0	0	0	0	0	19:30	0	0	0	0	0	0
7:45	0	0	0	0	0	0	19:45	1	0	0	0	0	1
8:00	0	0	0	0	0	0	20:00	0	0	0	0	0	0
8:15	0	0	0	0	0	0	20:15	1	0	0	0	0	1
8:30	0	0	0	0	0	0	20:30	0	0	0	0	0	0
8:45	0	0	0	0	0	0	20:45	0	0	0	0	0	0
9:00	0	0	0	0	0	0	21:00	0	0	0	0	0	0
9:15	2	0	0	0	0	2	21:15	1	0	0	0	0	1
9:30	2	1	0	0	0	3	21:30	0	0	0	0	0	0
9:45	0	0	0	0	0	0	21:45	1	0	0	0	0	1
10:00	1	1	0	0	0	2	22:00	1	0	0	0	0	1
10:15	0	0	0	0	0	0	22:15	0	0	0	0	0	0
10:30	0	0	0	0	0	0	22:30	1	0	0	0	0	1
10:45	2	0	0	0	0	2	22:45	0	0	0	0	0	0
11:00	1	0	0	0	0	1	23:00	0	0	0	0	0	0
11:15	0	0	0	0	0	0	23:15	0	0	0	0	0	0
11:30	1	0	0	0	0	1	23:30	0	0	0	0	0	0
11:45	1	0	0	0	0	1	23:45	0	0	0	0	0	0
TOTAL	19	5	0	0	0	24	TOTAL	32	6	1	0	0	39

AM PEAK HOUR	9:15 AM
AM PEAK VOLUME	7

AM PEAK HOUR	3:30 PM
AM PEAK VOLUME	10

CLASS 1	CARS
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4-AXLE TRUCKS
CLASS 5	5-AXLE + TRUCKS

TOTAL: AM+PM	51	11	1	0	0	63
% OF TOTAL	81.0%	17.5%	1.6%	0.0%	0.0%	100.0%
AM PEAK	1	3	0	0	0	4
PM PEAK	6	0	0	0	0	6

A021323

Study Site 1 - Oakwood Apartments

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: THREE DAYS **CITY:** WRCOG

JOB #: SC3826 **LOCATION:** CLASS80 Northern Dwy east of Perris.

AM	IN						PM	IN					
TIME	1	2	3	4	5	TOTAL	Time	1	2	3	4	5	TOTAL
0:00	9	0	0	0	0	9	12:00	35	0	0	0	0	35
0:15	6	0	0	0	0	6	12:15	42	1	0	0	0	43
0:30	20	0	0	0	0	20	12:30	36	1	1	0	0	38
0:45	12	0	0	0	0	12	12:45	58	0	0	0	0	58
1:00	16	0	0	0	0	16	13:00	44	0	0	0	0	44
1:15	5	0	0	0	0	5	13:15	39	1	0	0	0	40
1:30	5	0	0	0	0	5	13:30	38	0	0	0	0	38
1:45	7	0	0	0	0	7	13:45	55	0	0	0	0	55
2:00	7	0	0	0	0	7	14:00	44	0	0	0	0	44
2:15	2	0	0	0	0	2	14:15	65	0	0	0	0	65
2:30	2	0	0	0	0	2	14:30	51	0	0	0	0	51
2:45	4	0	0	0	0	4	14:45	63	0	0	0	0	63
3:00	1	0	0	0	0	1	15:00	53	0	0	0	0	53
3:15	2	0	0	0	0	2	15:15	64	2	0	0	0	66
3:30	5	0	0	0	0	5	15:30	66	2	0	0	0	68
3:45	0	0	0	0	0	0	15:45	75	1	0	0	0	76
4:00	6	0	0	0	0	6	16:00	73	0	0	0	0	73
4:15	9	0	0	0	0	9	16:15	67	0	0	0	0	67
4:30	1	0	0	0	0	1	16:30	62	0	0	0	0	62
4:45	2	0	0	0	0	2	16:45	80	0	0	0	0	80
5:00	8	0	0	0	0	8	17:00	48	2	0	0	0	50
5:15	7	0	0	0	0	7	17:15	68	0	0	0	0	68
5:30	5	0	0	0	0	5	17:30	53	0	0	0	0	53
5:45	11	0	0	0	0	11	17:45	60	0	0	0	0	60
6:00	9	0	0	0	0	9	18:00	79	0	0	0	0	79
6:15	11	0	0	0	0	11	18:15	70	0	0	0	0	70
6:30	8	0	0	0	0	8	18:30	60	0	0	0	0	60
6:45	13	0	0	0	0	13	18:45	54	0	0	0	0	54
7:00	10	0	0	0	0	10	19:00	53	0	0	0	0	53
7:15	29	0	0	0	0	29	19:15	43	0	0	0	0	43
7:30	48	0	0	0	0	48	19:30	38	0	0	0	0	38
7:45	70	0	0	0	0	70	19:45	35	0	0	0	0	35
8:00	52	0	0	0	0	52	20:00	48	0	0	0	0	48
8:15	27	0	0	0	0	27	20:15	38	0	0	0	0	38
8:30	52	0	0	0	0	52	20:30	38	0	0	0	0	38
8:45	36	0	1	0	0	37	20:45	32	0	0	0	0	32
9:00	21	1	0	0	0	22	21:00	47	0	0	0	0	47
9:15	19	1	0	0	0	20	21:15	36	0	0	0	0	36
9:30	22	0	0	0	0	22	21:30	35	0	0	0	0	35
9:45	29	1	0	0	0	30	21:45	25	0	0	0	0	25
10:00	28	1	0	0	0	29	22:00	35	0	0	0	0	35
10:15	24	0	0	0	0	24	22:15	24	0	0	0	0	24
10:30	24	0	0	0	0	24	22:30	23	0	0	0	0	23
10:45	35	0	0	0	0	35	22:45	21	0	0	0	0	21
11:00	31	0	0	0	0	31	23:00	16	0	0	0	0	16
11:15	16	0	0	0	0	16	23:15	30	0	0	0	0	30
11:30	20	0	0	0	0	20	23:30	10	0	0	0	0	10
11:45	29	3	0	0	0	32	23:45	17	0	0	0	0	17
TOTAL	815	7	1	0	0	823	TOTAL	2,246	10	1	0	0	2,257
				AM PEAK HOUR		7:45 AM					AM PEAK HOUR		3:30 PM
				AM PEAK VOLUME		201					AM PEAK VOLUME		284

CLASS 1	CARS
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4-AXLE TRUCKS
CLASS 5	5-AXLE + TRUCKS

TOTAL: AM+PM	3,061	17	2	0	0	3,080
% OF TOTAL	99.4%	0.6%	0.1%	0.0%	0.0%	100.0%
AM PEAK	201	0	0	0	0	201
PM PEAK	282	0	0	0	0	282

A13123

Study Site 1 - Oakwood Apartments

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: THREE DAYS **CITY:** WRCOG

JOB #: SC3826 **LOCATION:** CLASS80 Northern Dwy east of Perris.

AM	OUT						PM	OUT					
TIME	1	2	3	4	5	TOTAL	Time	1	2	3	4	5	TOTAL
0:00	5	1	0	0	0	6	12:00	59	1	0	0	0	60
0:15	8	0	0	0	0	8	12:15	38	2	0	0	0	40
0:30	7	0	0	0	0	7	12:30	34	0	0	0	0	34
0:45	7	0	0	0	0	7	12:45	32	1	0	0	0	33
1:00	5	1	0	0	0	6	13:00	40	0	0	0	0	40
1:15	6	0	0	0	0	6	13:15	47	0	1	0	0	48
1:30	3	0	0	0	0	3	13:30	51	1	0	0	0	52
1:45	5	0	0	0	0	5	13:45	46	0	0	0	0	46
2:00	3	0	0	0	0	3	14:00	60	0	0	0	0	60
2:15	2	0	0	0	0	2	14:15	49	0	0	0	0	49
2:30	1	0	0	0	0	1	14:30	52	0	0	0	0	52
2:45	3	0	0	0	0	3	14:45	48	0	0	0	0	48
3:00	2	0	0	0	0	2	15:00	57	0	0	0	0	57
3:15	4	0	0	0	0	4	15:15	56	0	0	0	0	56
3:30	5	0	0	0	0	5	15:30	61	1	0	0	0	62
3:45	10	0	0	0	0	10	15:45	37	0	0	0	0	37
4:00	14	0	0	0	0	14	16:00	71	0	0	0	0	71
4:15	17	0	0	0	0	17	16:15	39	0	0	0	0	39
4:30	20	0	0	0	0	20	16:30	53	1	0	0	0	54
4:45	11	0	0	0	0	11	16:45	53	0	0	0	0	53
5:00	15	0	0	0	0	15	17:00	63	0	0	0	0	63
5:15	19	0	0	0	0	19	17:15	46	1	0	0	0	47
5:30	21	0	0	0	0	21	17:30	48	0	0	0	0	48
5:45	23	0	0	0	0	23	17:45	42	0	0	0	0	42
6:00	28	0	0	0	0	28	18:00	48	0	0	0	0	48
6:15	29	0	0	0	0	29	18:15	57	0	0	0	0	57
6:30	27	0	0	0	0	27	18:30	30	0	0	0	0	30
6:45	38	0	0	0	0	38	18:45	33	0	0	0	0	33
7:00	48	0	0	0	0	48	19:00	41	0	0	0	0	41
7:15	79	0	0	0	0	79	19:15	20	0	0	0	0	20
7:30	82	0	0	0	0	82	19:30	32	1	0	0	0	33
7:45	78	0	0	0	0	78	19:45	33	0	0	0	0	33
8:00	57	0	0	0	0	57	20:00	33	0	0	0	0	33
8:15	61	0	0	0	0	61	20:15	31	0	0	0	0	31
8:30	36	1	0	0	0	37	20:30	32	1	0	0	0	33
8:45	34	0	0	0	0	34	20:45	35	0	0	0	0	35
9:00	27	0	0	0	0	27	21:00	29	0	0	0	0	29
9:15	33	0	0	0	0	33	21:15	24	0	0	0	0	24
9:30	27	2	1	0	0	30	21:30	28	0	0	0	0	28
9:45	44	1	0	0	0	45	21:45	24	0	0	0	0	24
10:00	28	1	0	0	0	29	22:00	19	0	0	0	0	19
10:15	39	1	0	0	0	40	22:15	14	0	0	0	0	14
10:30	27	2	0	0	0	29	22:30	16	0	0	0	0	16
10:45	32	0	0	0	0	32	22:45	16	0	0	0	0	16
11:00	36	0	0	0	0	36	23:00	16	0	0	0	0	16
11:15	37	0	0	0	0	37	23:15	19	0	0	0	0	19
11:30	26	0	0	0	0	26	23:30	8	0	0	0	0	8
11:45	39	1	0	0	0	40	23:45	13	0	0	0	0	13
TOTAL	1,208	11	1	0	0	1,220	TOTAL	1,833	10	1	0	0	1,844

AM PEAK HOUR	7:15 AM
AM PEAK VOLUME	296

AM PEAK HOUR	3:15 PM
AM PEAK VOLUME	226

CLASS 1	CARS
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4-AXLE TRUCKS
CLASS 5	5-AXLE + TRUCKS

TOTAL: AM+PM	3,041	21	2	0	0	3,064
% OF TOTAL	99.2%	0.7%	0.1%	0.0%	0.0%	100.0%
AM PEAK	296	0	0	0	0	296
PM PEAK	216	1	0	0	0	217

A021323

Study Site 2 - Springbrook Park Apartments

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: THREE DAYS **CITY:** WRCOG

JOB #: SC3826 **LOCATION:** CLASS75 Eastern Dwy south of Orange.

AM	IN						PM	IN					
TIME	1	2	3	4	5	TOTAL	Time	1	2	3	4	5	TOTAL
0:00	2	0	0	0	0	2	12:00	6	0	0	0	0	6
0:15	1	0	0	0	0	1	12:15	6	0	0	0	0	6
0:30	1	0	0	0	0	1	12:30	4	0	0	0	0	4
0:45	2	0	0	0	0	2	12:45	7	1	0	0	0	8
1:00	1	0	0	0	0	1	13:00	7	0	0	0	0	7
1:15	1	0	0	0	0	1	13:15	7	0	0	0	0	7
1:30	1	0	0	0	0	1	13:30	8	0	0	0	0	8
1:45	1	0	0	0	0	1	13:45	10	0	0	0	0	10
2:00	0	0	0	0	0	0	14:00	8	0	0	0	0	8
2:15	3	0	0	0	0	3	14:15	6	1	0	0	0	7
2:30	0	0	0	0	0	0	14:30	17	1	0	0	0	18
2:45	0	0	0	0	0	0	14:45	8	0	0	0	0	8
3:00	0	0	0	0	0	0	15:00	11	0	0	0	0	11
3:15	1	0	0	0	0	1	15:15	5	0	0	0	0	5
3:30	1	0	0	0	0	1	15:30	16	0	0	0	0	16
3:45	3	0	0	0	0	3	15:45	22	0	0	0	0	22
4:00	0	0	0	0	0	0	16:00	10	0	0	0	0	10
4:15	1	0	0	0	0	1	16:15	9	2	0	0	0	11
4:30	3	0	0	0	0	3	16:30	14	0	0	0	0	14
4:45	2	0	0	0	0	2	16:45	11	0	0	0	0	11
5:00	1	0	0	0	0	1	17:00	10	0	0	0	0	10
5:15	0	0	0	0	0	0	17:15	12	0	0	0	0	12
5:30	2	0	0	0	0	2	17:30	17	0	0	0	0	17
5:45	3	0	0	0	0	3	17:45	11	0	0	0	0	11
6:00	4	0	0	0	0	4	18:00	5	0	0	0	0	5
6:15	1	3	0	0	0	4	18:15	7	0	0	0	0	7
6:30	0	0	0	0	0	0	18:30	15	0	0	0	0	15
6:45	2	1	0	0	0	3	18:45	13	0	0	0	0	13
7:00	4	2	0	0	0	6	19:00	8	0	0	0	0	8
7:15	4	3	0	0	0	7	19:15	9	0	0	0	0	9
7:30	4	0	0	0	0	4	19:30	9	0	0	0	0	9
7:45	5	0	0	0	0	5	19:45	8	0	0	0	0	8
8:00	5	0	0	0	0	5	20:00	6	0	0	0	0	6
8:15	11	0	0	0	0	11	20:15	10	0	0	0	0	10
8:30	7	0	0	0	0	7	20:30	4	0	0	0	0	4
8:45	6	0	0	0	0	6	20:45	7	0	0	0	0	7
9:00	4	0	0	0	0	4	21:00	4	0	0	0	0	4
9:15	4	0	0	0	0	4	21:15	2	0	0	0	0	2
9:30	1	0	0	0	0	1	21:30	6	0	0	0	0	6
9:45	2	1	0	0	0	3	21:45	8	0	0	0	0	8
10:00	1	0	0	0	0	1	22:00	3	0	0	0	0	3
10:15	6	1	0	0	0	7	22:15	5	0	0	0	0	5
10:30	8	0	0	0	0	8	22:30	5	0	0	0	0	5
10:45	1	0	0	0	0	1	22:45	3	0	0	0	0	3
11:00	4	1	0	0	0	5	23:00	1	0	0	0	0	1
11:15	2	0	1	0	0	3	23:15	5	0	0	0	0	5
11:30	2	0	0	0	0	2	23:30	0	0	0	0	0	0
11:45	10	1	1	0	0	12	23:45	0	0	0	0	0	0
TOTAL	128	13	2	0	0	143	TOTAL	385	5	0	0	0	390

AM PEAK HOUR	8:00 AM
AM PEAK VOLUME	29

AM PEAK HOUR	3:30 PM
AM PEAK VOLUME	59

CLASS 1	CARS
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4-AXLE TRUCKS
CLASS 5	5-AXLE + TRUCKS

TOTAL: AM+PM	513	18	2	0	0	533
% OF TOTAL	96.2%	3.4%	0.4%	0.0%	0.0%	100.0%
AM PEAK	29	0	0	0	0	29
PM PEAK	50	0	0	0	0	50

A13123

Study Site 2 - Springbrook Park Apartments

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: THREE DAYS **CITY:** WRCOG

JOB #: SC3826 **LOCATION:** CLASS75 Eastern Dwy south of Orange.

AM	OUT						PM	OUT					
TIME	1	2	3	4	5	TOTAL	Time	1	2	3	4	5	TOTAL
0:00	1	0	0	0	0	1	12:00	8	1	0	0	0	9
0:15	0	0	0	0	0	0	12:15	6	0	0	0	0	6
0:30	0	0	0	0	0	0	12:30	6	2	1	0	0	9
0:45	2	0	0	0	0	2	12:45	4	0	0	0	0	4
1:00	0	0	0	0	0	0	13:00	5	0	0	0	0	5
1:15	0	0	0	0	0	0	13:15	6	0	0	0	0	6
1:30	0	0	0	0	0	0	13:30	3	0	0	0	0	3
1:45	0	0	0	0	0	0	13:45	8	0	0	0	0	8
2:00	0	0	0	0	0	0	14:00	12	0	0	0	0	12
2:15	3	0	0	0	0	3	14:15	9	0	0	0	0	9
2:30	2	0	0	0	0	2	14:30	9	0	0	0	0	9
2:45	5	0	0	0	0	5	14:45	8	0	0	0	0	8
3:00	0	0	0	0	0	0	15:00	6	0	0	0	0	6
3:15	4	0	0	0	0	4	15:15	7	0	0	0	0	7
3:30	6	0	0	0	0	6	15:30	9	0	0	0	0	9
3:45	1	0	0	0	0	1	15:45	3	0	0	0	0	3
4:00	3	0	0	0	0	3	16:00	15	0	0	0	0	15
4:15	1	0	0	0	0	1	16:15	11	0	0	0	0	11
4:30	5	0	0	0	0	5	16:30	15	0	0	0	0	15
4:45	7	0	0	0	0	7	16:45	9	0	0	0	0	9
5:00	4	0	0	0	0	4	17:00	5	0	0	0	0	5
5:15	7	0	0	0	0	7	17:15	11	0	0	0	0	11
5:30	3	0	0	0	0	3	17:30	6	0	0	0	0	6
5:45	6	0	0	0	0	6	17:45	10	0	0	0	0	10
6:00	5	0	0	0	0	5	18:00	5	0	0	0	0	5
6:15	9	0	0	0	0	9	18:15	9	0	0	0	0	9
6:30	6	0	0	0	0	6	18:30	5	0	0	0	0	5
6:45	7	0	0	0	0	7	18:45	6	0	0	0	0	6
7:00	5	0	0	0	0	5	19:00	10	0	0	0	0	10
7:15	12	0	0	0	0	12	19:15	10	0	0	0	0	10
7:30	19	0	1	0	0	20	19:30	5	0	0	0	0	5
7:45	19	0	0	0	0	19	19:45	5	0	0	0	0	5
8:00	7	0	0	0	0	7	20:00	5	0	0	0	0	5
8:15	9	0	0	0	0	9	20:15	2	0	0	0	0	2
8:30	4	0	1	0	0	5	20:30	5	0	0	0	0	5
8:45	9	0	0	0	0	9	20:45	3	0	0	0	0	3
9:00	3	0	0	0	0	3	21:00	5	0	0	0	0	5
9:15	6	0	0	0	0	6	21:15	2	0	0	0	0	2
9:30	4	0	0	0	0	4	21:30	9	0	0	0	0	9
9:45	1	0	0	0	0	1	21:45	5	0	0	0	0	5
10:00	5	0	0	0	0	5	22:00	1	0	0	0	0	1
10:15	8	0	0	0	0	8	22:15	3	0	0	0	0	3
10:30	4	0	0	0	0	4	22:30	5	0	0	0	0	5
10:45	3	0	0	0	0	3	22:45	6	0	0	0	0	6
11:00	11	1	0	0	0	12	23:00	3	0	0	0	0	3
11:15	6	0	0	0	0	6	23:15	0	0	0	0	0	0
11:30	4	1	0	0	0	5	23:30	4	0	0	0	0	4
11:45	8	0	0	0	0	8	23:45	2	0	0	0	0	2
TOTAL	234	2	2	0	0	238	TOTAL	306	3	1	0	0	310

AM PEAK HOUR	7:15 AM
AM PEAK VOLUME	58

AM PEAK HOUR	4:00 PM
AM PEAK VOLUME	50

CLASS 1	CARS
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4-AXLE TRUCKS
CLASS 5	5-AXLE + TRUCKS

TOTAL: AM+PM	540	5	3	0	0	548
% OF TOTAL	98.5%	0.9%	0.5%	0.0%	0.0%	100.0%
AM PEAK	57	0	1	0	0	58
PM PEAK	50	0	0	0	0	50

A021323

Study Site 2 - Springbrook Park Apartments

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: THREE DAYS **CITY:** WRCOG

JOB #: SC3826 **LOCATION:** CLASS76 Western Dwy south of Orange.

AM TIME	IN 1	2	3	4	5	TOTAL	PM Time	IN 1	2	3	4	5	TOTAL
0:00	2	0	0	0	0	2	12:00	7	1	0	0	0	8
0:15	3	0	0	0	0	3	12:15	11	0	0	0	0	11
0:30	1	0	0	0	0	1	12:30	12	2	1	0	0	15
0:45	3	0	0	0	0	3	12:45	6	0	0	0	0	6
1:00	0	0	0	0	0	0	13:00	13	0	0	0	0	13
1:15	1	0	0	0	0	1	13:15	11	1	0	0	0	12
1:30	0	0	0	0	0	0	13:30	10	0	0	0	0	10
1:45	1	0	0	0	0	1	13:45	9	0	0	0	0	9
2:00	1	0	0	0	0	1	14:00	13	0	0	0	0	13
2:15	0	0	0	0	0	0	14:15	10	0	0	0	0	10
2:30	0	0	0	0	0	0	14:30	13	0	0	0	0	13
2:45	4	0	0	0	0	4	14:45	10	0	0	0	0	10
3:00	0	0	0	0	0	0	15:00	12	0	0	0	0	12
3:15	1	0	0	0	0	1	15:15	13	0	0	0	0	13
3:30	0	0	0	0	0	0	15:30	16	0	0	0	0	16
3:45	0	0	0	0	0	0	15:45	15	0	0	0	0	15
4:00	0	0	0	0	0	0	16:00	13	1	0	0	0	14
4:15	0	0	0	0	0	0	16:15	14	0	0	0	0	14
4:30	2	0	0	0	0	2	16:30	13	0	0	0	0	13
4:45	1	0	0	0	0	1	16:45	14	0	0	0	0	14
5:00	1	0	0	0	0	1	17:00	16	0	0	0	0	16
5:15	5	0	0	0	0	5	17:15	13	0	0	0	0	13
5:30	4	0	0	0	0	4	17:30	24	0	0	0	0	24
5:45	2	0	0	0	0	2	17:45	17	0	0	0	0	17
6:00	5	0	0	0	0	5	18:00	20	0	0	0	0	20
6:15	5	0	0	0	0	5	18:15	15	0	0	0	0	15
6:30	2	0	0	0	0	2	18:30	10	0	0	0	0	10
6:45	1	0	0	0	0	1	18:45	9	0	0	0	0	9
7:00	2	0	0	0	0	2	19:00	18	0	0	0	0	18
7:15	2	0	1	0	0	3	19:15	13	0	0	0	0	13
7:30	7	0	0	0	0	7	19:30	8	0	0	0	0	8
7:45	15	0	0	0	0	15	19:45	7	0	0	0	0	7
8:00	9	0	0	0	0	9	20:00	11	0	0	0	0	11
8:15	6	0	1	0	0	7	20:15	11	0	0	0	0	11
8:30	10	0	0	0	0	10	20:30	7	0	0	0	0	7
8:45	8	0	0	0	0	8	20:45	9	0	0	0	0	9
9:00	10	0	0	0	0	10	21:00	14	0	0	0	0	14
9:15	7	0	0	0	0	7	21:15	11	0	0	0	0	11
9:30	3	1	0	0	0	4	21:30	7	0	0	0	0	7
9:45	3	0	0	0	0	3	21:45	15	0	0	0	0	15
10:00	10	1	0	0	0	11	22:00	5	0	0	0	0	5
10:15	3	0	0	0	0	3	22:15	7	0	0	0	0	7
10:30	8	0	0	0	0	8	22:30	4	0	0	0	0	4
10:45	7	0	0	0	0	7	22:45	5	0	0	0	0	5
11:00	3	0	0	0	0	3	23:00	4	0	0	0	0	4
11:15	7	0	0	0	0	7	23:15	3	0	0	0	0	3
11:30	2	1	0	0	0	3	23:30	7	0	0	0	0	7
11:45	7	0	0	0	0	7	23:45	6	0	0	0	0	6
TOTAL	174	3	2	0	0	179	TOTAL	531	5	1	0	0	537

AM PEAK HOUR	7:45 AM
AM PEAK VOLUME	41

AM PEAK HOUR	5:30 PM
AM PEAK VOLUME	76

CLASS 1	CARS
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4-AXLE TRUCKS
CLASS 5	5-AXLE + TRUCKS

TOTAL: AM+PM	705	8	3	0	0	716
% OF TOTAL	98.5%	1.1%	0.4%	0.0%	0.0%	100.0%
AM PEAK	40	0	1	0	0	41
PM PEAK	70	0	0	0	0	70

A13123

Study Site 2 - Springbrook Park Apartments

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: THREE DAYS **CITY:** WRCOG

JOB #: SC3826 **LOCATION:** CLASS76 Western Dwy south of Orange.

AM	OUT						PM	OUT					
TIME	1	2	3	4	5	TOTAL	Time	1	2	3	4	5	TOTAL
0:00	0	0	0	0	0	0	12:00	6	0	1	0	0	7
0:15	1	0	0	0	0	1	12:15	9	0	0	0	0	9
0:30	0	0	0	0	0	0	12:30	9	0	0	0	0	9
0:45	1	0	0	0	0	1	12:45	4	0	0	0	0	4
1:00	0	0	0	0	0	0	13:00	6	1	0	0	0	7
1:15	0	0	0	0	0	0	13:15	11	1	0	0	0	12
1:30	1	0	0	0	0	1	13:30	20	0	0	0	0	20
1:45	0	0	0	0	0	0	13:45	11	0	0	0	0	11
2:00	1	0	0	0	0	1	14:00	13	0	0	0	0	13
2:15	1	0	0	0	0	1	14:15	11	0	0	0	0	11
2:30	0	0	0	0	0	0	14:30	11	2	0	0	0	13
2:45	0	0	0	0	0	0	14:45	9	0	0	0	0	9
3:00	0	0	0	0	0	0	15:00	21	0	0	0	0	21
3:15	1	0	0	0	0	1	15:15	11	0	0	0	0	11
3:30	6	0	0	0	0	6	15:30	9	0	0	0	0	9
3:45	9	0	0	0	0	9	15:45	9	0	0	0	0	9
4:00	4	0	0	0	0	4	16:00	9	1	0	0	0	10
4:15	8	0	0	0	0	8	16:15	8	1	0	0	0	9
4:30	5	0	0	0	0	5	16:30	8	1	0	0	0	9
4:45	6	0	0	0	0	6	16:45	10	0	0	0	0	10
5:00	5	0	0	0	0	5	17:00	3	0	0	0	0	3
5:15	6	0	0	0	0	6	17:15	9	0	0	0	0	9
5:30	6	0	0	0	0	6	17:30	11	0	0	0	0	11
5:45	6	0	0	0	0	6	17:45	11	0	0	0	0	11
6:00	7	0	0	0	0	7	18:00	15	0	0	0	0	15
6:15	5	3	0	0	0	8	18:15	10	0	0	0	0	10
6:30	13	0	0	0	0	13	18:30	9	0	0	0	0	9
6:45	2	0	0	0	0	2	18:45	9	0	0	0	0	9
7:00	7	3	0	0	0	10	19:00	4	0	0	0	0	4
7:15	17	3	0	0	0	20	19:15	9	0	0	0	0	9
7:30	18	0	0	0	0	18	19:30	10	0	0	0	0	10
7:45	24	0	0	0	0	24	19:45	4	0	0	0	0	4
8:00	16	0	0	0	0	16	20:00	7	0	0	0	0	7
8:15	12	0	0	0	0	12	20:15	4	0	0	0	0	4
8:30	17	0	0	0	0	17	20:30	11	0	0	0	0	11
8:45	14	0	0	0	0	14	20:45	5	0	0	0	0	5
9:00	8	0	0	0	0	8	21:00	6	0	0	0	0	6
9:15	9	0	0	0	0	9	21:15	7	0	0	0	0	7
9:30	10	1	0	0	0	11	21:30	3	0	0	0	0	3
9:45	1	1	0	0	0	2	21:45	4	0	0	0	0	4
10:00	13	0	0	0	0	13	22:00	11	0	0	0	0	11
10:15	12	2	0	0	0	14	22:15	2	0	0	0	0	2
10:30	9	0	0	0	0	9	22:30	5	0	0	0	0	5
10:45	6	0	0	0	0	6	22:45	0	0	0	0	0	0
11:00	11	0	0	0	0	11	23:00	3	0	0	0	0	3
11:15	3	0	0	0	0	3	23:15	3	0	0	0	0	3
11:30	5	0	1	0	0	6	23:30	3	0	0	0	0	3
11:45	8	1	0	0	0	9	23:45	1	0	0	0	0	1
TOTAL	314	14	1	0	0	329	TOTAL	384	7	1	0	0	392

AM PEAK HOUR	7:15 AM
AM PEAK VOLUME	78

AM PEAK HOUR	1:15 PM
AM PEAK VOLUME	56

CLASS 1	CARS
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4-AXLE TRUCKS
CLASS 5	5-AXLE + TRUCKS

TOTAL: AM+PM	698	21	2	0	0	721
% OF TOTAL	96.8%	2.9%	0.3%	0.0%	0.0%	100.0%
AM PEAK	75	3	0	0	0	78
PM PEAK	35	3	0	0	0	38

A021323

Study Site 3 - Vista Springs Apartments

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: THREE DAYS **CITY:** WRCOG

JOB #: SC3826 **LOCATION:** CLASS77 Dwy east of Clark

AM TIME	IN 1	2	3	4	5	TOTAL	PM Time	IN 1	2	3	4	5	TOTAL
0:00	4	0	0	0	0	4	12:00	13	0	0	0	0	13
0:15	3	0	0	0	0	3	12:15	3	0	0	0	0	3
0:30	1	0	0	0	0	1	12:30	8	0	0	0	0	8
0:45	5	0	0	0	0	5	12:45	11	0	0	0	0	11
1:00	3	0	0	0	0	3	13:00	8	0	0	0	0	8
1:15	1	0	0	0	0	1	13:15	12	0	0	0	0	12
1:30	0	0	0	0	0	0	13:30	12	0	0	0	0	12
1:45	1	0	0	0	0	1	13:45	6	0	0	0	0	6
2:00	0	0	0	0	0	0	14:00	12	0	1	0	0	13
2:15	1	0	0	0	0	1	14:15	14	0	0	0	0	14
2:30	0	0	0	0	0	0	14:30	11	0	0	0	0	11
2:45	1	0	0	0	0	1	14:45	4	0	0	0	0	4
3:00	0	0	0	0	0	0	15:00	6	0	0	0	0	6
3:15	0	0	0	0	0	0	15:15	11	0	0	0	0	11
3:30	0	0	0	0	0	0	15:30	11	0	0	0	0	11
3:45	1	0	0	0	0	1	15:45	10	0	0	0	0	10
4:00	0	0	0	0	0	0	16:00	5	0	0	0	0	5
4:15	2	0	0	0	0	2	16:15	16	0	0	0	0	16
4:30	2	0	0	0	0	2	16:30	10	0	0	0	0	10
4:45	4	0	0	0	0	4	16:45	13	0	0	0	0	13
5:00	4	0	0	0	0	4	17:00	14	0	0	0	0	14
5:15	2	0	0	0	0	2	17:15	16	0	0	0	0	16
5:30	1	0	0	0	0	1	17:30	10	0	0	0	0	10
5:45	1	0	0	0	0	1	17:45	12	0	0	0	0	12
6:00	0	0	0	0	0	0	18:00	8	0	0	0	0	8
6:15	1	0	0	0	0	1	18:15	10	0	0	0	0	10
6:30	0	0	0	0	0	0	18:30	16	0	0	0	0	16
6:45	1	0	0	0	0	1	18:45	9	0	0	0	0	9
7:00	2	0	0	0	0	2	19:00	8	0	0	0	0	8
7:15	10	0	0	0	0	10	19:15	17	0	0	0	0	17
7:30	18	0	0	0	0	18	19:30	13	0	0	0	0	13
7:45	16	0	0	0	0	16	19:45	4	0	0	0	0	4
8:00	10	0	0	0	0	10	20:00	16	0	0	0	0	16
8:15	10	0	0	0	0	10	20:15	5	0	0	0	0	5
8:30	6	0	0	0	0	6	20:30	13	0	0	0	0	13
8:45	7	0	0	0	0	7	20:45	11	0	0	0	0	11
9:00	5	0	0	0	0	5	21:00	9	0	0	0	0	9
9:15	6	0	0	0	0	6	21:15	11	0	0	0	0	11
9:30	5	0	0	0	0	5	21:30	5	0	0	0	0	5
9:45	4	0	0	0	0	4	21:45	8	0	0	0	0	8
10:00	6	0	0	0	0	6	22:00	8	0	0	0	0	8
10:15	4	1	0	0	0	5	22:15	2	0	0	0	0	2
10:30	3	1	0	0	0	4	22:30	1	0	0	0	0	1
10:45	1	0	0	0	0	1	22:45	6	0	0	0	0	6
11:00	2	0	0	0	0	2	23:00	4	0	0	0	0	4
11:15	3	0	0	0	0	3	23:15	2	0	0	0	0	2
11:30	4	0	0	0	0	4	23:30	0	0	0	0	0	0
11:45	8	0	0	0	0	8	23:45	4	0	0	0	0	4
TOTAL	169	2	0	0	0	171	TOTAL	438	0	1	0	0	439

AM PEAK HOUR	7:30 AM
AM PEAK VOLUME	54

AM PEAK HOUR	4:45 PM
AM PEAK VOLUME	53

CLASS 1	CARS
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4-AXLE TRUCKS
CLASS 5	5-AXLE + TRUCKS

TOTAL: AM+PM	607	2	1	0	0	610
% OF TOTAL	99.5%	0.3%	0.2%	0.0%	0.0%	100.0%
AM PEAK	54	0	0	0	0	54
PM PEAK	53	0	0	0	0	53

A13123

Study Site 3 - Vista Springs Apartments

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: THREE DAYS **CITY:** WRCOG

JOB #: SC3826 **LOCATION:** CLASS77 Dwy east of Clark

AM TIME	OUT 1	2	3	4	5	TOTAL	PM Time	OUT 1	2	3	4	5	TOTAL
0:00	1	0	0	0	0	1	12:00	10	0	0	0	0	10
0:15	2	0	0	0	0	2	12:15	13	0	0	0	0	13
0:30	1	0	0	0	0	1	12:30	10	0	0	0	0	10
0:45	2	0	0	0	0	2	12:45	10	1	0	0	0	11
1:00	1	0	0	0	0	1	13:00	11	0	0	0	0	11
1:15	1	0	0	0	0	1	13:15	10	0	0	0	0	10
1:30	3	0	0	0	0	3	13:30	16	0	1	0	0	17
1:45	0	0	0	0	0	0	13:45	19	0	0	0	0	19
2:00	0	0	0	0	0	0	14:00	18	0	0	0	0	18
2:15	0	0	0	0	0	0	14:15	19	0	0	0	0	19
2:30	1	0	0	0	0	1	14:30	10	0	0	0	0	10
2:45	0	0	0	0	0	0	14:45	16	0	0	0	0	16
3:00	1	0	0	0	0	1	15:00	12	0	0	0	0	12
3:15	3	0	0	0	0	3	15:15	13	0	0	0	0	13
3:30	6	0	0	0	0	6	15:30	13	0	0	0	0	13
3:45	1	0	0	0	0	1	15:45	9	0	0	0	0	9
4:00	5	0	0	0	0	5	16:00	8	0	0	0	0	8
4:15	11	0	0	0	0	11	16:15	11	0	0	0	0	11
4:30	4	0	0	0	0	4	16:30	10	0	0	0	0	10
4:45	2	0	0	0	0	2	16:45	8	0	0	0	0	8
5:00	5	0	0	0	0	5	17:00	13	0	0	0	0	13
5:15	8	0	0	0	0	8	17:15	11	0	0	0	0	11
5:30	4	0	0	0	0	4	17:30	8	0	0	0	0	8
5:45	4	0	0	0	0	4	17:45	4	0	0	0	0	4
6:00	10	0	0	0	0	10	18:00	6	0	0	0	0	6
6:15	8	0	0	0	0	8	18:15	7	0	0	0	0	7
6:30	14	0	0	0	0	14	18:30	15	0	0	0	0	15
6:45	8	0	0	0	0	8	18:45	19	1	0	0	0	20
7:00	23	0	0	0	0	23	19:00	7	0	0	0	0	7
7:15	26	0	0	0	0	26	19:15	4	0	0	0	0	4
7:30	27	0	0	0	0	27	19:30	7	0	0	0	0	7
7:45	31	0	0	0	0	31	19:45	5	0	0	0	0	5
8:00	31	0	0	0	0	31	20:00	6	0	0	0	0	6
8:15	21	0	0	0	0	21	20:15	3	0	0	0	0	3
8:30	15	0	0	0	0	15	20:30	2	0	0	0	0	2
8:45	12	0	0	0	0	12	20:45	9	0	0	0	0	9
9:00	9	0	0	0	0	9	21:00	5	0	0	0	0	5
9:15	11	0	0	0	0	11	21:15	7	0	0	0	0	7
9:30	8	0	0	0	0	8	21:30	9	0	0	0	0	9
9:45	12	0	0	0	0	12	21:45	7	0	0	0	0	7
10:00	13	1	0	0	0	14	22:00	6	0	0	0	0	6
10:15	4	1	0	0	0	5	22:15	4	0	0	0	0	4
10:30	8	0	0	0	0	8	22:30	5	0	0	0	0	5
10:45	6	1	0	0	0	7	22:45	0	0	0	0	0	0
11:00	8	0	0	0	0	8	23:00	1	0	0	0	0	1
11:15	6	1	0	0	0	7	23:15	2	0	0	0	0	2
11:30	9	0	0	0	0	9	23:30	0	0	0	0	0	0
11:45	12	0	0	0	0	12	23:45	0	0	0	0	0	0
TOTAL	398	4	0	0	0	402	**TOTAL**	418	2	1	0	0	421

AM PEAK HOUR	7:15 AM
AM PEAK VOLUME	115

AM PEAK HOUR	1:30 PM
AM PEAK VOLUME	73

CLASS 1	CARS
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4-AXLE TRUCKS
CLASS 5	5-AXLE + TRUCKS

TOTAL: AM+PM	816	6	1	0	0	823
% OF TOTAL	99.1%	0.7%	0.1%	0.0%	0.0%	100.0%
AM PEAK	115	0	0	0	0	115
PM PEAK	42	0	0	0	0	42

A021323

Study Site 3 - Vista Springs Apartments

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: THREE DAYS **CITY:** WRCOG

JOB #: SC3826 **LOCATION:** CLASS78 Dwy north of Box Springs

AM TIME	IN 1	2	3	4	5	TOTAL	PM Time	IN 1	2	3	4	5	TOTAL
0:00	8	0	0	0	0	8	12:00	9	0	0	0	0	9
0:15	5	0	0	0	0	5	12:15	15	0	0	0	0	15
0:30	1	0	0	0	0	1	12:30	17	1	1	0	0	19
0:45	3	0	0	0	0	3	12:45	12	1	0	0	0	13
1:00	1	0	0	0	0	1	13:00	14	0	0	0	0	14
1:15	5	0	0	0	0	5	13:15	16	0	1	0	0	17
1:30	2	0	0	0	0	2	13:30	9	1	0	0	0	10
1:45	4	0	0	0	0	4	13:45	8	0	0	0	0	8
2:00	3	0	0	0	0	3	14:00	20	0	0	0	0	20
2:15	3	0	0	0	0	3	14:15	22	0	0	0	0	22
2:30	2	0	0	0	0	2	14:30	20	0	0	0	0	20
2:45	0	0	0	0	0	0	14:45	11	0	0	0	0	11
3:00	0	0	0	0	0	0	15:00	15	0	0	0	0	15
3:15	1	0	0	0	0	1	15:15	29	0	0	0	0	29
3:30	0	0	0	0	0	0	15:30	27	0	0	0	0	27
3:45	0	0	0	0	0	0	15:45	13	0	0	0	0	13
4:00	3	0	0	0	0	3	16:00	19	0	0	0	0	19
4:15	2	0	0	0	0	2	16:15	21	0	0	0	0	21
4:30	1	0	0	0	0	1	16:30	26	0	0	0	0	26
4:45	2	0	0	0	0	2	16:45	13	0	0	0	0	13
5:00	2	0	0	0	0	2	17:00	23	0	0	0	0	23
5:15	2	0	0	0	0	2	17:15	21	0	0	0	0	21
5:30	1	0	0	0	0	1	17:30	13	0	0	0	0	13
5:45	3	0	0	0	0	3	17:45	17	0	0	0	0	17
6:00	3	0	0	0	0	3	18:00	19	0	0	0	0	19
6:15	0	0	0	0	0	0	18:15	20	0	0	0	0	20
6:30	6	0	0	0	0	6	18:30	16	0	0	0	0	16
6:45	6	0	0	0	0	6	18:45	13	1	0	0	0	14
7:00	7	0	0	0	0	7	19:00	23	0	0	0	0	23
7:15	5	0	0	0	0	5	19:15	16	0	0	0	0	16
7:30	6	0	0	0	0	6	19:30	19	0	0	0	0	19
7:45	14	0	0	0	0	14	19:45	34	0	0	0	0	34
8:00	16	0	0	0	0	16	20:00	15	0	0	0	0	15
8:15	10	0	0	0	0	10	20:15	20	0	0	0	0	20
8:30	20	0	0	0	0	20	20:30	17	0	0	0	0	17
8:45	14	0	0	0	0	14	20:45	21	0	0	0	0	21
9:00	8	0	0	0	0	8	21:00	16	0	0	0	0	16
9:15	5	0	0	0	0	5	21:15	13	0	0	0	0	13
9:30	8	0	0	0	0	8	21:30	7	0	0	0	0	7
9:45	12	1	0	0	0	13	21:45	7	0	0	0	0	7
10:00	12	0	0	0	0	12	22:00	11	0	0	0	0	11
10:15	10	2	0	0	0	12	22:15	3	0	0	0	0	3
10:30	10	2	0	0	0	12	22:30	12	0	0	0	0	12
10:45	8	0	0	0	0	8	22:45	5	0	0	0	0	5
11:00	13	0	0	0	0	13	23:00	7	0	0	0	0	7
11:15	13	1	0	0	0	14	23:15	6	0	0	0	0	6
11:30	13	1	0	0	0	14	23:30	8	0	0	0	0	8
11:45	12	0	0	0	0	12	23:45	10	0	0	0	0	10
TOTAL	285	7	0	0	0	292	TOTAL	748	4	2	0	0	754

AM PEAK HOUR	8:00 AM
AM PEAK VOLUME	60

AM PEAK HOUR	7:00 PM
AM PEAK VOLUME	92

CLASS 1	CARS
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4-AXLE TRUCKS
CLASS 5	5-AXLE + TRUCKS

TOTAL: AM+PM	1,033	11	2	0	0	1,046
% OF TOTAL	98.8%	1.1%	0.2%	0.0%	0.0%	100.0%
AM PEAK	60	0	0	0	0	60
PM PEAK	83	0	0	0	0	83

A13123

Study Site 3 - Vista Springs Apartments

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: THREE DAYS **CITY:** WRCOG

JOB #: SC3826 **LOCATION:** CLASS78 Dwy north of Box Springs

AM TIME	OUT 1	2	3	4	5	TOTAL	PM Time	OUT 1	2	3	4	5	TOTAL
0:00	7	0	0	0	0	7	12:00	14	0	0	0	0	14
0:15	8	0	0	0	0	8	12:15	18	0	0	0	0	18
0:30	1	0	0	0	0	1	12:30	9	0	0	0	0	9
0:45	0	0	0	0	0	0	12:45	17	0	0	0	0	17
1:00	0	0	0	0	0	0	13:00	14	1	0	0	0	15
1:15	2	0	0	0	0	2	13:15	8	0	0	0	0	8
1:30	4	0	0	0	0	4	13:30	8	1	1	0	0	10
1:45	0	0	0	0	0	0	13:45	13	0	0	0	0	13
2:00	6	0	0	0	0	6	14:00	12	0	0	0	0	12
2:15	1	0	0	0	0	1	14:15	9	0	0	0	0	9
2:30	1	0	0	0	0	1	14:30	11	0	1	0	0	12
2:45	2	0	0	0	0	2	14:45	20	0	0	0	0	20
3:00	0	0	0	0	0	0	15:00	6	0	0	0	0	6
3:15	1	0	0	0	0	1	15:15	20	0	0	0	0	20
3:30	1	0	0	0	0	1	15:30	9	0	0	0	0	9
3:45	0	0	0	0	0	0	15:45	13	0	0	0	0	13
4:00	4	0	0	0	0	4	16:00	16	0	0	0	0	16
4:15	11	0	0	0	0	11	16:15	18	0	0	0	0	18
4:30	14	0	0	0	0	14	16:30	16	0	0	0	0	16
4:45	3	0	0	0	0	3	16:45	19	0	0	0	0	19
5:00	4	0	0	0	0	4	17:00	14	0	0	0	0	14
5:15	5	0	0	0	0	5	17:15	16	0	0	0	0	16
5:30	5	0	0	0	0	5	17:30	18	0	0	0	0	18
5:45	14	0	0	0	0	14	17:45	12	0	0	0	0	12
6:00	8	0	0	0	0	8	18:00	5	0	0	0	0	5
6:15	11	0	0	0	0	11	18:15	9	0	0	0	0	9
6:30	11	0	0	0	0	11	18:30	18	0	0	0	0	18
6:45	9	0	0	0	0	9	18:45	9	0	0	0	0	9
7:00	29	0	0	0	0	29	19:00	6	0	0	0	0	6
7:15	17	0	0	0	0	17	19:15	16	0	0	0	0	16
7:30	12	0	0	0	0	12	19:30	2	0	0	0	0	2
7:45	30	0	0	0	0	30	19:45	9	0	0	0	0	9
8:00	16	0	0	0	0	16	20:00	4	0	0	0	0	4
8:15	9	0	0	0	0	9	20:15	10	0	0	0	0	10
8:30	11	0	0	0	0	11	20:30	10	0	0	0	0	10
8:45	15	0	0	0	0	15	20:45	4	0	0	0	0	4
9:00	7	0	0	0	0	7	21:00	8	0	0	0	0	8
9:15	11	0	0	0	0	11	21:15	7	0	0	0	0	7
9:30	12	0	0	0	0	12	21:30	3	0	0	0	0	3
9:45	14	0	0	0	0	14	21:45	2	0	0	0	0	2
10:00	17	0	0	0	0	17	22:00	2	0	0	0	0	2
10:15	9	0	0	0	0	9	22:15	1	0	0	0	0	1
10:30	14	2	0	0	0	16	22:30	3	0	0	0	0	3
10:45	8	1	0	0	0	9	22:45	4	0	0	0	0	4
11:00	7	0	0	0	0	7	23:00	1	0	0	0	0	1
11:15	8	0	0	0	0	8	23:15	2	0	0	0	0	2
11:30	9	0	0	0	0	9	23:30	0	0	0	0	0	0
11:45	10	1	0	0	0	11	23:45	1	0	0	0	0	1
TOTAL	398	4	0	0	0	402	TOTAL	466	2	2	0	0	470

AM PEAK HOUR	7:00 AM
AM PEAK VOLUME	88

AM PEAK HOUR	4:00 PM
AM PEAK VOLUME	69

CLASS 1	CARS
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4-AXLE TRUCKS
CLASS 5	5-AXLE + TRUCKS

TOTAL: AM+PM	864	6	2	0	0	872
% OF TOTAL	99.1%	0.7%	0.2%	0.0%	0.0%	100.0%
AM PEAK	88	0	0	0	0	88
PM PEAK	69	0	0	0	0	69

A021323

Study Site 4 - Vesada Aparment Homes

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: THREE DAYS **CITY:** WRCOG

JOB #: SC3826 **LOCATION:** CLASS73 Southern Dwy east of Country Village.

AM TIME	IN 1	2	3	4	5	TOTAL	PM Time	IN 1	2	3	4	5	TOTAL
0:00	0	0	0	0	0	0	12:00	0	0	0	0	0	0
0:15	0	0	0	0	0	0	12:15	0	0	0	0	0	0
0:30	0	0	0	0	0	0	12:30	0	0	0	0	0	0
0:45	0	0	0	0	0	0	12:45	0	0	0	0	0	0
1:00	0	0	0	0	0	0	13:00	0	0	0	0	0	0
1:15	0	0	0	0	0	0	13:15	0	0	0	0	0	0
1:30	0	0	0	0	0	0	13:30	0	0	0	0	0	0
1:45	0	0	0	0	0	0	13:45	0	0	0	0	0	0
2:00	0	0	0	0	0	0	14:00	0	0	0	0	0	0
2:15	0	0	0	0	0	0	14:15	0	0	0	0	0	0
2:30	0	0	0	0	0	0	14:30	0	0	0	0	0	0
2:45	0	0	0	0	0	0	14:45	0	0	0	0	0	0
3:00	0	0	0	0	0	0	15:00	0	0	0	0	0	0
3:15	0	0	0	0	0	0	15:15	0	0	0	0	0	0
3:30	0	0	0	0	0	0	15:30	0	0	0	0	0	0
3:45	0	0	0	0	0	0	15:45	0	0	0	0	0	0
4:00	0	0	0	0	0	0	16:00	0	0	0	0	0	0
4:15	0	0	0	0	0	0	16:15	0	0	0	0	0	0
4:30	0	0	0	0	0	0	16:30	0	0	0	0	0	0
4:45	0	0	0	0	0	0	16:45	0	0	0	0	0	0
5:00	0	0	0	0	0	0	17:00	0	0	0	0	0	0
5:15	0	0	0	0	0	0	17:15	0	0	0	0	0	0
5:30	0	0	0	0	0	0	17:30	0	0	0	0	0	0
5:45	0	0	0	0	0	0	17:45	0	0	0	0	0	0
6:00	0	0	0	0	0	0	18:00	0	0	0	0	0	0
6:15	0	0	0	0	0	0	18:15	0	0	0	0	0	0
6:30	0	0	0	0	0	0	18:30	0	0	0	0	0	0
6:45	0	0	0	0	0	0	18:45	0	0	0	0	0	0
7:00	0	0	0	0	0	0	19:00	0	0	0	0	0	0
7:15	0	0	0	0	0	0	19:15	0	0	0	0	0	0
7:30	0	0	0	0	0	0	19:30	0	0	0	0	0	0
7:45	0	0	0	0	0	0	19:45	0	0	0	0	0	0
8:00	0	0	0	0	0	0	20:00	0	0	0	0	0	0
8:15	0	0	0	0	0	0	20:15	0	0	0	0	0	0
8:30	0	0	0	0	0	0	20:30	0	0	0	0	0	0
8:45	0	0	0	0	0	0	20:45	0	0	0	0	0	0
9:00	0	0	0	0	0	0	21:00	0	0	0	0	0	0
9:15	0	0	0	0	0	0	21:15	0	0	0	0	0	0
9:30	0	0	0	0	0	0	21:30	0	0	0	0	0	0
9:45	0	0	0	0	0	0	21:45	0	0	0	0	0	0
10:00	0	0	0	0	0	0	22:00	0	0	0	0	0	0
10:15	0	0	0	0	0	0	22:15	0	0	0	0	0	0
10:30	0	0	0	0	0	0	22:30	0	0	0	0	0	0
10:45	0	0	0	0	0	0	22:45	0	0	0	0	0	0
11:00	0	0	0	0	0	0	23:00	0	0	0	0	0	0
11:15	0	0	0	0	0	0	23:15	0	0	0	0	0	0
11:30	0	0	0	0	0	0	23:30	0	0	0	0	0	0
11:45	0	0	0	0	0	0	23:45	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	TOTAL	0	0	0	0	0	0

AM PEAK HOUR	11:45 AM
AM PEAK VOLUME	0

AM PEAK HOUR	11:45 PM
AM PEAK VOLUME	0

CLASS 1	CARS
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4-AXLE TRUCKS
CLASS 5	5-AXLE + TRUCKS

	1	2	3	4	5	TOTAL
TOTAL: AM+PM	0	0	0	0	0	0
% OF TOTAL	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
AM PEAK	0	0	0	0	0	0
PM PEAK	0	0	0	0	0	0

A13123

Study Site 4 - Vesada Aparment Homes

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: THREE DAYS **CITY:** WRCOG

JOB #: SC3826 **LOCATION:** CLASS73 Southern Dwy east of Country Village.

AM	OUT						PM	OUT					
TIME	1	2	3	4	5	TOTAL	Time	1	2	3	4	5	TOTAL
0:00	1	0	0	0	0	1	12:00	1	0	0	0	0	1
0:15	0	0	0	0	0	0	12:15	3	0	0	0	0	3
0:30	1	0	0	0	0	1	12:30	2	0	0	0	0	2
0:45	1	0	0	0	0	1	12:45	3	0	0	0	0	3
1:00	0	0	0	0	0	0	13:00	0	0	0	0	0	0
1:15	1	0	0	0	0	1	13:15	0	0	0	0	0	0
1:30	0	0	0	0	0	0	13:30	6	0	0	0	0	6
1:45	0	0	0	0	0	0	13:45	0	0	0	0	0	0
2:00	0	0	0	0	0	0	14:00	2	0	0	0	0	2
2:15	0	0	0	0	0	0	14:15	5	0	0	0	0	5
2:30	0	0	0	0	0	0	14:30	4	1	0	0	0	5
2:45	0	0	0	0	0	0	14:45	1	0	0	0	0	1
3:00	0	0	0	0	0	0	15:00	2	0	0	0	0	2
3:15	4	0	0	0	0	4	15:15	1	0	0	0	0	1
3:30	5	0	0	0	0	5	15:30	1	0	0	0	0	1
3:45	1	0	0	0	0	1	15:45	0	0	0	0	0	0
4:00	3	0	0	0	0	3	16:00	1	0	0	0	0	1
4:15	0	0	0	0	0	0	16:15	5	0	0	0	0	5
4:30	1	0	0	0	0	1	16:30	1	0	0	0	0	1
4:45	2	0	0	0	0	2	16:45	0	0	0	0	0	0
5:00	0	0	0	0	0	0	17:00	1	0	0	0	0	1
5:15	3	0	0	0	0	3	17:15	2	0	0	0	0	2
5:30	1	0	0	0	0	1	17:30	0	0	0	0	0	0
5:45	2	0	0	0	0	2	17:45	2	0	0	0	0	2
6:00	3	0	0	0	0	3	18:00	1	0	0	0	0	1
6:15	1	0	0	0	0	1	18:15	1	0	0	0	0	1
6:30	3	0	0	0	0	3	18:30	1	0	0	0	0	1
6:45	1	0	0	0	0	1	18:45	1	0	0	0	0	1
7:00	3	0	0	0	0	3	19:00	3	0	0	0	0	3
7:15	1	0	0	0	0	1	19:15	0	0	0	0	0	0
7:30	2	0	0	0	0	2	19:30	3	0	0	0	0	3
7:45	3	0	0	0	0	3	19:45	1	0	0	0	0	1
8:00	3	0	0	0	0	3	20:00	1	0	0	0	0	1
8:15	1	0	0	0	0	1	20:15	0	0	0	0	0	0
8:30	0	0	0	0	0	0	20:30	2	0	0	0	0	2
8:45	0	0	0	0	0	0	20:45	2	0	0	0	0	2
9:00	2	0	0	0	0	2	21:00	2	0	0	0	0	2
9:15	3	0	0	0	0	3	21:15	3	0	0	0	0	3
9:30	1	0	0	0	0	1	21:30	4	0	0	0	0	4
9:45	4	0	0	0	0	4	21:45	0	0	0	0	0	0
10:00	3	0	0	0	0	3	22:00	3	0	0	0	0	3
10:15	0	0	0	0	0	0	22:15	2	0	0	0	0	2
10:30	2	0	0	0	0	2	22:30	2	0	0	0	0	2
10:45	1	0	0	0	0	1	22:45	1	0	0	0	0	1
11:00	2	0	0	0	0	2	23:00	1	0	0	0	0	1
11:15	1	0	0	0	0	1	23:15	1	0	0	0	0	1
11:30	0	0	0	0	0	0	23:30	0	0	0	0	0	0
11:45	3	0	0	0	0	3	23:45	0	0	0	0	0	0
TOTAL	69	0	0	0	0	69	TOTAL	78	1	0	0	0	79

AM PEAK HOUR	3:15 AM
AM PEAK VOLUME	13

AM PEAK HOUR	2:15 PM
AM PEAK VOLUME	13

CLASS 1	CARS
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4-AXLE TRUCKS
CLASS 5	5-AXLE + TRUCKS

TOTAL: AM+PM	147	1	0	0	0	148
% OF TOTAL	99.3%	0.7%	0.0%	0.0%	0.0%	100.0%
AM PEAK	9	0	0	0	0	9
PM PEAK	7	0	0	0	0	7

A021323

Study Site 4 - Vesada Aparment Homes

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: THREE DAYS **CITY:** WRCOG

JOB #: SC3826 **LOCATION:** CLASS74 Northern Dwy east of Country Village.

AM	IN						PM	IN					
TIME	1	2	3	4	5	TOTAL	Time	1	2	3	4	5	TOTAL
0:00	5	0	0	0	0	5	12:00	33	0	0	0	0	33
0:15	10	0	0	0	0	10	12:15	33	1	0	0	0	34
0:30	5	0	0	0	0	5	12:30	36	1	0	0	0	37
0:45	4	0	0	0	0	4	12:45	37	0	1	0	0	38
1:00	7	0	0	0	0	7	13:00	34	0	0	0	0	34
1:15	6	0	0	0	0	6	13:15	36	0	0	0	0	36
1:30	1	0	0	0	0	1	13:30	32	0	0	0	0	32
1:45	5	0	0	0	0	5	13:45	34	2	0	0	0	36
2:00	6	0	0	0	0	6	14:00	33	0	0	0	0	33
2:15	3	0	0	0	0	3	14:15	26	2	0	0	0	28
2:30	1	0	0	0	0	1	14:30	34	0	0	0	0	34
2:45	5	0	0	0	0	5	14:45	39	0	0	0	0	39
3:00	2	0	0	0	0	2	15:00	49	0	0	0	0	49
3:15	2	0	0	0	0	2	15:15	39	0	0	0	0	39
3:30	7	0	0	0	0	7	15:30	26	0	0	0	0	26
3:45	8	0	0	0	0	8	15:45	65	0	0	0	0	65
4:00	3	0	0	0	0	3	16:00	49	0	0	0	0	49
4:15	6	0	0	0	0	6	16:15	59	1	0	0	0	60
4:30	4	0	0	0	0	4	16:30	74	0	0	0	0	74
4:45	7	0	0	0	0	7	16:45	52	0	0	0	0	52
5:00	6	0	0	0	0	6	17:00	47	0	0	0	0	47
5:15	6	0	0	0	0	6	17:15	51	0	0	0	0	51
5:30	3	0	0	0	0	3	17:30	50	0	0	0	0	50
5:45	7	0	0	0	0	7	17:45	55	0	0	0	0	55
6:00	5	0	0	0	0	5	18:00	60	0	0	0	0	60
6:15	15	0	0	0	0	15	18:15	52	0	0	0	0	52
6:30	13	0	0	0	0	13	18:30	44	0	0	0	0	44
6:45	11	0	0	0	0	11	18:45	51	2	0	0	0	53
7:00	19	0	0	0	0	19	19:00	42	0	0	0	0	42
7:15	16	0	0	0	0	16	19:15	26	0	0	0	0	26
7:30	14	0	0	0	0	14	19:30	46	0	0	0	0	46
7:45	34	0	0	0	0	34	19:45	42	0	0	0	0	42
8:00	30	0	0	0	0	30	20:00	44	0	0	0	0	44
8:15	39	0	0	0	0	39	20:15	35	0	0	0	0	35
8:30	28	0	0	0	0	28	20:30	29	0	0	0	0	29
8:45	27	0	0	0	0	27	20:45	33	0	0	0	0	33
9:00	22	0	0	0	0	22	21:00	31	0	0	0	0	31
9:15	21	0	0	0	0	21	21:15	27	0	0	0	0	27
9:30	20	2	0	0	0	22	21:30	27	0	0	0	0	27
9:45	24	2	0	0	0	26	21:45	27	0	0	0	0	27
10:00	19	1	0	0	0	20	22:00	22	0	0	0	0	22
10:15	17	1	0	0	0	18	22:15	24	0	0	0	0	24
10:30	21	0	0	0	0	21	22:30	21	0	0	0	0	21
10:45	12	0	0	0	0	12	22:45	22	0	0	0	0	22
11:00	31	0	1	0	0	32	23:00	12	0	0	0	0	12
11:15	28	0	0	0	0	28	23:15	11	0	0	0	0	11
11:30	21	1	0	0	0	22	23:30	9	0	0	0	0	9
11:45	23	2	0	0	0	25	23:45	7	0	0	0	0	7
TOTAL	629	9	1	0	0	639	TOTAL	1,767	9	1	0	0	1,777

AM PEAK HOUR	7:45 AM
AM PEAK VOLUME	131

AM PEAK HOUR	3:45 PM
AM PEAK VOLUME	248

CLASS 1	CARS
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4-AXLE TRUCKS
CLASS 5	5-AXLE + TRUCKS

TOTAL: AM+PM	2,396	18	2	0	0	2,416
% OF TOTAL	99.2%	0.7%	0.1%	0.0%	0.0%	100.0%
AM PEAK	131	0	0	0	0	131
PM PEAK	234	1	0	0	0	235

A13123

Study Site 4 - Vesada Aparment Homes

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: THREE DAYS **CITY:** WRCOG

JOB #: SC3826 **LOCATION:** CLASS74 Northern Dwy east of Country Village.

AM TIME	OUT 1	2	3	4	5	TOTAL	PM Time	OUT 1	2	3	4	5	TOTAL
0:00	2	0	0	0	0	2	12:00	27	2	0	0	0	29
0:15	4	0	0	0	0	4	12:15	33	0	0	0	0	33
0:30	2	0	0	0	0	2	12:30	34	2	0	0	0	36
0:45	3	0	0	0	0	3	12:45	28	1	0	0	0	29
1:00	2	0	0	0	0	2	13:00	29	0	1	0	0	30
1:15	3	0	0	0	0	3	13:15	44	0	0	0	0	44
1:30	5	0	0	0	0	5	13:30	38	1	0	0	0	39
1:45	3	0	0	0	0	3	13:45	29	1	0	0	0	30
2:00	2	0	0	0	0	2	14:00	24	2	0	0	0	26
2:15	5	0	0	0	0	5	14:15	22	0	0	0	0	22
2:30	1	0	0	0	0	1	14:30	25	1	0	0	0	26
2:45	2	0	0	0	0	2	14:45	35	0	0	0	0	35
3:00	5	0	0	0	0	5	15:00	31	0	0	0	0	31
3:15	4	0	0	0	0	4	15:15	21	0	0	0	0	21
3:30	16	0	0	0	0	16	15:30	29	0	0	0	0	29
3:45	6	0	0	0	0	6	15:45	29	0	0	0	0	29
4:00	17	0	0	0	0	17	16:00	26	0	0	0	0	26
4:15	6	0	0	0	0	6	16:15	29	0	0	0	0	29
4:30	17	0	0	0	0	17	16:30	29	1	0	0	0	30
4:45	20	2	0	0	0	22	16:45	31	0	0	0	0	31
5:00	19	1	0	0	0	20	17:00	30	0	0	0	0	30
5:15	14	0	0	0	0	14	17:15	34	0	0	0	0	34
5:30	14	0	0	0	0	14	17:30	38	0	0	0	0	38
5:45	17	0	0	0	0	17	17:45	36	0	0	0	0	36
6:00	18	0	0	0	0	18	18:00	37	0	0	0	0	37
6:15	38	0	0	0	0	38	18:15	41	0	0	0	0	41
6:30	34	0	0	0	0	34	18:30	31	0	0	0	0	31
6:45	46	0	0	0	0	46	18:45	21	0	0	0	0	21
7:00	46	0	0	0	0	46	19:00	31	0	0	0	0	31
7:15	82	0	0	0	0	82	19:15	24	0	0	0	0	24
7:30	56	0	0	0	0	56	19:30	40	1	0	0	0	41
7:45	52	0	0	0	0	52	19:45	32	0	0	0	0	32
8:00	48	0	0	0	0	48	20:00	30	0	0	0	0	30
8:15	59	1	0	0	0	60	20:15	17	0	0	0	0	17
8:30	26	0	0	0	0	26	20:30	17	0	0	0	0	17
8:45	32	1	0	0	0	33	20:45	19	0	0	0	0	19
9:00	27	0	0	0	0	27	21:00	15	0	0	0	0	15
9:15	26	0	0	0	0	26	21:15	14	0	0	0	0	14
9:30	31	1	0	0	0	32	21:30	12	0	0	0	0	12
9:45	36	0	0	0	0	36	21:45	19	0	0	0	0	19
10:00	28	0	0	0	0	28	22:00	13	0	0	0	0	13
10:15	32	1	0	0	0	33	22:15	15	0	0	0	0	15
10:30	32	0	0	0	0	32	22:30	11	0	0	0	0	11
10:45	23	0	0	0	0	23	22:45	10	0	0	0	0	10
11:00	29	0	0	0	0	29	23:00	5	0	0	0	0	5
11:15	25	0	0	0	0	25	23:15	7	0	0	0	0	7
11:30	32	0	1	0	0	33	23:30	10	0	0	0	0	10
11:45	33	2	0	0	0	35	23:45	3	0	0	0	0	3
TOTAL	1,080	9	1	0	0	1,090	TOTAL	1,205	12	1	0	0	1,218

AM PEAK HOUR	7:15 AM
AM PEAK VOLUME	238

AM PEAK HOUR	5:30 PM
AM PEAK VOLUME	152

CLASS 1	CARS
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4-AXLE TRUCKS
CLASS 5	5-AXLE + TRUCKS

TOTAL: AM+PM	2,285	21	2	0	0	2,308
% OF TOTAL	99.0%	0.9%	0.1%	0.0%	0.0%	100.0%
AM PEAK	238	0	0	0	0	238
PM PEAK	138	0	0	0	0	138

A021323

Study Site 5 - Morning Ridge Apartments

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: THREE DAYS **CITY:** WRCOG

JOB #: SC3826 **LOCATION:** CLASS84 Northern Dwy east of Milky Way.

AM	IN						PM	IN					
TIME	1	2	3	4	5	TOTAL	Time	1	2	3	4	5	TOTAL
0:00	4	0	0	0	0	4	12:00	9	0	0	0	0	9
0:15	1	0	0	0	0	1	12:15	3	0	0	0	0	3
0:30	1	0	0	0	0	1	12:30	4	0	0	0	0	4
0:45	0	0	0	0	0	0	12:45	9	0	0	0	0	9
1:00	1	0	0	0	0	1	13:00	4	0	0	0	0	4
1:15	0	0	0	0	0	0	13:15	5	1	0	0	0	6
1:30	1	0	0	0	0	1	13:30	9	0	0	0	0	9
1:45	0	0	0	0	0	0	13:45	8	0	0	0	0	8
2:00	0	0	0	0	0	0	14:00	8	0	0	0	0	8
2:15	0	0	0	0	0	0	14:15	7	1	0	0	0	8
2:30	0	0	0	0	0	0	14:30	12	0	0	0	0	12
2:45	0	0	0	0	0	0	14:45	13	0	0	0	0	13
3:00	1	0	0	0	0	1	15:00	7	0	0	0	0	7
3:15	1	0	0	0	0	1	15:15	7	0	0	0	0	7
3:30	0	0	0	0	0	0	15:30	9	0	0	0	0	9
3:45	0	0	0	0	0	0	15:45	18	0	0	0	0	18
4:00	1	0	0	0	0	1	16:00	6	0	0	0	0	6
4:15	1	0	0	0	0	1	16:15	18	0	0	0	0	18
4:30	0	0	0	0	0	0	16:30	11	0	0	0	0	11
4:45	0	0	0	0	0	0	16:45	15	0	0	0	0	15
5:00	0	0	0	0	0	0	17:00	8	0	0	0	0	8
5:15	2	0	0	0	0	2	17:15	12	0	0	0	0	12
5:30	0	0	0	0	0	0	17:30	6	0	0	0	0	6
5:45	1	0	0	0	0	1	17:45	15	0	0	0	0	15
6:00	0	0	0	0	0	0	18:00	6	0	0	0	0	6
6:15	1	0	0	0	0	1	18:15	8	0	0	0	0	8
6:30	2	0	0	0	0	2	18:30	6	0	0	0	0	6
6:45	2	0	0	0	0	2	18:45	8	0	0	0	0	8
7:00	1	0	0	0	0	1	19:00	6	0	0	0	0	6
7:15	3	0	0	0	0	3	19:15	10	0	0	0	0	10
7:30	5	0	0	0	0	5	19:30	8	0	0	0	0	8
7:45	5	0	0	1	0	6	19:45	6	0	0	0	0	6
8:00	8	0	0	0	0	8	20:00	9	0	0	0	0	9
8:15	4	1	0	0	0	5	20:15	12	0	0	0	0	12
8:30	4	0	0	0	0	4	20:30	10	0	0	0	0	10
8:45	7	0	0	0	0	7	20:45	8	0	0	0	0	8
9:00	3	0	0	0	0	3	21:00	8	0	0	0	0	8
9:15	1	0	0	0	0	1	21:15	8	0	0	0	0	8
9:30	3	0	0	0	0	3	21:30	2	0	0	0	0	2
9:45	4	0	0	0	0	4	21:45	7	0	0	0	0	7
10:00	2	0	0	0	0	2	22:00	4	0	0	0	0	4
10:15	4	0	0	0	0	4	22:15	2	0	0	0	0	2
10:30	3	0	0	0	0	3	22:30	4	0	0	0	0	4
10:45	4	0	0	0	0	4	22:45	4	0	0	0	0	4
11:00	2	0	0	0	0	2	23:00	4	0	0	0	0	4
11:15	8	0	0	0	0	8	23:15	1	0	0	0	0	1
11:30	5	0	0	0	0	5	23:30	2	0	0	0	0	2
11:45	5	0	0	0	0	5	23:45	1	0	0	0	0	1
TOTAL	101	1	0	1	0	103	TOTAL	367	2	0	0	0	369

AM PEAK HOUR	8:00 AM
AM PEAK VOLUME	24

AM PEAK HOUR	3:45 PM
AM PEAK VOLUME	53

CLASS 1	CARS
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4-AXLE TRUCKS
CLASS 5	5-AXLE + TRUCKS

TOTAL: AM+PM	468	3	0	1	0	472
% OF TOTAL	99.2%	0.6%	0.0%	0.2%	0.0%	100.0%
AM PEAK	23	1	0	0	0	24
PM PEAK	52	0	0	0	0	52

A13123

Study Site 5 - Morning Ridge Apartments

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: THREE DAYS **CITY:** WRCOG

JOB #: SC3826 **LOCATION:** CLASS84 Northern Dwy east of Milky Way.

AM	OUT						PM	OUT					
TIME	1	2	3	4	5	TOTAL	Time	1	2	3	4	5	TOTAL
0:00	2	0	0	0	0	2	12:00	6	0	0	0	0	6
0:15	0	0	0	0	0	0	12:15	11	1	0	0	0	12
0:30	0	0	0	0	0	0	12:30	3	0	0	0	0	3
0:45	2	0	0	0	0	2	12:45	10	1	0	0	0	11
1:00	0	0	0	0	0	0	13:00	7	0	0	0	0	7
1:15	3	0	0	0	0	3	13:15	9	0	0	0	0	9
1:30	1	0	0	0	0	1	13:30	4	2	0	0	0	6
1:45	0	0	0	0	0	0	13:45	11	0	0	0	0	11
2:00	0	0	0	0	0	0	14:00	7	0	0	0	0	7
2:15	1	0	0	0	0	1	14:15	8	0	0	0	0	8
2:30	0	0	0	0	0	0	14:30	13	0	0	0	0	13
2:45	0	0	0	0	0	0	14:45	8	1	0	0	0	9
3:00	1	0	0	0	0	1	15:00	7	0	0	0	0	7
3:15	2	0	0	0	0	2	15:15	6	0	0	0	0	6
3:30	3	0	0	0	0	3	15:30	12	0	0	0	0	12
3:45	1	0	0	0	0	1	15:45	5	0	0	0	0	5
4:00	0	0	0	0	0	0	16:00	19	0	0	0	0	19
4:15	3	0	0	0	0	3	16:15	6	0	0	0	0	6
4:30	3	0	0	0	0	3	16:30	4	0	0	0	0	4
4:45	2	0	0	0	0	2	16:45	9	0	0	0	0	9
5:00	2	0	0	0	0	2	17:00	4	0	0	0	0	4
5:15	3	0	0	0	0	3	17:15	5	1	0	0	0	6
5:30	10	0	0	0	0	10	17:30	11	0	0	0	0	11
5:45	9	0	0	0	0	9	17:45	15	0	0	0	0	15
6:00	3	0	0	0	0	3	18:00	10	0	0	0	0	10
6:15	12	0	0	0	0	12	18:15	5	0	0	0	0	5
6:30	12	0	0	0	0	12	18:30	10	0	0	0	0	10
6:45	5	0	0	0	0	5	18:45	7	0	0	0	0	7
7:00	10	0	0	0	0	10	19:00	3	0	0	0	0	3
7:15	19	0	0	0	0	19	19:15	2	0	0	0	0	2
7:30	13	0	0	0	0	13	19:30	5	0	0	0	0	5
7:45	17	0	0	0	0	17	19:45	3	0	0	0	0	3
8:00	13	0	0	0	0	13	20:00	7	0	0	0	0	7
8:15	15	0	0	0	0	15	20:15	4	0	0	0	0	4
8:30	14	0	0	0	0	14	20:30	4	0	0	0	0	4
8:45	8	0	0	0	0	8	20:45	2	0	0	0	0	2
9:00	9	0	0	0	0	9	21:00	5	0	0	0	0	5
9:15	7	0	0	0	0	7	21:15	3	0	0	0	0	3
9:30	4	1	0	0	0	5	21:30	2	0	0	0	0	2
9:45	10	1	0	0	0	11	21:45	4	0	0	0	0	4
10:00	7	0	0	0	0	7	22:00	0	0	0	0	0	0
10:15	4	0	0	0	0	4	22:15	2	0	0	0	0	2
10:30	10	1	0	0	0	11	22:30	0	0	0	0	0	0
10:45	3	0	0	0	0	3	22:45	1	0	0	0	0	1
11:00	5	1	0	0	0	6	23:00	1	0	0	0	0	1
11:15	9	0	0	0	0	9	23:15	1	0	0	0	0	1
11:30	5	0	0	0	0	5	23:30	1	0	0	0	0	1
11:45	12	0	0	0	0	12	23:45	0	0	0	0	0	0
TOTAL	274	4	0	0	0	278	TOTAL	282	6	0	0	0	288

AM PEAK HOUR	7:15 AM
AM PEAK VOLUME	62

AM PEAK HOUR	5:15 PM
AM PEAK VOLUME	42

CLASS 1	CARS
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4-AXLE TRUCKS
CLASS 5	5-AXLE + TRUCKS

TOTAL: AM+PM	556	10	0	0	0	566
% OF TOTAL	98.2%	1.8%	0.0%	0.0%	0.0%	100.0%
AM PEAK	62	0	0	0	0	62
PM PEAK	38	0	0	0	0	38

A021323

Study Site 5 - Morning Ridge Apartments

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: THREE DAYS **CITY:** WRCOG

JOB #: SC3826 **LOCATION:** CLASS85 Middle Dwy east of Milky Way.

AM	IN						PM	IN					
TIME	1	2	3	4	5	TOTAL	Time	1	2	3	4	5	TOTAL
0:00	3	0	0	0	0	3	12:00	10	0	0	0	0	10
0:15	3	0	0	0	0	3	12:15	10	0	0	0	0	10
0:30	0	0	0	0	0	0	12:30	14	0	0	0	0	14
0:45	0	0	0	0	0	0	12:45	12	0	0	0	0	12
1:00	0	0	0	0	0	0	13:00	12	1	0	0	0	13
1:15	2	0	0	0	0	2	13:15	12	1	0	0	0	13
1:30	6	0	0	0	0	6	13:30	11	0	0	0	0	11
1:45	0	0	0	0	0	0	13:45	8	0	0	0	0	8
2:00	2	0	0	0	0	2	14:00	11	1	0	0	0	12
2:15	1	0	0	0	0	1	14:15	6	0	0	0	0	6
2:30	0	0	0	0	0	0	14:30	10	0	0	0	0	10
2:45	1	0	0	0	0	1	14:45	13	0	0	0	0	13
3:00	0	0	0	0	0	0	15:00	15	0	0	0	0	15
3:15	0	0	0	0	0	0	15:15	10	0	0	0	0	10
3:30	0	0	0	0	0	0	15:30	10	0	0	0	0	10
3:45	0	0	0	0	0	0	15:45	18	0	0	0	0	18
4:00	0	0	0	0	0	0	16:00	18	0	0	0	0	18
4:15	1	0	0	0	0	1	16:15	19	0	0	0	0	19
4:30	0	0	0	0	0	0	16:30	20	0	0	0	0	20
4:45	1	0	0	0	0	1	16:45	18	1	0	0	0	19
5:00	1	0	0	0	0	1	17:00	20	0	0	0	0	20
5:15	0	0	0	0	0	0	17:15	19	0	0	0	0	19
5:30	1	0	0	0	0	1	17:30	19	0	0	0	0	19
5:45	0	0	0	0	0	0	17:45	17	0	0	0	0	17
6:00	2	0	0	0	0	2	18:00	11	0	0	0	0	11
6:15	2	0	0	0	0	2	18:15	30	0	0	0	0	30
6:30	4	0	0	0	0	4	18:30	15	0	0	0	0	15
6:45	2	0	0	0	0	2	18:45	18	0	0	0	0	18
7:00	3	0	0	0	0	3	19:00	23	3	0	0	0	26
7:15	3	0	0	0	0	3	19:15	10	0	0	0	0	10
7:30	9	0	0	0	0	9	19:30	19	0	0	0	0	19
7:45	9	0	0	0	0	9	19:45	10	0	0	0	0	10
8:00	5	0	0	0	0	5	20:00	11	0	0	0	0	11
8:15	13	0	0	0	0	13	20:15	6	0	0	0	0	6
8:30	4	0	0	0	0	4	20:30	9	0	0	0	0	9
8:45	9	0	0	0	0	9	20:45	6	0	0	0	0	6
9:00	2	0	0	0	0	2	21:00	7	0	0	0	0	7
9:15	3	0	0	0	0	3	21:15	4	0	0	0	0	4
9:30	9	0	0	0	0	9	21:30	8	0	0	0	0	8
9:45	7	0	0	0	0	7	21:45	2	0	0	0	0	2
10:00	5	0	0	0	0	5	22:00	4	0	0	0	0	4
10:15	3	0	0	0	0	3	22:15	1	0	0	0	0	1
10:30	6	0	0	0	0	6	22:30	1	0	0	0	0	1
10:45	8	0	0	0	0	8	22:45	6	0	0	0	0	6
11:00	6	0	0	0	0	6	23:00	7	0	0	0	0	7
11:15	13	0	0	0	0	13	23:15	1	0	0	0	0	1
11:30	11	1	0	0	0	12	23:30	4	0	0	0	0	4
11:45	7	0	0	0	0	7	23:45	0	0	0	0	0	0
TOTAL	167	1	0	0	0	168	TOTAL	545	7	0	0	0	552

AM PEAK HOUR	10:45 AM
AM PEAK VOLUME	39

AM PEAK HOUR	6:15 PM
AM PEAK VOLUME	89

CLASS 1	CARS
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4-AXLE TRUCKS
CLASS 5	5-AXLE + TRUCKS

TOTAL: AM+PM	712	8	0	0	0	720
% OF TOTAL	98.9%	1.1%	0.0%	0.0%	0.0%	100.0%
AM PEAK	31	0	0	0	0	31
PM PEAK	75	1	0	0	0	76

A13123

Study Site 5 - Morning Ridge Apartments

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: THREE DAYS **CITY:** WRCOG

JOB #: SC3826 **LOCATION:** CLASS85 Middle Dwy east of Milky Way.

AM	OUT						PM	OUT					
TIME	1	2	3	4	5	TOTAL	Time	1	2	3	4	5	TOTAL
0:00	0	0	0	0	0	0	12:00	7	0	0	0	0	7
0:15	3	0	0	0	0	3	12:15	5	0	0	0	0	5
0:30	0	0	0	0	0	0	12:30	15	0	0	0	0	15
0:45	1	0	0	0	0	1	12:45	14	0	0	0	0	14
1:00	0	0	0	0	0	0	13:00	6	1	0	0	0	7
1:15	1	0	0	0	0	1	13:15	9	2	0	0	0	11
1:30	1	0	0	0	0	1	13:30	8	0	0	0	0	8
1:45	0	0	0	0	0	0	13:45	6	1	0	0	0	7
2:00	0	0	0	0	0	0	14:00	9	0	0	0	0	9
2:15	0	0	0	0	0	0	14:15	10	1	0	0	0	11
2:30	3	0	0	0	0	3	14:30	8	0	0	0	0	8
2:45	1	0	0	0	0	1	14:45	12	2	0	0	0	14
3:00	0	0	0	0	0	0	15:00	8	0	0	0	0	8
3:15	0	0	0	0	0	0	15:15	5	0	0	0	0	5
3:30	5	0	0	0	0	5	15:30	8	0	0	0	0	8
3:45	0	0	0	0	0	0	15:45	11	0	0	0	0	11
4:00	0	0	0	0	0	0	16:00	16	1	0	0	0	17
4:15	0	0	0	0	0	0	16:15	11	0	0	0	0	11
4:30	5	2	0	0	0	7	16:30	7	0	0	0	0	7
4:45	3	0	0	0	0	3	16:45	9	0	0	0	0	9
5:00	1	0	0	0	0	1	17:00	11	0	0	0	0	11
5:15	9	0	0	0	0	9	17:15	12	0	0	0	0	12
5:30	8	2	0	0	0	10	17:30	12	0	0	0	0	12
5:45	7	2	0	0	0	9	17:45	12	0	0	0	0	12
6:00	6	0	0	0	0	6	18:00	9	0	0	0	0	9
6:15	12	0	0	0	0	12	18:15	5	0	0	0	0	5
6:30	7	0	0	0	0	7	18:30	11	0	0	0	0	11
6:45	8	0	0	0	0	8	18:45	8	0	0	0	0	8
7:00	6	0	0	0	0	6	19:00	5	0	0	0	0	5
7:15	8	0	0	0	0	8	19:15	8	0	0	0	0	8
7:30	27	3	0	0	0	30	19:30	8	0	0	0	0	8
7:45	17	0	0	0	0	17	19:45	7	0	0	0	0	7
8:00	25	0	0	0	0	25	20:00	5	0	0	0	0	5
8:15	13	0	0	0	0	13	20:15	6	0	0	0	0	6
8:30	19	0	0	0	0	19	20:30	4	0	0	0	0	4
8:45	12	0	0	0	0	12	20:45	3	0	0	0	0	3
9:00	3	0	0	0	0	3	21:00	6	0	0	0	0	6
9:15	6	0	0	0	0	6	21:15	2	0	0	0	0	2
9:30	9	0	0	0	0	9	21:30	3	0	0	0	0	3
9:45	11	0	0	0	0	11	21:45	3	0	0	0	0	3
10:00	5	0	0	0	0	5	22:00	2	0	0	0	0	2
10:15	8	0	0	0	0	8	22:15	1	0	0	0	0	1
10:30	7	0	0	0	0	7	22:30	5	0	0	0	0	5
10:45	8	0	0	0	0	8	22:45	2	0	0	0	0	2
11:00	8	0	0	0	0	8	23:00	4	0	0	0	0	4
11:15	8	0	0	0	0	8	23:15	3	0	0	0	0	3
11:30	5	0	0	0	0	5	23:30	0	0	0	0	0	0
11:45	9	0	0	0	0	9	23:45	1	0	0	0	0	1
TOTAL	295	9	0	0	0	304	TOTAL	342	8	0	0	0	350

AM PEAK HOUR	7:30 AM
AM PEAK VOLUME	85

AM PEAK HOUR	5:00 PM
AM PEAK VOLUME	47

CLASS 1	CARS
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4-AXLE TRUCKS
CLASS 5	5-AXLE + TRUCKS

TOTAL: AM+PM	637	17	0	0	0	654
% OF TOTAL	97.4%	2.6%	0.0%	0.0%	0.0%	100.0%
AM PEAK	82	3	0	0	0	85
PM PEAK	47	0	0	0	0	47

A021323

Study Site 5 - Morning Ridge Apartments

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: THREE DAYS **CITY:** WRCOG

JOB #: SC3826 **LOCATION:** CLASS86 Southern Dwy east of Milky Way.

AM	IN						PM	IN					
TIME	1	2	3	4	5	TOTAL	Time	1	2	3	4	5	TOTAL
0:00	1	0	0	0	0	1	12:00	4	0	0	0	0	4
0:15	0	0	0	0	0	0	12:15	5	0	0	0	0	5
0:30	2	0	0	0	0	2	12:30	7	1	0	0	0	8
0:45	0	0	0	0	0	0	12:45	7	1	0	0	0	8
1:00	1	0	0	0	0	1	13:00	4	0	0	0	0	4
1:15	2	0	0	0	0	2	13:15	4	0	0	0	0	4
1:30	1	0	0	0	0	1	13:30	9	2	0	0	0	11
1:45	1	0	0	0	0	1	13:45	13	1	0	0	0	14
2:00	0	0	0	0	0	0	14:00	11	0	0	0	0	11
2:15	0	0	0	0	0	0	14:15	7	1	0	0	0	8
2:30	0	0	0	0	0	0	14:30	11	0	0	0	0	11
2:45	0	0	0	0	0	0	14:45	11	2	0	0	0	13
3:00	1	0	0	0	0	1	15:00	7	0	0	0	0	7
3:15	1	0	0	0	0	1	15:15	12	1	0	0	0	13
3:30	0	0	0	0	0	0	15:30	8	0	0	0	0	8
3:45	0	0	0	0	0	0	15:45	9	0	0	0	0	9
4:00	1	0	0	0	0	1	16:00	5	0	0	0	0	5
4:15	0	0	0	0	0	0	16:15	7	0	0	0	0	7
4:30	0	0	0	0	0	0	16:30	16	0	0	0	0	16
4:45	0	0	0	0	0	0	16:45	14	0	0	0	0	14
5:00	2	0	0	0	0	2	17:00	10	0	0	0	0	10
5:15	0	0	0	0	0	0	17:15	9	1	0	0	0	10
5:30	2	0	0	0	0	2	17:30	10	1	0	0	0	11
5:45	0	0	0	0	0	0	17:45	9	0	0	0	0	9
6:00	2	0	0	0	0	2	18:00	11	0	0	0	0	11
6:15	2	0	0	0	0	2	18:15	16	0	0	0	0	16
6:30	2	0	0	0	0	2	18:30	11	0	0	0	0	11
6:45	1	0	0	0	0	1	18:45	10	0	0	0	0	10
7:00	5	0	0	0	0	5	19:00	9	0	0	0	0	9
7:15	4	0	0	0	0	4	19:15	16	0	0	0	0	16
7:30	1	3	0	0	0	4	19:30	11	0	0	0	0	11
7:45	5	0	0	0	0	5	19:45	8	0	0	0	0	8
8:00	7	0	0	0	0	7	20:00	12	0	0	0	0	12
8:15	2	0	0	0	0	2	20:15	16	0	0	0	0	16
8:30	9	0	0	0	0	9	20:30	4	0	0	0	0	4
8:45	5	0	0	0	0	5	20:45	4	0	0	0	0	4
9:00	5	0	0	0	0	5	21:00	9	0	0	0	0	9
9:15	4	0	0	0	0	4	21:15	8	0	0	0	0	8
9:30	6	0	0	0	0	6	21:30	7	0	0	0	0	7
9:45	3	1	0	0	0	4	21:45	4	0	0	0	0	4
10:00	3	0	0	0	0	3	22:00	5	0	0	0	0	5
10:15	4	0	0	0	0	4	22:15	6	0	0	0	0	6
10:30	4	0	0	0	0	4	22:30	7	0	0	0	0	7
10:45	2	1	0	0	0	3	22:45	4	0	0	0	0	4
11:00	5	0	0	0	0	5	23:00	1	0	0	0	0	1
11:15	2	0	0	0	0	2	23:15	3	0	0	0	0	3
11:30	9	0	0	0	0	9	23:30	4	0	0	0	0	4
11:45	2	0	0	0	0	2	23:45	3	0	0	0	0	3
TOTAL	109	5	0	0	0	114	TOTAL	398	11	0	0	0	409

AM PEAK HOUR	8:30 AM
AM PEAK VOLUME	23

AM PEAK HOUR	4:30 PM
AM PEAK VOLUME	50

CLASS 1	CARS
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4-AXLE TRUCKS
CLASS 5	5-AXLE + TRUCKS

TOTAL: AM+PM	507	16	0	0	0	523
% OF TOTAL	96.9%	3.1%	0.0%	0.0%	0.0%	100.0%
AM PEAK	23	0	0	0	0	23
PM PEAK	49	1	0	0	0	50

A13123

Study Site 5 - Morning Ridge Apartments

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: THREE DAYS **CITY:** WRCOG

JOB #: SC3826 **LOCATION:** CLASS86 Southern Dwy east of Milky Way.

AM	OUT						PM	OUT					
TIME	1	2	3	4	5	TOTAL	Time	1	2	3	4	5	TOTAL
0:00	1	0	0	0	0	1	12:00	4	0	0	0	0	4
0:15	0	0	0	0	0	0	12:15	6	0	0	0	0	6
0:30	1	0	0	0	0	1	12:30	7	0	0	0	0	7
0:45	0	0	0	0	0	0	12:45	4	0	0	0	0	4
1:00	2	0	0	0	0	2	13:00	4	0	0	0	0	4
1:15	0	0	0	0	0	0	13:15	5	0	0	0	0	5
1:30	3	0	0	0	0	3	13:30	11	0	0	0	0	11
1:45	0	0	0	0	0	0	13:45	4	1	0	0	0	5
2:00	0	0	0	0	0	0	14:00	14	0	0	0	0	14
2:15	0	0	0	0	0	0	14:15	5	1	0	0	0	6
2:30	0	0	0	0	0	0	14:30	15	0	0	0	0	15
2:45	0	0	0	0	0	0	14:45	6	0	0	0	0	6
3:00	0	0	0	0	0	0	15:00	5	0	0	0	0	5
3:15	0	0	0	0	0	0	15:15	6	0	0	0	0	6
3:30	1	0	0	0	0	1	15:30	1	0	0	0	0	1
3:45	0	0	0	0	0	0	15:45	5	0	0	0	0	5
4:00	2	0	0	0	0	2	16:00	6	0	0	0	0	6
4:15	2	0	0	0	0	2	16:15	6	0	0	0	0	6
4:30	9	0	0	0	0	9	16:30	9	0	0	0	0	9
4:45	3	0	0	0	0	3	16:45	13	0	0	0	0	13
5:00	6	0	0	0	0	6	17:00	10	0	0	0	0	10
5:15	9	0	0	0	0	9	17:15	9	0	0	0	0	9
5:30	8	0	0	0	0	8	17:30	4	0	0	0	0	4
5:45	5	0	0	0	0	5	17:45	7	0	0	0	0	7
6:00	8	0	0	0	0	8	18:00	8	0	0	0	0	8
6:15	7	0	0	0	0	7	18:15	4	0	0	0	0	4
6:30	8	0	0	0	0	8	18:30	4	0	0	0	0	4
6:45	3	0	0	0	0	3	18:45	5	0	0	0	0	5
7:00	4	0	0	0	0	4	19:00	5	0	0	0	0	5
7:15	5	0	0	0	0	5	19:15	7	0	0	0	0	7
7:30	12	0	0	0	0	12	19:30	4	0	0	0	0	4
7:45	9	0	0	0	0	9	19:45	3	0	0	0	0	3
8:00	7	0	0	0	0	7	20:00	4	0	0	0	0	4
8:15	7	0	0	1	0	8	20:15	3	0	0	0	0	3
8:30	15	0	0	0	0	15	20:30	4	0	0	0	0	4
8:45	4	0	0	0	0	4	20:45	4	0	0	0	0	4
9:00	3	0	0	0	0	3	21:00	2	0	0	0	0	2
9:15	6	0	0	0	0	6	21:15	7	0	0	0	0	7
9:30	8	0	0	0	0	8	21:30	2	0	0	0	0	2
9:45	6	0	0	0	0	6	21:45	4	0	0	0	0	4
10:00	7	0	0	0	0	7	22:00	0	0	0	0	0	0
10:15	4	0	0	0	0	4	22:15	4	0	0	0	0	4
10:30	5	0	0	0	0	5	22:30	1	0	0	0	0	1
10:45	2	0	0	0	0	2	22:45	1	0	0	0	0	1
11:00	10	0	0	0	0	10	23:00	1	0	0	0	0	1
11:15	4	0	0	0	0	4	23:15	2	0	0	0	0	2
11:30	5	0	0	0	0	5	23:30	0	0	0	0	0	0
11:45	7	0	0	0	0	7	23:45	2	0	0	0	0	2
TOTAL	208	0	0	1	0	209	TOTAL	247	2	0	0	0	249

AM PEAK HOUR	7:45 AM
AM PEAK VOLUME	39

AM PEAK HOUR	4:30 PM
AM PEAK VOLUME	41

CLASS 1	CARS
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4-AXLE TRUCKS
CLASS 5	5-AXLE + TRUCKS

TOTAL: AM+PM	455	2	0	1	0	458
% OF TOTAL	99.3%	0.4%	0.0%	0.2%	0.0%	100.0%
AM PEAK	38	0	0	1	0	39
PM PEAK	41	0	0	0	0	41

A021323

Study Site 6 - Stonegate Apartments

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: THREE DAYS **CITY:** WRCOG

JOB #: SC3826 **LOCATION:** CLASS71 Northern dwy west of Doolittle

AM TIME	IN 1	2	3	4	5	TOTAL	PM Time	IN 1	2	3	4	5	TOTAL
0:00	0	0	0	0	0	0	12:00	12	0	0	0	0	12
0:15	2	0	0	0	0	2	12:15	9	0	0	0	0	9
0:30	2	0	0	0	0	2	12:30	11	0	0	0	0	11
0:45	3	0	0	0	0	3	12:45	12	0	0	0	0	12
1:00	1	0	0	0	0	1	13:00	5	0	0	0	0	5
1:15	5	0	0	0	0	5	13:15	7	0	0	0	0	7
1:30	2	0	0	0	0	2	13:30	11	0	0	0	0	11
1:45	3	0	0	0	0	3	13:45	10	0	0	0	0	10
2:00	1	0	0	0	0	1	14:00	16	0	0	0	0	16
2:15	1	0	0	0	0	1	14:15	14	0	0	0	0	14
2:30	0	0	0	0	0	0	14:30	23	0	0	0	0	23
2:45	0	0	0	0	0	0	14:45	10	0	0	0	0	10
3:00	3	0	0	0	0	3	15:00	17	0	0	0	0	17
3:15	3	0	0	0	0	3	15:15	18	0	0	0	0	18
3:30	1	0	0	0	0	1	15:30	14	0	0	0	0	14
3:45	1	1	0	0	0	2	15:45	16	0	0	0	0	16
4:00	1	0	0	0	0	1	16:00	17	0	0	0	0	17
4:15	0	0	0	0	0	0	16:15	16	0	0	0	0	16
4:30	1	0	0	0	0	1	16:30	17	0	0	0	0	17
4:45	6	0	0	0	0	6	16:45	12	0	0	0	0	12
5:00	3	0	0	0	0	3	17:00	16	0	0	0	0	16
5:15	6	0	0	0	0	6	17:15	22	0	0	0	0	22
5:30	0	0	0	0	0	0	17:30	17	0	0	0	0	17
5:45	1	0	0	0	0	1	17:45	17	0	0	0	0	17
6:00	2	0	0	0	0	2	18:00	20	0	0	0	0	20
6:15	1	0	0	0	0	1	18:15	10	0	0	0	0	10
6:30	2	0	0	0	0	2	18:30	15	0	0	0	0	15
6:45	3	0	0	0	0	3	18:45	15	0	0	0	0	15
7:00	3	0	0	0	0	3	19:00	6	0	0	0	0	6
7:15	4	0	0	0	0	4	19:15	6	1	0	0	0	7
7:30	4	0	0	0	0	4	19:30	16	0	0	0	0	16
7:45	9	0	0	0	0	9	19:45	10	0	0	0	0	10
8:00	13	0	0	0	0	13	20:00	8	0	0	0	0	8
8:15	7	0	0	0	0	7	20:15	13	0	0	0	0	13
8:30	12	1	0	0	0	13	20:30	15	0	0	0	0	15
8:45	13	0	0	0	0	13	20:45	11	0	0	0	0	11
9:00	5	0	0	0	0	5	21:00	14	0	0	0	0	14
9:15	3	0	0	0	0	3	21:15	9	0	0	0	0	9
9:30	4	0	0	0	0	4	21:30	12	0	0	0	0	12
9:45	7	1	0	0	0	8	21:45	12	0	0	0	0	12
10:00	2	0	0	0	0	2	22:00	8	0	0	0	0	8
10:15	5	0	0	0	0	5	22:15	4	0	0	0	0	4
10:30	6	0	0	0	0	6	22:30	5	0	0	0	0	5
10:45	7	0	0	0	0	7	22:45	3	0	0	0	0	3
11:00	8	1	0	0	0	9	23:00	7	0	0	0	0	7
11:15	1	0	0	0	0	1	23:15	5	0	0	0	0	5
11:30	5	0	0	0	0	5	23:30	5	0	0	0	0	5
11:45	11	0	0	0	0	11	23:45	2	0	0	0	0	2
TOTAL	183	4	0	0	0	187	TOTAL	570	1	0	0	0	571

AM PEAK HOUR	8:00 AM
AM PEAK VOLUME	46

AM PEAK HOUR	5:15 PM
AM PEAK VOLUME	76

CLASS 1	CARS
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4-AXLE TRUCKS
CLASS 5	5-AXLE + TRUCKS

	1	2	3	4	5	TOTAL
TOTAL: AM+PM	753	5	0	0	0	758
% OF TOTAL	99.3%	0.7%	0.0%	0.0%	0.0%	100.0%
AM PEAK	45	1	0	0	0	46
PM PEAK	72	0	0	0	0	72

A13123

Study Site 6 - Stonegate Apartments

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: THREE DAYS **CITY:** WRCOG

JOB #: SC3826 **LOCATION:** CLASS71 Northern dwy west of Doolittle

AM TIME	OUT 1	2	3	4	5	TOTAL	PM Time	OUT 1	2	3	4	5	TOTAL
0:00	0	0	0	0	0	0	12:00	9	0	0	0	0	9
0:15	0	0	0	0	0	0	12:15	13	0	0	0	0	13
0:30	0	0	0	0	0	0	12:30	13	1	0	0	0	14
0:45	2	0	0	0	0	2	12:45	17	0	0	0	0	17
1:00	0	0	0	0	0	0	13:00	6	0	0	0	0	6
1:15	2	0	0	0	0	2	13:15	12	0	0	0	0	12
1:30	1	0	0	0	0	1	13:30	14	1	0	0	0	15
1:45	1	0	0	0	0	1	13:45	20	0	0	0	0	20
2:00	0	0	0	0	0	0	14:00	12	0	0	0	0	12
2:15	3	0	0	0	0	3	14:15	8	0	0	0	0	8
2:30	1	0	0	0	0	1	14:30	13	0	0	0	0	13
2:45	0	0	0	0	0	0	14:45	6	1	0	0	0	7
3:00	0	0	0	0	0	0	15:00	13	0	0	0	0	13
3:15	6	0	0	0	0	6	15:15	12	0	0	0	0	12
3:30	5	0	0	0	0	5	15:30	13	0	0	0	0	13
3:45	6	0	0	0	0	6	15:45	11	0	0	0	0	11
4:00	5	0	0	0	0	5	16:00	12	0	0	0	0	12
4:15	4	0	0	0	0	4	16:15	9	0	0	0	0	9
4:30	6	0	0	0	0	6	16:30	6	0	0	0	0	6
4:45	4	0	0	0	0	4	16:45	12	0	0	0	0	12
5:00	6	0	0	0	0	6	17:00	8	0	0	0	0	8
5:15	7	0	0	0	0	7	17:15	13	0	0	0	0	13
5:30	11	0	0	0	0	11	17:30	14	0	0	0	0	14
5:45	12	0	0	0	0	12	17:45	8	0	0	0	0	8
6:00	1	0	0	0	0	1	18:00	11	0	0	0	0	11
6:15	7	0	0	0	0	7	18:15	9	0	0	0	0	9
6:30	12	0	0	0	0	12	18:30	5	0	0	0	0	5
6:45	17	0	0	0	0	17	18:45	7	0	0	0	0	7
7:00	8	0	0	0	0	8	19:00	8	0	0	0	0	8
7:15	16	0	0	0	0	16	19:15	9	0	0	0	0	9
7:30	21	0	0	0	0	21	19:30	6	0	0	0	0	6
7:45	18	0	0	0	0	18	19:45	8	0	0	0	0	8
8:00	13	0	0	0	0	13	20:00	6	0	0	0	0	6
8:15	5	0	0	0	0	5	20:15	11	0	0	0	0	11
8:30	7	0	0	0	0	7	20:30	7	0	0	0	0	7
8:45	8	0	0	0	0	8	20:45	6	0	0	0	0	6
9:00	10	0	1	0	0	11	21:00	4	0	0	0	0	4
9:15	14	0	0	0	0	14	21:15	4	0	0	0	0	4
9:30	7	1	0	0	0	8	21:30	3	1	0	0	0	4
9:45	7	0	0	0	0	7	21:45	5	1	0	0	0	6
10:00	7	1	0	0	0	8	22:00	4	0	0	0	0	4
10:15	5	1	0	0	0	6	22:15	2	0	0	0	0	2
10:30	5	1	0	0	0	6	22:30	3	0	0	0	0	3
10:45	10	2	0	0	0	12	22:45	0	0	0	0	0	0
11:00	5	1	0	0	0	6	23:00	6	0	0	0	0	6
11:15	4	0	0	0	0	4	23:15	0	0	0	0	0	0
11:30	7	1	0	0	0	8	23:30	2	0	0	0	0	2
11:45	13	0	0	0	0	13	23:45	1	0	0	0	0	1
TOTAL	309	8	1	0	0	318	TOTAL	401	5	0	0	0	406

AM PEAK HOUR	7:15 AM
AM PEAK VOLUME	68

AM PEAK HOUR	1:15 PM
AM PEAK VOLUME	59

CLASS 1	CARS
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4-AXLE TRUCKS
CLASS 5	5-AXLE + TRUCKS

	1	2	3	4	5	TOTAL
TOTAL: AM+PM	710	13	1	0	0	724
% OF TOTAL	98.1%	1.8%	0.1%	0.0%	0.0%	100.0%
AM PEAK	68	0	0	0	0	68
PM PEAK	47	0	0	0	0	47

A021323

Study Site 6 - Stonegate Apartments

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: THREE DAYS **CITY:** WRCOG

JOB #: SC3826 **LOCATION:** CLASS72 Southern dwy west of Doolittle

AM TIME	IN 1	2	3	4	5	TOTAL	PM Time	IN 1	2	3	4	5	TOTAL
0:00	2	0	0	0	0	2	12:00	19	1	0	0	0	20
0:15	1	0	0	0	0	1	12:15	16	1	0	0	0	17
0:30	2	0	0	0	0	2	12:30	16	0	0	0	0	16
0:45	2	0	0	0	0	2	12:45	11	0	0	0	0	11
1:00	2	0	0	0	0	2	13:00	12	0	0	0	0	12
1:15	1	0	0	0	0	1	13:15	18	0	0	0	0	18
1:30	0	0	0	0	0	0	13:30	13	1	0	0	0	14
1:45	0	0	0	0	0	0	13:45	5	0	0	0	0	5
2:00	2	0	0	0	0	2	14:00	18	0	0	0	0	18
2:15	1	0	0	0	0	1	14:15	13	0	0	0	0	13
2:30	0	0	0	0	0	0	14:30	15	0	0	0	0	15
2:45	0	0	0	0	0	0	14:45	17	1	0	0	0	18
3:00	0	0	0	0	0	0	15:00	21	0	0	0	0	21
3:15	2	0	0	0	0	2	15:15	19	2	0	0	0	21
3:30	0	0	0	0	0	0	15:30	11	0	0	0	0	11
3:45	1	0	0	0	0	1	15:45	19	1	0	0	0	20
4:00	1	0	0	0	0	1	16:00	24	0	0	0	0	24
4:15	0	0	0	0	0	0	16:15	13	0	0	0	0	13
4:30	0	0	0	0	0	0	16:30	9	0	0	0	0	9
4:45	0	0	0	0	0	0	16:45	18	0	0	0	0	18
5:00	1	0	0	0	0	1	17:00	24	0	0	0	0	24
5:15	1	0	0	0	0	1	17:15	15	0	0	0	0	15
5:30	2	0	0	0	0	2	17:30	21	0	0	0	0	21
5:45	1	0	0	0	0	1	17:45	23	0	0	0	0	23
6:00	0	0	0	0	0	0	18:00	12	0	0	0	0	12
6:15	4	0	0	0	0	4	18:15	13	0	0	0	0	13
6:30	3	0	0	0	0	3	18:30	12	0	0	0	0	12
6:45	3	0	0	0	0	3	18:45	11	0	0	0	0	11
7:00	4	0	0	0	0	4	19:00	13	0	0	0	0	13
7:15	4	2	0	0	0	6	19:15	21	0	0	0	0	21
7:30	6	1	0	0	0	7	19:30	5	0	0	0	0	5
7:45	4	0	0	0	0	4	19:45	10	0	0	0	0	10
8:00	13	0	0	0	0	13	20:00	13	1	0	0	0	14
8:15	11	0	0	0	0	11	20:15	12	0	0	0	0	12
8:30	10	0	1	0	0	11	20:30	17	0	0	0	0	17
8:45	6	0	0	0	0	6	20:45	10	0	0	0	0	10
9:00	10	0	0	0	0	10	21:00	11	0	0	0	0	11
9:15	13	0	0	0	0	13	21:15	8	1	0	0	0	9
9:30	10	1	0	0	0	11	21:30	1	0	0	0	0	1
9:45	7	0	0	0	0	7	21:45	9	0	0	0	0	9
10:00	5	0	1	0	0	6	22:00	4	0	0	0	0	4
10:15	10	2	0	0	0	12	22:15	2	0	0	0	0	2
10:30	21	1	0	0	0	22	22:30	5	0	0	0	0	5
10:45	7	1	0	0	0	8	22:45	5	0	0	0	0	5
11:00	14	0	0	0	0	14	23:00	3	0	0	0	0	3
11:15	10	2	0	0	0	12	23:15	2	0	0	0	0	2
11:30	18	1	0	0	0	19	23:30	4	0	0	0	0	4
11:45	10	0	0	0	0	10	23:45	1	0	0	0	0	1
TOTAL	225	11	2	0	0	238	TOTAL	594	9	0	0	0	603

AM PEAK HOUR	10:30 AM
AM PEAK VOLUME	56

AM PEAK HOUR	5:00 PM
AM PEAK VOLUME	83

CLASS 1	CARS
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4-AXLE TRUCKS
CLASS 5	5-AXLE + TRUCKS

	1	2	3	4	5	TOTAL
TOTAL: AM+PM	819	20	2	0	0	841
% OF TOTAL	97.4%	2.4%	0.2%	0.0%	0.0%	100.0%
AM PEAK	38	0	1	0	0	39
PM PEAK	83	0	0	0	0	83

A13123

Study Site 6 - Stonegate Apartments

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: THREE DAYS **CITY:** WRCOG

JOB #: SC3826 **LOCATION:** CLASS72 Southern dwy west of Doolittle

AM TIME	OUT 1	2	3	4	5	TOTAL	PM Time	OUT 1	2	3	4	5	TOTAL
0:00	0	0	0	0	0	0	12:00	14	0	0	0	0	14
0:15	1	0	0	0	0	1	12:15	3	0	0	0	0	3
0:30	2	0	0	0	0	2	12:30	5	0	0	0	0	5
0:45	2	0	0	0	0	2	12:45	16	0	0	0	0	16
1:00	0	0	0	0	0	0	13:00	4	0	0	0	0	4
1:15	2	0	0	0	0	2	13:15	8	0	0	0	0	8
1:30	0	0	0	0	0	0	13:30	6	0	0	0	0	6
1:45	1	0	0	0	0	1	13:45	11	1	0	0	0	12
2:00	2	0	0	0	0	2	14:00	5	0	0	0	0	5
2:15	1	0	0	0	0	1	14:15	6	0	0	0	0	6
2:30	0	0	0	0	0	0	14:30	10	0	0	0	0	10
2:45	0	0	0	0	0	0	14:45	6	0	0	0	0	6
3:00	0	0	0	0	0	0	15:00	6	0	0	0	0	6
3:15	0	0	0	0	0	0	15:15	3	0	0	0	0	3
3:30	3	0	0	0	0	3	15:30	10	0	0	0	0	10
3:45	3	0	0	0	0	3	15:45	12	0	0	0	0	12
4:00	6	1	0	0	0	7	16:00	12	0	0	0	0	12
4:15	2	0	0	0	0	2	16:15	8	0	0	0	0	8
4:30	2	0	0	0	0	2	16:30	8	0	0	0	0	8
4:45	2	0	0	0	0	2	16:45	12	0	0	0	0	12
5:00	0	0	0	0	0	0	17:00	7	0	0	0	0	7
5:15	5	0	0	0	0	5	17:15	8	0	0	0	0	8
5:30	7	0	0	0	0	7	17:30	8	0	0	0	0	8
5:45	5	0	0	0	0	5	17:45	6	0	0	0	0	6
6:00	5	0	0	0	0	5	18:00	8	0	0	0	0	8
6:15	4	0	0	0	0	4	18:15	9	0	0	0	0	9
6:30	12	0	0	0	0	12	18:30	6	0	0	0	0	6
6:45	4	0	0	0	0	4	18:45	6	0	0	0	0	6
7:00	5	0	0	0	0	5	19:00	4	0	0	0	0	4
7:15	6	0	0	0	0	6	19:15	9	0	0	0	0	9
7:30	11	0	0	0	0	11	19:30	8	0	0	0	0	8
7:45	18	0	0	0	0	18	19:45	4	0	0	0	0	4
8:00	8	0	0	0	0	8	20:00	3	0	0	0	0	3
8:15	11	0	0	0	0	11	20:15	5	0	0	0	0	5
8:30	11	0	0	0	0	11	20:30	5	0	0	0	0	5
8:45	1	0	0	0	0	1	20:45	2	0	0	0	0	2
9:00	4	0	0	0	0	4	21:00	3	0	0	0	0	3
9:15	9	0	0	0	0	9	21:15	2	0	0	0	0	2
9:30	8	0	0	0	0	8	21:30	5	0	0	0	0	5
9:45	8	0	0	0	0	8	21:45	4	0	0	0	0	4
10:00	3	0	0	0	0	3	22:00	3	0	0	0	0	3
10:15	10	0	0	0	0	10	22:15	3	0	0	0	0	3
10:30	9	0	0	0	0	9	22:30	2	0	0	0	0	2
10:45	9	0	0	0	0	9	22:45	4	0	0	0	0	4
11:00	7	0	0	0	0	7	23:00	2	0	0	0	0	2
11:15	10	0	0	0	0	10	23:15	2	0	0	0	0	2
11:30	8	0	0	0	0	8	23:30	3	0	0	0	0	3
11:45	8	0	0	0	0	8	23:45	0	0	0	0	0	0
TOTAL	235	1	0	0	0	236	TOTAL	296	1	0	0	0	297

AM PEAK HOUR	7:45 AM
AM PEAK VOLUME	48

AM PEAK HOUR	3:30 PM
AM PEAK VOLUME	42

CLASS 1	CARS
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4-AXLE TRUCKS
CLASS 5	5-AXLE + TRUCKS

	1	2	3	4	5	TOTAL
TOTAL: AM+PM	531	2	0	0	0	533
% OF TOTAL	99.6%	0.4%	0.0%	0.0%	0.0%	100.0%
AM PEAK	48	0	0	0	0	48
PM PEAK	40	0	0	0	0	40

A021323

Study Site 7 - River's Edge Apartment Homes

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: THREE DAYS **CITY:** WRCOG

JOB #: SC3826 **LOCATION:** CLASS82 Dwy east of Elm.

AM	IN						PM	IN					
TIME	1	2	3	4	5	TOTAL	Time	1	2	3	4	5	TOTAL
0:00	0	0	0	0	0	0	12:00	0	0	0	0	0	0
0:15	0	0	0	0	0	0	12:15	0	0	0	0	0	0
0:30	0	0	0	0	0	0	12:30	0	0	0	0	0	0
0:45	0	0	0	0	0	0	12:45	0	0	0	0	0	0
1:00	0	0	0	0	0	0	13:00	0	0	0	0	0	0
1:15	0	0	0	0	0	0	13:15	0	0	0	0	0	0
1:30	0	0	0	0	0	0	13:30	0	0	0	0	0	0
1:45	0	0	0	0	0	0	13:45	0	0	0	0	0	0
2:00	0	0	0	0	0	0	14:00	0	0	0	0	0	0
2:15	0	0	0	0	0	0	14:15	0	0	0	0	0	0
2:30	0	0	0	0	0	0	14:30	0	0	0	0	0	0
2:45	0	0	0	0	0	0	14:45	0	0	0	0	0	0
3:00	0	0	0	0	0	0	15:00	0	0	0	0	0	0
3:15	0	0	0	0	0	0	15:15	0	0	0	0	0	0
3:30	0	0	0	0	0	0	15:30	0	0	0	0	0	0
3:45	0	0	0	0	0	0	15:45	0	0	0	0	0	0
4:00	0	0	0	0	0	0	16:00	0	0	0	0	0	0
4:15	0	0	0	0	0	0	16:15	0	0	0	0	0	0
4:30	0	0	0	0	0	0	16:30	0	0	0	0	0	0
4:45	0	0	0	0	0	0	16:45	0	0	0	0	0	0
5:00	0	0	0	0	0	0	17:00	0	0	0	0	0	0
5:15	0	0	0	0	0	0	17:15	0	0	0	0	0	0
5:30	0	0	0	0	0	0	17:30	0	0	0	0	0	0
5:45	0	0	0	0	0	0	17:45	0	0	0	0	0	0
6:00	0	0	0	0	0	0	18:00	0	0	0	0	0	0
6:15	0	0	0	0	0	0	18:15	0	0	0	0	0	0
6:30	0	0	0	0	0	0	18:30	0	0	0	0	0	0
6:45	0	0	0	0	0	0	18:45	0	0	0	0	0	0
7:00	0	0	0	0	0	0	19:00	0	0	0	0	0	0
7:15	0	0	0	0	0	0	19:15	0	0	0	0	0	0
7:30	0	0	0	0	0	0	19:30	0	0	0	0	0	0
7:45	0	0	0	0	0	0	19:45	0	0	0	0	0	0
8:00	0	0	0	0	0	0	20:00	0	0	0	0	0	0
8:15	0	0	0	0	0	0	20:15	0	0	0	0	0	0
8:30	1	0	0	0	0	1	20:30	0	0	0	0	0	0
8:45	0	0	0	0	0	0	20:45	0	0	0	0	0	0
9:00	0	0	0	0	0	0	21:00	0	0	0	0	0	0
9:15	0	0	0	0	0	0	21:15	0	0	0	0	0	0
9:30	0	0	0	0	0	0	21:30	0	0	0	0	0	0
9:45	0	0	0	0	0	0	21:45	0	0	0	0	0	0
10:00	0	0	0	0	0	0	22:00	0	0	0	0	0	0
10:15	0	0	0	0	0	0	22:15	0	0	0	0	0	0
10:30	0	0	0	0	0	0	22:30	0	0	0	0	0	0
10:45	0	0	0	0	0	0	22:45	0	0	0	0	0	0
11:00	0	0	0	0	0	0	23:00	0	0	0	0	0	0
11:15	1	0	0	0	0	1	23:15	0	0	0	0	0	0
11:30	0	0	0	0	0	0	23:30	0	0	0	0	0	0
11:45	0	0	0	0	0	0	23:45	0	0	0	0	0	0
TOTAL	2	0	0	0	0	2	TOTAL	0	0	0	0	0	0

AM PEAK HOUR	11:15 AM	AM PEAK HOUR	11:45 PM
AM PEAK VOLUME	1	AM PEAK VOLUME	0

CLASS 1	CARS
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4-AXLE TRUCKS
CLASS 5	5-AXLE + TRUCKS

TOTAL: AM+PM	2	0	0	0	0	2
% OF TOTAL	100.0%	0.0%	0.0%	0.0%	0.0%	100.0%
AM PEAK	1	0	0	0	0	1
PM PEAK	0	0	0	0	0	0

A13123

Study Site 7 - River's Edge Apartment Homes

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: THREE DAYS **CITY:** WRCOG

JOB #: SC3826 **LOCATION:** CLASS82 Dwy east of Elm.

AM	OUT						PM	OUT					
TIME	1	2	3	4	5	TOTAL	Time	1	2	3	4	5	TOTAL
0:00	0	0	0	0	0	0	12:00	0	0	0	0	0	0
0:15	0	0	0	0	0	0	12:15	2	1	0	0	0	3
0:30	0	0	0	0	0	0	12:30	2	0	0	0	0	2
0:45	0	0	0	0	0	0	12:45	1	0	0	0	0	1
1:00	0	0	0	0	0	0	13:00	0	0	0	0	0	0
1:15	0	0	0	0	0	0	13:15	1	0	0	0	0	1
1:30	0	0	0	0	0	0	13:30	1	0	0	0	0	1
1:45	0	0	0	0	0	0	13:45	4	0	0	0	0	4
2:00	0	0	0	0	0	0	14:00	1	0	0	0	0	1
2:15	1	0	0	0	0	1	14:15	4	0	0	0	0	4
2:30	0	0	0	0	0	0	14:30	0	0	0	0	0	0
2:45	1	0	0	0	0	1	14:45	1	1	0	0	0	2
3:00	0	0	0	0	0	0	15:00	3	0	0	0	0	3
3:15	0	0	0	0	0	0	15:15	3	0	0	1	0	4
3:30	0	0	0	0	0	0	15:30	2	0	0	0	0	2
3:45	0	0	0	0	0	0	15:45	2	0	0	0	0	2
4:00	0	0	0	0	0	0	16:00	3	0	0	0	0	3
4:15	0	0	0	0	0	0	16:15	3	0	0	0	0	3
4:30	0	0	0	0	0	0	16:30	1	1	0	0	0	2
4:45	0	0	0	0	0	0	16:45	2	0	0	0	0	2
5:00	0	0	0	0	0	0	17:00	0	0	0	0	0	0
5:15	0	0	0	0	0	0	17:15	0	0	0	0	0	0
5:30	0	0	0	0	0	0	17:30	2	0	0	0	0	2
5:45	2	0	0	0	0	2	17:45	0	0	0	0	0	0
6:00	1	0	0	0	0	1	18:00	3	0	0	0	0	3
6:15	0	0	0	0	0	0	18:15	0	0	0	0	0	0
6:30	0	0	0	0	0	0	18:30	1	0	0	0	0	1
6:45	0	0	0	0	0	0	18:45	2	0	0	0	0	2
7:00	0	0	0	0	0	0	19:00	3	0	0	0	0	3
7:15	1	0	0	0	0	1	19:15	1	0	0	0	0	1
7:30	2	0	0	0	0	2	19:30	1	0	0	0	0	1
7:45	7	0	0	0	0	7	19:45	1	0	0	0	0	1
8:00	5	0	0	0	0	5	20:00	0	0	0	0	0	0
8:15	1	0	0	0	0	1	20:15	1	0	0	0	0	1
8:30	4	0	0	0	0	4	20:30	2	0	0	0	0	2
8:45	1	0	0	0	0	1	20:45	2	0	0	0	0	2
9:00	4	0	0	0	0	4	21:00	1	0	0	0	0	1
9:15	1	0	0	0	0	1	21:15	1	0	0	0	0	1
9:30	2	0	0	0	0	2	21:30	0	0	0	0	0	0
9:45	0	0	0	0	0	0	21:45	4	0	0	0	0	4
10:00	0	0	0	0	0	0	22:00	1	0	0	0	0	1
10:15	1	0	0	0	0	1	22:15	0	0	0	0	0	0
10:30	1	0	0	0	0	1	22:30	1	0	0	0	0	1
10:45	0	0	0	0	0	0	22:45	0	0	0	0	0	0
11:00	0	0	0	0	0	0	23:00	0	0	0	0	0	0
11:15	1	1	0	0	0	2	23:15	0	0	0	0	0	0
11:30	2	0	0	0	0	2	23:30	2	0	0	0	0	2
11:45	0	1	0	0	0	1	23:45	0	0	0	0	0	0
TOTAL	38	2	0	0	0	40	TOTAL	65	3	0	1	0	69

AM PEAK HOUR	7:45 AM
AM PEAK VOLUME	17

AM PEAK HOUR	3:15 PM
AM PEAK VOLUME	11

CLASS 1	CARS
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4-AXLE TRUCKS
CLASS 5	5-AXLE + TRUCKS

TOTAL: AM+PM	103	5	0	1	0	109
% OF TOTAL	94.5%	4.6%	0.0%	0.9%	0.0%	100.0%
AM PEAK	17	0	0	0	0	17
PM PEAK	9	1	0	0	0	10

A021323

Study Site 7 - River's Edge Apartment Homes

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: THREE DAYS **CITY:** WRCOG

JOB #: SC3826 **LOCATION:** CLASS83 Dwy south of Lakeshore.

AM	IN						PM	IN					
TIME	1	2	3	4	5	TOTAL	Time	1	2	3	4	5	TOTAL
0:00	3	0	0	0	0	3	12:00	23	3	0	0	0	26
0:15	2	0	0	0	0	2	12:15	17	2	0	0	0	19
0:30	4	0	0	0	0	4	12:30	22	0	0	0	0	22
0:45	3	0	0	0	0	3	12:45	15	0	0	0	0	15
1:00	2	0	0	0	0	2	13:00	17	0	0	0	0	17
1:15	2	0	0	0	0	2	13:15	17	2	0	0	0	19
1:30	0	0	0	0	0	0	13:30	15	0	0	0	0	15
1:45	3	0	0	0	0	3	13:45	36	0	0	0	0	36
2:00	2	0	0	0	0	2	14:00	29	0	0	0	0	29
2:15	2	0	0	0	0	2	14:15	25	2	0	0	0	27
2:30	3	0	0	0	0	3	14:30	13	2	0	0	0	15
2:45	5	0	0	0	0	5	14:45	32	1	0	1	0	34
3:00	2	0	0	0	0	2	15:00	27	0	0	0	0	27
3:15	0	0	0	0	0	0	15:15	19	0	0	0	0	19
3:30	1	0	0	0	0	1	15:30	25	1	0	0	0	26
3:45	1	0	0	0	0	1	15:45	43	0	0	0	0	43
4:00	2	0	0	0	0	2	16:00	36	0	0	0	0	36
4:15	1	0	0	0	0	1	16:15	23	1	0	0	0	24
4:30	2	0	0	0	0	2	16:30	41	0	0	0	0	41
4:45	2	1	0	0	0	3	16:45	35	0	0	0	0	35
5:00	3	0	0	0	0	3	17:00	42	2	0	0	0	44
5:15	3	0	0	0	0	3	17:15	35	0	0	0	0	35
5:30	2	0	0	0	0	2	17:30	32	0	0	0	0	32
5:45	7	0	0	0	0	7	17:45	27	0	0	0	0	27
6:00	6	0	0	0	0	6	18:00	45	0	0	0	0	45
6:15	6	0	0	0	0	6	18:15	40	0	0	0	0	40
6:30	3	0	0	0	0	3	18:30	35	1	0	0	0	36
6:45	1	0	0	0	0	1	18:45	30	0	0	0	0	30
7:00	8	1	0	0	0	9	19:00	32	0	0	0	0	32
7:15	4	1	0	0	0	5	19:15	29	0	0	0	0	29
7:30	21	0	0	0	0	21	19:30	23	0	0	0	0	23
7:45	28	0	0	0	0	28	19:45	27	0	0	0	0	27
8:00	17	0	0	0	0	17	20:00	37	1	0	0	0	38
8:15	28	0	0	0	0	28	20:15	18	0	0	0	0	18
8:30	11	0	0	0	0	11	20:30	20	0	0	0	0	20
8:45	14	1	0	0	0	15	20:45	20	0	0	0	0	20
9:00	13	0	0	0	0	13	21:00	31	0	0	0	0	31
9:15	15	1	0	0	0	16	21:15	14	0	0	0	0	14
9:30	12	2	0	0	0	14	21:30	17	0	0	0	0	17
9:45	14	1	0	0	0	15	21:45	15	0	0	0	0	15
10:00	15	3	0	0	0	18	22:00	14	0	0	0	0	14
10:15	15	1	0	0	0	16	22:15	9	0	0	0	0	9
10:30	10	2	0	0	0	12	22:30	11	0	0	0	0	11
10:45	10	1	0	0	0	11	22:45	10	0	0	0	0	10
11:00	12	2	0	0	0	14	23:00	6	0	0	0	0	6
11:15	12	0	0	0	0	12	23:15	10	0	0	0	0	10
11:30	22	0	0	0	0	22	23:30	5	0	0	0	0	5
11:45	26	0	0	0	0	26	23:45	7	0	0	0	0	7
TOTAL	380	17	0	0	0	397	TOTAL	1,151	18	0	1	0	1,170

AM PEAK HOUR	7:30 AM
AM PEAK VOLUME	94

AM PEAK HOUR	4:30 PM
AM PEAK VOLUME	155

CLASS 1	CARS
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4-AXLE TRUCKS
CLASS 5	5-AXLE + TRUCKS

TOTAL: AM+PM	1,531	35	0	1	0	1,567
% OF TOTAL	97.7%	2.2%	0.0%	0.1%	0.0%	100.0%
AM PEAK	94	0	0	0	0	94
PM PEAK	153	2	0	0	0	155

A13123

Study Site 7 - River's Edge Apartment Homes

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: THREE DAYS **CITY:** WRCOG

JOB #: SC3826 **LOCATION:** CLASS83 Dwy south of Lakeshore.

AM	OUT						PM	OUT					
TIME	1	2	3	4	5	TOTAL	Time	1	2	3	4	5	TOTAL
0:00	7	0	0	0	0	7	12:00	21	0	0	0	0	21
0:15	1	0	0	0	0	1	12:15	15	0	0	0	0	15
0:30	1	0	0	0	0	1	12:30	20	1	0	0	0	21
0:45	0	0	0	0	0	0	12:45	14	1	0	0	0	15
1:00	1	0	0	0	0	1	13:00	15	0	0	0	0	15
1:15	3	0	0	0	0	3	13:15	16	0	0	0	0	16
1:30	2	0	0	0	0	2	13:30	22	1	0	0	0	23
1:45	2	0	0	0	0	2	13:45	24	1	0	0	0	25
2:00	2	0	0	0	0	2	14:00	23	0	0	0	0	23
2:15	0	0	0	0	0	0	14:15	15	0	0	0	0	15
2:30	0	0	0	0	0	0	14:30	25	1	0	0	0	26
2:45	1	0	0	0	0	1	14:45	26	1	0	0	0	27
3:00	2	0	0	0	0	2	15:00	18	1	0	0	0	19
3:15	5	0	0	0	0	5	15:15	31	0	0	0	0	31
3:30	3	0	0	0	0	3	15:30	23	0	0	0	0	23
3:45	6	0	0	0	0	6	15:45	31	1	0	0	0	32
4:00	3	0	0	0	0	3	16:00	15	0	0	0	0	15
4:15	9	0	0	0	0	9	16:15	23	0	0	0	0	23
4:30	9	0	0	0	0	9	16:30	25	0	0	0	0	25
4:45	17	0	0	0	0	17	16:45	27	0	0	0	0	27
5:00	7	0	0	0	0	7	17:00	32	0	0	0	0	32
5:15	13	0	0	0	0	13	17:15	25	0	0	0	0	25
5:30	15	1	0	0	0	16	17:30	18	0	0	0	0	18
5:45	13	0	0	0	0	13	17:45	20	0	0	0	0	20
6:00	12	1	0	0	0	13	18:00	18	0	0	0	0	18
6:15	19	0	0	0	0	19	18:15	24	0	0	0	0	24
6:30	23	0	0	0	0	23	18:30	25	1	0	0	0	26
6:45	16	1	0	0	0	17	18:45	16	0	0	0	0	16
7:00	13	2	0	0	0	15	19:00	9	0	0	0	0	9
7:15	35	0	0	0	0	35	19:15	11	0	0	0	0	11
7:30	55	0	0	0	0	55	19:30	11	0	0	0	0	11
7:45	40	0	0	0	0	40	19:45	15	0	0	0	0	15
8:00	35	0	0	0	0	35	20:00	9	0	0	0	0	9
8:15	20	0	0	0	0	20	20:15	13	0	0	0	0	13
8:30	17	0	0	0	0	17	20:30	15	1	0	0	0	16
8:45	18	0	0	0	0	18	20:45	13	0	0	0	0	13
9:00	21	0	0	0	0	21	21:00	12	0	0	0	0	12
9:15	28	0	0	0	0	28	21:15	7	0	0	0	0	7
9:30	24	1	0	0	0	25	21:30	6	1	0	0	0	7
9:45	13	0	0	0	0	13	21:45	7	0	0	0	0	7
10:00	21	2	0	0	0	23	22:00	7	0	0	0	0	7
10:15	26	3	0	0	0	29	22:15	6	0	0	0	0	6
10:30	16	2	0	0	0	18	22:30	5	0	0	0	0	5
10:45	16	3	0	0	0	19	22:45	7	0	0	0	0	7
11:00	15	0	0	0	0	15	23:00	6	0	0	0	0	6
11:15	14	1	0	0	0	15	23:15	3	0	0	0	0	3
11:30	21	0	0	0	0	21	23:30	4	0	0	0	0	4
11:45	16	1	0	0	0	17	23:45	2	0	0	0	0	2
TOTAL	656	18	0	0	0	674	TOTAL	775	11	0	0	0	786

AM PEAK HOUR	7:15 AM
AM PEAK VOLUME	165

AM PEAK HOUR	4:30 PM
AM PEAK VOLUME	109

CLASS 1	CARS
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4-AXLE TRUCKS
CLASS 5	5-AXLE + TRUCKS

TOTAL: AM+PM	1,431	29	0	0	0	1,460
% OF TOTAL	98.0%	2.0%	0.0%	0.0%	0.0%	100.0%
AM PEAK	165	0	0	0	0	165
PM PEAK	109	0	0	0	0	109

A021323

Study Site 8 - Mayberry Colony Apartments

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: THREE DAYS **CITY:** WRCOG

JOB #: SC3826 **LOCATION:** CLASS90 Western Dwy south of Mayberry.

AM	IN						PM	IN					
TIME	1	2	3	4	5	TOTAL	Time	1	2	3	4	5	TOTAL
0:00	1	0	0	0	0	1	12:00	3	0	0	0	0	3
0:15	1	0	0	0	0	1	12:15	12	0	0	0	0	12
0:30	2	0	0	0	0	2	12:30	6	0	0	0	0	6
0:45	0	0	0	0	0	0	12:45	3	0	0	0	0	3
1:00	1	0	0	0	0	1	13:00	1	0	0	0	0	1
1:15	3	0	0	0	0	3	13:15	10	0	0	1	0	11
1:30	0	0	0	0	0	0	13:30	9	0	0	0	0	9
1:45	1	0	0	0	0	1	13:45	6	0	0	0	0	6
2:00	0	0	0	0	0	0	14:00	10	0	0	0	0	10
2:15	3	0	0	0	0	3	14:15	8	0	0	0	0	8
2:30	2	0	0	0	0	2	14:30	12	0	0	0	0	12
2:45	0	0	0	0	0	0	14:45	18	0	0	0	0	18
3:00	4	0	0	0	0	4	15:00	13	0	0	0	0	13
3:15	1	0	0	0	0	1	15:15	7	0	0	0	0	7
3:30	3	0	0	0	0	3	15:30	17	1	0	0	0	18
3:45	1	0	0	0	0	1	15:45	17	0	0	0	0	17
4:00	0	0	0	0	0	0	16:00	6	0	0	0	0	6
4:15	0	0	0	0	0	0	16:15	8	0	0	0	0	8
4:30	0	0	0	0	0	0	16:30	9	0	0	0	0	9
4:45	2	0	0	0	0	2	16:45	15	0	0	0	0	15
5:00	0	0	0	0	0	0	17:00	9	0	0	0	0	9
5:15	2	0	0	0	0	2	17:15	10	0	0	0	0	10
5:30	0	0	0	0	0	0	17:30	14	0	0	0	0	14
5:45	0	0	0	0	0	0	17:45	11	0	0	0	0	11
6:00	3	0	0	0	0	3	18:00	8	1	0	0	0	9
6:15	5	0	0	0	0	5	18:15	12	0	0	0	0	12
6:30	6	0	0	0	0	6	18:30	9	0	0	0	0	9
6:45	0	0	0	0	0	0	18:45	8	1	0	0	0	9
7:00	2	0	0	0	0	2	19:00	4	0	0	0	0	4
7:15	5	0	0	0	0	5	19:15	9	0	0	0	0	9
7:30	12	0	0	0	0	12	19:30	8	0	0	0	0	8
7:45	3	0	0	0	0	3	19:45	7	0	0	0	0	7
8:00	4	0	0	0	0	4	20:00	8	0	0	0	0	8
8:15	7	0	0	0	0	7	20:15	2	0	0	0	0	2
8:30	11	0	0	0	0	11	20:30	9	0	0	0	0	9
8:45	1	0	0	0	0	1	20:45	5	0	0	0	0	5
9:00	5	0	0	0	0	5	21:00	7	0	0	0	0	7
9:15	3	0	0	0	0	3	21:15	3	0	0	0	0	3
9:30	2	0	0	0	0	2	21:30	1	0	0	0	0	1
9:45	4	0	0	0	0	4	21:45	2	0	0	0	0	2
10:00	5	0	0	0	0	5	22:00	2	0	0	0	0	2
10:15	2	2	0	0	0	4	22:15	2	0	0	0	0	2
10:30	5	0	0	0	0	5	22:30	3	0	0	0	0	3
10:45	3	0	0	0	0	3	22:45	4	0	0	0	0	4
11:00	5	0	0	0	0	5	23:00	3	0	0	0	0	3
11:15	6	0	0	0	0	6	23:15	5	0	0	0	0	5
11:30	6	0	0	0	0	6	23:30	4	0	0	0	0	4
11:45	3	0	0	0	0	3	23:45	1	0	0	0	0	1
TOTAL	135	2	0	0	0	137	TOTAL	360	3	0	1	0	364

AM PEAK HOUR	7:30 AM
AM PEAK VOLUME	26

AM PEAK HOUR	2:45 PM
AM PEAK VOLUME	56

CLASS 1	CARS
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4-AXLE TRUCKS
CLASS 5	5-AXLE + TRUCKS

TOTAL: AM+PM	495	5	0	1	0	501
% OF TOTAL	98.8%	1.0%	0.0%	0.2%	0.0%	100.0%
AM PEAK	26	0	0	0	0	26
PM PEAK	44	0	0	0	0	44

A13123

Study Site 8 - Mayberry Colony Apartments

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: THREE DAYS **CITY:** WRCOG

JOB #: SC3826 **LOCATION:** CLASS90 Western Dwy south of Mayberry.

AM	OUT						PM	OUT					
TIME	1	2	3	4	5	TOTAL	Time	1	2	3	4	5	TOTAL
0:00	0	0	0	0	0	0	12:00	11	0	0	0	0	11
0:15	1	0	0	0	0	1	12:15	11	0	0	0	0	11
0:30	0	0	0	0	0	0	12:30	9	0	0	0	0	9
0:45	1	0	0	0	0	1	12:45	8	0	0	0	0	8
1:00	0	0	0	0	0	0	13:00	6	0	0	0	0	6
1:15	1	0	0	0	0	1	13:15	6	0	0	0	0	6
1:30	0	0	0	0	0	0	13:30	3	0	0	0	0	3
1:45	2	0	0	0	0	2	13:45	7	0	0	0	0	7
2:00	0	0	0	0	0	0	14:00	12	0	0	0	0	12
2:15	0	0	0	0	0	0	14:15	14	0	0	0	0	14
2:30	0	0	0	0	0	0	14:30	10	0	0	0	0	10
2:45	3	0	0	0	0	3	14:45	11	0	0	0	0	11
3:00	2	0	0	0	0	2	15:00	10	0	0	0	0	10
3:15	5	0	0	0	0	5	15:15	9	0	0	0	0	9
3:30	5	0	0	0	0	5	15:30	8	0	0	0	0	8
3:45	4	0	0	0	0	4	15:45	7	0	0	0	0	7
4:00	0	0	0	0	0	0	16:00	11	0	0	0	0	11
4:15	5	0	0	0	0	5	16:15	10	0	0	0	0	10
4:30	7	0	0	0	0	7	16:30	10	0	0	0	0	10
4:45	3	0	0	0	0	3	16:45	8	0	0	0	0	8
5:00	8	0	0	0	0	8	17:00	16	0	0	0	0	16
5:15	0	0	0	0	0	0	17:15	13	1	0	0	0	14
5:30	2	0	0	0	0	2	17:30	12	0	0	0	0	12
5:45	6	0	0	0	0	6	17:45	13	0	0	0	0	13
6:00	4	0	0	0	0	4	18:00	11	0	0	0	0	11
6:15	3	0	0	0	0	3	18:15	5	0	0	0	0	5
6:30	9	0	0	0	0	9	18:30	7	0	0	0	0	7
6:45	8	0	0	0	0	8	18:45	12	0	0	0	0	12
7:00	7	0	0	0	0	7	19:00	8	0	0	0	0	8
7:15	21	0	0	0	0	21	19:15	5	0	0	0	0	5
7:30	4	0	0	0	0	4	19:30	7	0	0	0	0	7
7:45	7	0	0	0	0	7	19:45	6	0	0	0	0	6
8:00	21	0	0	0	0	21	20:00	5	0	0	0	0	5
8:15	10	0	0	0	0	10	20:15	7	0	0	0	0	7
8:30	8	0	0	1	0	9	20:30	6	0	0	0	0	6
8:45	7	0	0	0	0	7	20:45	3	0	0	0	0	3
9:00	9	0	0	0	0	9	21:00	1	0	0	0	0	1
9:15	5	0	0	0	0	5	21:15	5	0	0	0	0	5
9:30	3	0	0	0	0	3	21:30	3	0	0	0	0	3
9:45	2	0	0	0	0	2	21:45	5	0	0	0	0	5
10:00	9	1	0	0	0	10	22:00	1	0	0	0	0	1
10:15	4	3	0	0	0	7	22:15	1	0	0	0	0	1
10:30	2	1	0	0	0	3	22:30	0	0	0	0	0	0
10:45	9	0	0	0	0	9	22:45	2	0	0	0	0	2
11:00	11	0	0	0	0	11	23:00	2	0	0	0	0	2
11:15	2	0	0	0	0	2	23:15	4	0	0	0	0	4
11:30	5	0	0	0	0	5	23:30	5	0	0	0	0	5
11:45	8	0	0	0	0	8	23:45	2	0	0	0	0	2
TOTAL	233	5	0	1	0	239	TOTAL	348	1	0	0	0	349

AM PEAK HOUR	7:15 AM
AM PEAK VOLUME	53

AM PEAK HOUR	5:00 PM
AM PEAK VOLUME	55

CLASS 1	CARS
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4-AXLE TRUCKS
CLASS 5	5-AXLE + TRUCKS

TOTAL: AM+PM	581	6	0	1	0	588
% OF TOTAL	98.8%	1.0%	0.0%	0.2%	0.0%	100.0%
AM PEAK	53	0	0	0	0	53
PM PEAK	54	1	0	0	0	55

A021323

Study Site 8 - Mayberry Colony Apartments

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: THREE DAYS **CITY:** WRCOG

JOB #: SC3826 **LOCATION:** CLASS91 Eastern Dwy south of Mayberry.

AM	IN						PM	IN					
TIME	1	2	3	4	5	TOTAL	Time	1	2	3	4	5	TOTAL
0:00	3	0	0	0	0	3	12:00	8	0	0	0	0	8
0:15	3	0	0	0	0	3	12:15	8	0	0	0	0	8
0:30	1	0	0	0	0	1	12:30	3	0	0	0	0	3
0:45	1	0	0	0	0	1	12:45	5	0	0	0	0	5
1:00	0	0	0	0	0	0	13:00	7	0	0	0	0	7
1:15	4	0	0	0	0	4	13:15	4	0	0	0	0	4
1:30	0	0	0	0	0	0	13:30	7	0	0	0	0	7
1:45	1	0	0	0	0	1	13:45	2	0	0	0	0	2
2:00	1	0	0	0	0	1	14:00	9	0	0	0	0	9
2:15	1	0	0	0	0	1	14:15	14	0	0	0	0	14
2:30	0	0	0	0	0	0	14:30	14	0	0	0	0	14
2:45	1	0	0	0	0	1	14:45	8	0	0	0	0	8
3:00	0	0	0	0	0	0	15:00	2	0	0	0	0	2
3:15	0	0	0	0	0	0	15:15	1	0	0	0	0	1
3:30	3	0	0	0	0	3	15:30	3	0	0	0	0	3
3:45	0	0	0	0	0	0	15:45	3	0	0	0	0	3
4:00	0	0	0	0	0	0	16:00	9	0	0	0	0	9
4:15	1	0	0	0	0	1	16:15	9	0	0	0	0	9
4:30	1	0	0	0	0	1	16:30	7	0	0	0	0	7
4:45	0	0	0	0	0	0	16:45	13	0	0	0	0	13
5:00	0	0	0	0	0	0	17:00	8	1	0	0	0	9
5:15	0	0	0	0	0	0	17:15	12	0	0	0	0	12
5:30	3	0	0	0	0	3	17:30	7	0	0	0	0	7
5:45	3	0	0	0	0	3	17:45	11	0	0	0	0	11
6:00	0	0	0	0	0	0	18:00	14	0	0	0	0	14
6:15	0	0	0	0	0	0	18:15	6	0	0	0	0	6
6:30	2	0	0	0	0	2	18:30	3	0	0	0	0	3
6:45	0	0	0	0	0	0	18:45	13	0	0	0	0	13
7:00	12	0	0	0	0	12	19:00	14	0	0	0	0	14
7:15	7	0	0	0	0	7	19:15	10	0	0	0	0	10
7:30	4	0	0	0	0	4	19:30	2	0	0	0	0	2
7:45	8	0	0	0	0	8	19:45	8	0	0	0	0	8
8:00	3	0	0	0	0	3	20:00	3	0	0	0	0	3
8:15	6	0	0	0	0	6	20:15	4	0	0	0	0	4
8:30	6	0	0	1	0	7	20:30	4	0	0	0	0	4
8:45	7	0	0	0	0	7	20:45	7	0	0	0	0	7
9:00	5	0	0	0	0	5	21:00	2	0	0	0	0	2
9:15	3	0	0	0	0	3	21:15	3	0	0	0	0	3
9:30	5	0	0	0	0	5	21:30	3	0	0	0	0	3
9:45	3	2	0	0	0	5	21:45	3	0	0	0	0	3
10:00	2	0	0	0	0	2	22:00	2	0	0	0	0	2
10:15	3	2	0	0	0	5	22:15	2	0	0	0	0	2
10:30	5	0	0	0	0	5	22:30	6	0	0	0	0	6
10:45	4	0	0	0	0	4	22:45	2	0	0	0	0	2
11:00	2	0	0	0	0	2	23:00	1	0	0	0	0	1
11:15	3	0	0	0	0	3	23:15	1	0	0	0	0	1
11:30	7	0	0	0	0	7	23:30	3	0	0	0	0	3
11:45	3	0	0	0	0	3	23:45	2	0	0	0	0	2
TOTAL	127	4	0	1	0	132	TOTAL	292	1	0	0	0	293

AM PEAK HOUR	7:00 AM
AM PEAK VOLUME	31

AM PEAK HOUR	2:00 PM
AM PEAK VOLUME	45

CLASS 1	CARS
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4-AXLE TRUCKS
CLASS 5	5-AXLE + TRUCKS

TOTAL: AM+PM	419	5	0	1	0	425
% OF TOTAL	98.6%	1.2%	0.0%	0.2%	0.0%	100.0%
AM PEAK	31	0	0	0	0	31
PM PEAK	40	1	0	0	0	41

A13123

Study Site 8 - Mayberry Colony Apartments

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: THREE DAYS **CITY:** WRCOG

JOB #: SC3826 **LOCATION:** CLASS91 Eastern Dwy south of Mayberry.

AM	OUT						PM	OUT					
TIME	1	2	3	4	5	TOTAL	Time	1	2	3	4	5	TOTAL
0:00	0	0	0	0	0	0	12:00	7	0	0	0	0	7
0:15	0	0	0	0	0	0	12:15	5	0	0	0	0	5
0:30	1	0	0	0	0	1	12:30	3	0	0	0	0	3
0:45	0	0	0	0	0	0	12:45	3	0	0	0	0	3
1:00	0	0	0	0	0	0	13:00	4	0	0	0	0	4
1:15	0	0	0	0	0	0	13:15	9	0	0	0	0	9
1:30	1	0	0	0	0	1	13:30	4	0	0	1	0	5
1:45	0	0	0	0	0	0	13:45	5	0	0	0	0	5
2:00	0	0	0	0	0	0	14:00	11	0	0	0	0	11
2:15	0	0	0	0	0	0	14:15	8	0	0	0	0	8
2:30	2	0	0	0	0	2	14:30	2	0	0	0	0	2
2:45	1	0	0	0	0	1	14:45	4	0	0	0	0	4
3:00	1	0	0	0	0	1	15:00	7	0	0	0	0	7
3:15	0	0	0	0	0	0	15:15	5	0	0	0	0	5
3:30	0	0	0	0	0	0	15:30	7	1	0	0	0	8
3:45	0	0	0	0	0	0	15:45	11	0	0	0	0	11
4:00	1	0	0	0	0	1	16:00	5	0	0	0	0	5
4:15	1	0	0	0	0	1	16:15	10	0	0	0	0	10
4:30	1	0	0	0	0	1	16:30	7	0	0	0	0	7
4:45	3	0	0	0	0	3	16:45	3	0	0	0	0	3
5:00	1	0	0	0	0	1	17:00	2	0	0	0	0	2
5:15	3	0	0	0	0	3	17:15	4	0	0	0	0	4
5:30	3	0	0	0	0	3	17:30	5	0	0	0	0	5
5:45	7	0	0	0	0	7	17:45	7	0	0	0	0	7
6:00	2	0	0	0	0	2	18:00	3	0	0	0	0	3
6:15	2	0	0	0	0	2	18:15	4	0	0	0	0	4
6:30	3	0	0	0	0	3	18:30	3	0	0	0	0	3
6:45	9	0	0	0	0	9	18:45	5	0	0	0	0	5
7:00	11	0	0	0	0	11	19:00	2	0	0	0	0	2
7:15	9	0	0	0	0	9	19:15	4	0	0	0	0	4
7:30	10	0	0	0	0	10	19:30	0	0	0	0	0	0
7:45	6	0	0	0	0	6	19:45	0	0	0	0	0	0
8:00	1	0	0	0	0	1	20:00	2	0	0	0	0	2
8:15	3	0	0	0	0	3	20:15	2	0	0	0	0	2
8:30	11	0	0	0	0	11	20:30	2	0	0	0	0	2
8:45	13	0	0	0	0	13	20:45	1	0	0	0	0	1
9:00	2	0	0	0	0	2	21:00	1	0	0	0	0	1
9:15	2	0	0	0	0	2	21:15	1	0	0	0	0	1
9:30	4	0	0	0	0	4	21:30	0	0	0	0	0	0
9:45	4	0	0	0	0	4	21:45	0	0	0	0	0	0
10:00	1	0	0	0	0	1	22:00	2	0	0	0	0	2
10:15	7	1	0	0	0	8	22:15	2	0	0	0	0	2
10:30	5	0	0	0	0	5	22:30	1	0	0	0	0	1
10:45	5	0	0	0	0	5	22:45	4	0	0	0	0	4
11:00	1	0	0	0	0	1	23:00	2	0	0	0	0	2
11:15	3	0	0	0	0	3	23:15	0	0	0	0	0	0
11:30	4	0	0	0	0	4	23:30	2	0	0	0	0	2
11:45	3	0	0	0	0	3	23:45	0	0	0	0	0	0
TOTAL	147	1	0	0	0	148	TOTAL	181	1	0	1	0	183

AM PEAK HOUR	6:45 AM
AM PEAK VOLUME	39

AM PEAK HOUR	3:30 PM
AM PEAK VOLUME	34

CLASS 1	CARS
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4-AXLE TRUCKS
CLASS 5	5-AXLE + TRUCKS

TOTAL: AM+PM	328	2	0	1	0	331
% OF TOTAL	99.1%	0.6%	0.0%	0.3%	0.0%	100.0%
AM PEAK	36	0	0	0	0	36
PM PEAK	25	0	0	0	0	25

A021323

Study Site 9 - Summit Ridge Apartments

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: THREE DAYS **CITY:** WRCOG

JOB #: SC3826 **LOCATION:** CLASS92 DWY west of Hathaway.

AM	IN						PM	IN					
TIME	1	2	3	4	5	TOTAL	Time	1	2	3	4	5	TOTAL
0:00	1	0	0	0	0	1	12:00	9	0	0	0	0	9
0:15	1	0	0	0	0	1	12:15	6	0	1	0	0	7
0:30	2	0	0	0	0	2	12:30	7	0	0	0	0	7
0:45	2	0	0	0	0	2	12:45	5	0	0	0	0	5
1:00	2	0	0	0	0	2	13:00	4	0	0	0	0	4
1:15	1	0	0	0	0	1	13:15	3	0	0	0	0	3
1:30	0	0	0	0	0	0	13:30	8	0	0	0	0	8
1:45	0	0	0	0	0	0	13:45	7	1	0	0	0	8
2:00	1	0	0	0	0	1	14:00	10	1	0	0	0	11
2:15	0	0	0	0	0	0	14:15	5	0	0	0	0	5
2:30	0	0	0	0	0	0	14:30	11	0	0	0	0	11
2:45	0	0	0	0	0	0	14:45	4	0	0	0	0	4
3:00	1	0	0	0	0	1	15:00	5	0	0	0	0	5
3:15	1	0	0	0	0	1	15:15	6	0	0	0	0	6
3:30	0	0	0	0	0	0	15:30	13	0	0	0	0	13
3:45	1	0	0	0	0	1	15:45	12	0	0	0	0	12
4:00	0	0	0	0	0	0	16:00	13	0	0	0	0	13
4:15	1	0	0	0	0	1	16:15	7	0	0	0	0	7
4:30	3	0	0	0	0	3	16:30	9	0	0	0	0	9
4:45	2	0	0	0	0	2	16:45	3	0	0	0	0	3
5:00	0	0	0	0	0	0	17:00	7	0	0	0	0	7
5:15	1	0	0	0	0	1	17:15	8	0	0	0	0	8
5:30	1	0	0	0	0	1	17:30	7	0	0	0	0	7
5:45	1	0	0	0	0	1	17:45	7	0	0	0	0	7
6:00	0	0	0	0	0	0	18:00	8	0	0	0	0	8
6:15	1	0	1	0	0	2	18:15	5	0	0	0	0	5
6:30	1	0	0	0	0	1	18:30	9	0	0	0	0	9
6:45	2	0	0	0	0	2	18:45	7	0	0	0	0	7
7:00	3	0	0	0	0	3	19:00	4	1	0	0	0	5
7:15	2	0	0	0	0	2	19:15	7	0	0	0	0	7
7:30	2	0	0	0	0	2	19:30	9	0	0	0	0	9
7:45	4	0	0	0	0	4	19:45	6	0	0	0	0	6
8:00	5	0	0	0	0	5	20:00	10	0	0	0	0	10
8:15	7	0	0	0	0	7	20:15	7	0	0	0	0	7
8:30	3	0	0	0	0	3	20:30	6	0	0	0	0	6
8:45	7	0	0	0	0	7	20:45	4	0	0	0	0	4
9:00	2	0	0	0	0	2	21:00	8	0	0	0	0	8
9:15	4	0	0	0	0	4	21:15	5	0	0	0	0	5
9:30	4	0	0	0	0	4	21:30	5	0	0	0	0	5
9:45	3	1	0	0	0	4	21:45	5	0	0	0	0	5
10:00	7	0	0	0	0	7	22:00	4	0	0	0	0	4
10:15	2	0	0	0	0	2	22:15	12	0	0	0	0	12
10:30	2	0	0	0	0	2	22:30	4	0	0	0	0	4
10:45	3	0	0	0	0	3	22:45	5	0	0	0	0	5
11:00	1	0	0	0	0	1	23:00	4	0	0	0	0	4
11:15	7	0	0	0	0	7	23:15	1	0	0	0	0	1
11:30	4	1	0	0	0	5	23:30	1	0	0	0	0	1
11:45	3	0	0	0	0	3	23:45	0	0	0	0	0	0
TOTAL	101	2	1	0	0	104	TOTAL	312	3	1	0	0	316

AM PEAK HOUR	8:00 AM
AM PEAK VOLUME	22

AM PEAK HOUR	3:30 PM
AM PEAK VOLUME	45

CLASS 1	CARS
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4-AXLE TRUCKS
CLASS 5	5-AXLE + TRUCKS

TOTAL: AM+PM	413	5	2	0	0	420
% OF TOTAL	98.3%	1.2%	0.5%	0.0%	0.0%	100.0%
AM PEAK	22	0	0	0	0	22
PM PEAK	32	0	0	0	0	32

A13123

Study Site 9 - Summit Ridge Apartments

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: THREE DAYS **CITY:** WRCOG

JOB #: SC3826 **LOCATION:** CLASS92 DWY west of Hathaway.

AM TIME	OUT 1	2	3	4	5	TOTAL	PM Time	OUT 1	2	3	4	5	TOTAL
0:00	0	0	0	0	0	0	12:00	3	0	1	0	0	4
0:15	0	0	0	0	0	0	12:15	9	0	0	0	0	9
0:30	1	0	0	0	0	1	12:30	9	0	0	0	0	9
0:45	0	0	0	0	0	0	12:45	3	0	0	0	0	3
1:00	0	0	0	0	0	0	13:00	6	0	0	0	0	6
1:15	0	0	0	0	0	0	13:15	3	1	0	0	0	4
1:30	0	0	0	0	0	0	13:30	9	0	0	0	0	9
1:45	0	0	0	0	0	0	13:45	3	0	0	0	0	3
2:00	0	0	0	0	0	0	14:00	8	1	0	0	0	9
2:15	1	0	0	0	0	1	14:15	7	0	0	0	0	7
2:30	1	0	0	0	0	1	14:30	9	0	0	0	0	9
2:45	0	0	0	0	0	0	14:45	1	0	0	0	0	1
3:00	0	0	0	0	0	0	15:00	6	0	0	0	0	6
3:15	1	0	0	0	0	1	15:15	8	0	0	0	0	8
3:30	3	0	0	0	0	3	15:30	10	0	0	0	0	10
3:45	0	0	0	0	0	0	15:45	9	1	0	0	0	10
4:00	2	0	0	0	0	2	16:00	8	0	0	0	0	8
4:15	0	0	0	0	0	0	16:15	4	0	0	0	0	4
4:30	1	0	0	0	0	1	16:30	6	0	0	0	0	6
4:45	0	0	0	0	0	0	16:45	2	0	0	0	0	2
5:00	2	0	0	0	0	2	17:00	4	1	0	0	0	5
5:15	1	0	0	0	0	1	17:15	8	0	0	0	0	8
5:30	2	0	0	0	0	2	17:30	9	0	0	0	0	9
5:45	10	0	0	0	0	10	17:45	6	0	0	0	0	6
6:00	2	0	0	0	0	2	18:00	3	0	0	0	0	3
6:15	7	0	0	0	0	7	18:15	5	0	0	0	0	5
6:30	0	0	0	0	0	0	18:30	4	0	0	0	0	4
6:45	4	0	1	0	0	5	18:45	3	0	0	0	0	3
7:00	3	0	0	0	0	3	19:00	5	0	0	0	0	5
7:15	4	0	0	0	0	4	19:15	4	1	0	0	0	5
7:30	3	0	0	0	0	3	19:30	4	0	0	0	0	4
7:45	8	0	0	0	0	8	19:45	2	0	0	0	0	2
8:00	9	0	0	0	0	9	20:00	5	0	0	0	0	5
8:15	9	0	0	0	0	9	20:15	3	0	0	0	0	3
8:30	3	0	0	0	0	3	20:30	2	0	0	0	0	2
8:45	8	0	0	0	0	8	20:45	2	0	0	0	0	2
9:00	8	0	0	0	0	8	21:00	4	0	0	0	0	4
9:15	4	0	0	0	0	4	21:15	1	0	0	0	0	1
9:30	7	0	0	0	0	7	21:30	5	0	0	0	0	5
9:45	1	0	0	0	0	1	21:45	5	0	0	0	0	5
10:00	4	0	0	0	0	4	22:00	3	0	0	0	0	3
10:15	3	0	0	0	0	3	22:15	1	0	0	0	0	1
10:30	2	0	0	0	0	2	22:30	1	0	0	0	0	1
10:45	2	0	0	0	0	2	22:45	4	0	0	0	0	4
11:00	5	0	0	0	0	5	23:00	0	0	0	0	0	0
11:15	4	0	0	0	0	4	23:15	1	0	0	0	0	1
11:30	3	0	0	0	0	3	23:30	0	0	0	0	0	0
11:45	6	0	0	0	0	6	23:45	2	0	0	0	0	2
TOTAL	134	0	1	0	0	135	**TOTAL**	219	5	1	0	0	225

AM PEAK HOUR	8:00 AM
AM PEAK VOLUME	29

AM PEAK HOUR	3:15 PM
AM PEAK VOLUME	36

CLASS 1	CARS
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4-AXLE TRUCKS
CLASS 5	5-AXLE + TRUCKS

TOTAL: AM+PM	353	5	2	0	0	360
% OF TOTAL	98.1%	1.4%	0.6%	0.0%	0.0%	100.0%
AM PEAK	29	0	0	0	0	29
PM PEAK	27	1	0	0	0	28

A021323

Study Site 9 - Summit Ridge Apartments

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: THREE DAYS **CITY:** WRCOG

JOB #: SC3826 **LOCATION:** CLASS93 DWY north of George.

AM TIME	IN 1	2	3	4	5	TOTAL	PM Time	IN 1	2	3	4	5	TOTAL
0:00	2	0	0	0	0	2	12:00	12	0	1	0	0	13
0:15	2	0	0	0	0	2	12:15	10	1	0	0	0	11
0:30	0	0	0	0	0	0	12:30	9	0	0	0	0	9
0:45	0	0	0	0	0	0	12:45	12	0	0	0	0	12
1:00	1	0	0	0	0	1	13:00	21	0	0	0	0	21
1:15	1	0	0	0	0	1	13:15	10	1	0	0	0	11
1:30	0	0	0	0	0	0	13:30	8	0	0	0	0	8
1:45	0	0	0	0	0	0	13:45	13	0	0	0	0	13
2:00	3	0	0	0	0	3	14:00	13	0	0	0	0	13
2:15	1	1	0	0	0	2	14:15	8	0	0	0	0	8
2:30	1	0	0	0	0	1	14:30	18	0	0	0	0	18
2:45	0	0	0	0	0	0	14:45	9	0	0	0	0	9
3:00	2	0	0	0	0	2	15:00	9	0	0	0	0	9
3:15	1	0	0	0	0	1	15:15	24	0	0	0	0	24
3:30	0	0	0	0	0	0	15:30	19	1	0	0	0	20
3:45	0	0	0	0	0	0	15:45	19	0	0	0	0	19
4:00	1	0	0	0	0	1	16:00	13	0	0	0	0	13
4:15	0	0	0	0	0	0	16:15	8	0	0	0	0	8
4:30	0	0	0	0	0	0	16:30	22	0	0	0	0	22
4:45	0	0	0	0	0	0	16:45	13	0	0	0	0	13
5:00	3	0	0	0	0	3	17:00	15	1	0	0	0	16
5:15	4	0	0	0	0	4	17:15	12	0	0	0	0	12
5:30	0	0	0	0	0	0	17:30	15	0	0	0	0	15
5:45	1	0	0	0	0	1	17:45	18	0	0	0	0	18
6:00	3	0	0	0	0	3	18:00	23	0	0	0	0	23
6:15	3	0	0	0	0	3	18:15	12	0	0	0	0	12
6:30	2	0	0	0	0	2	18:30	10	0	0	0	0	10
6:45	2	0	0	0	0	2	18:45	12	0	0	0	0	12
7:00	1	0	0	0	0	1	19:00	16	0	0	0	0	16
7:15	6	0	0	0	0	6	19:15	13	0	0	0	0	13
7:30	15	0	0	0	0	15	19:30	7	0	0	0	0	7
7:45	7	0	0	0	0	7	19:45	7	0	0	0	0	7
8:00	11	0	0	0	0	11	20:00	14	0	0	0	0	14
8:15	13	0	0	0	0	13	20:15	7	0	0	0	0	7
8:30	16	0	0	0	0	16	20:30	8	0	0	0	0	8
8:45	15	0	0	0	0	15	20:45	10	0	0	0	0	10
9:00	10	0	0	0	0	10	21:00	10	0	0	0	0	10
9:15	8	0	0	0	0	8	21:15	6	0	0	0	0	6
9:30	12	0	0	0	0	12	21:30	2	0	0	0	0	2
9:45	5	0	0	0	0	5	21:45	6	0	0	0	0	6
10:00	4	0	0	0	0	4	22:00	7	0	0	0	0	7
10:15	5	0	0	0	0	5	22:15	5	0	0	0	0	5
10:30	2	0	0	0	0	2	22:30	2	0	0	0	0	2
10:45	17	0	0	0	0	17	22:45	5	0	0	0	0	5
11:00	5	0	0	0	0	5	23:00	9	0	0	0	0	9
11:15	11	1	0	0	0	12	23:15	1	0	0	0	0	1
11:30	12	0	0	0	0	12	23:30	1	0	0	0	0	1
11:45	5	0	0	0	0	5	23:45	4	0	0	0	0	4
TOTAL	213	2	0	0	0	215	TOTAL	527	4	1	0	0	532

AM PEAK HOUR	8:00 AM	AM PEAK HOUR	3:15 PM
AM PEAK VOLUME	55	AM PEAK VOLUME	76

CLASS 1	CARS
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4-AXLE TRUCKS
CLASS 5	5-AXLE + TRUCKS

TOTAL: AM+PM	740	6	1	0	0	747
% OF TOTAL	99.1%	0.8%	0.1%	0.0%	0.0%	100.0%
AM PEAK	55	0	0	0	0	55
PM PEAK	62	1	0	0	0	63

A13123

Study Site 9 - Summit Ridge Apartments

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: THREE DAYS **CITY:** WRCOG

JOB #: SC3826 **LOCATION:** CLASS93 DWY north of George.

AM	OUT						PM	OUT					
TIME	1	2	3	4	5	TOTAL	Time	1	2	3	4	5	TOTAL
0:00	1	0	0	0	0	1	12:00	9	0	0	0	0	9
0:15	1	0	0	0	0	1	12:15	12	0	0	0	0	12
0:30	0	0	0	0	0	0	12:30	12	1	1	0	0	14
0:45	3	0	0	0	0	3	12:45	20	0	0	0	0	20
1:00	0	0	0	0	0	0	13:00	16	0	0	0	0	16
1:15	0	0	0	0	0	0	13:15	14	0	0	0	0	14
1:30	0	0	0	0	0	0	13:30	17	0	0	0	0	17
1:45	0	0	0	0	0	0	13:45	9	1	0	0	0	10
2:00	1	0	0	0	0	1	14:00	18	0	0	0	0	18
2:15	1	0	0	0	0	1	14:15	11	0	0	0	0	11
2:30	1	1	0	0	0	2	14:30	10	0	0	0	0	10
2:45	1	0	0	0	0	1	14:45	14	0	0	0	0	14
3:00	0	0	0	0	0	0	15:00	19	0	0	0	0	19
3:15	0	0	0	0	0	0	15:15	15	0	0	0	0	15
3:30	0	0	0	0	0	0	15:30	11	0	0	0	0	11
3:45	0	0	0	0	0	0	15:45	9	0	0	0	0	9
4:00	0	0	0	0	0	0	16:00	17	0	0	0	0	17
4:15	1	0	0	0	0	1	16:15	9	0	0	0	0	9
4:30	3	0	0	0	0	3	16:30	8	0	0	0	0	8
4:45	1	0	0	0	0	1	16:45	13	0	0	0	0	13
5:00	5	0	0	0	0	5	17:00	5	0	0	0	0	5
5:15	1	0	0	0	0	1	17:15	20	0	0	0	0	20
5:30	6	0	0	0	0	6	17:30	13	0	0	0	0	13
5:45	2	0	0	0	0	2	17:45	13	0	0	0	0	13
6:00	4	0	0	0	0	4	18:00	12	0	0	0	0	12
6:15	6	0	0	0	0	6	18:15	10	0	0	0	0	10
6:30	6	0	0	0	0	6	18:30	11	0	0	0	0	11
6:45	7	0	0	0	0	7	18:45	12	0	0	0	0	12
7:00	9	0	0	0	0	9	19:00	10	0	0	0	0	10
7:15	18	0	0	0	0	18	19:15	5	0	0	0	0	5
7:30	20	0	0	0	0	20	19:30	8	0	0	0	0	8
7:45	31	0	0	0	0	31	19:45	11	0	0	0	0	11
8:00	25	0	0	0	0	25	20:00	7	0	0	0	0	7
8:15	16	0	0	0	0	16	20:15	10	0	0	0	0	10
8:30	15	0	0	0	0	15	20:30	9	0	0	0	0	9
8:45	14	0	0	0	0	14	20:45	7	0	0	0	0	7
9:00	10	0	0	0	0	10	21:00	5	0	0	0	0	5
9:15	15	0	0	0	0	15	21:15	4	0	0	0	0	4
9:30	11	0	0	0	0	11	21:30	6	0	0	0	0	6
9:45	9	0	0	0	0	9	21:45	2	0	0	0	0	2
10:00	9	1	0	0	0	10	22:00	5	0	0	0	0	5
10:15	10	0	0	0	0	10	22:15	4	0	0	0	0	4
10:30	7	0	0	0	0	7	22:30	4	0	0	0	0	4
10:45	12	0	0	0	0	12	22:45	3	0	0	0	0	3
11:00	11	0	0	0	0	11	23:00	6	0	0	0	0	6
11:15	8	1	0	0	0	9	23:15	0	0	0	0	0	0
11:30	9	0	0	0	0	9	23:30	0	0	0	0	0	0
11:45	19	1	0	0	0	20	23:45	3	0	0	0	0	3
TOTAL	329	4	0	0	0	333	TOTAL	468	2	1	0	0	471

AM PEAK HOUR	7:15 AM
AM PEAK VOLUME	94

AM PEAK HOUR	12:45 PM
AM PEAK VOLUME	67

CLASS 1	CARS
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4-AXLE TRUCKS
CLASS 5	5-AXLE + TRUCKS

TOTAL: AM+PM	797	6	1	0	0	804
% OF TOTAL	99.1%	0.7%	0.1%	0.0%	0.0%	100.0%
AM PEAK	94	0	0	0	0	94
PM PEAK	51	0	0	0	0	51

A021323

Study Site 10 - Riverdale Apartments

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: THREE DAYS **CITY:** WRCOG

JOB #: SC3826 **LOCATION:** CLASS87 Dwy north of Thornton.

AM TIME	IN 1	2	3	4	5	TOTAL	PM Time	IN 1	2	3	4	5	TOTAL
0:00	0	0	0	0	0	0	12:00	3	0	0	0	0	3
0:15	0	0	0	0	0	0	12:15	2	1	0	0	0	3
0:30	3	0	0	0	0	3	12:30	3	1	0	0	0	4
0:45	2	0	0	0	0	2	12:45	2	0	0	0	0	2
1:00	1	0	0	0	0	1	13:00	3	0	0	0	0	3
1:15	0	0	0	0	0	0	13:15	4	0	0	0	0	4
1:30	0	0	0	0	0	0	13:30	3	0	0	0	0	3
1:45	0	0	0	0	0	0	13:45	3	0	0	0	0	3
2:00	0	0	0	0	0	0	14:00	5	0	0	0	0	5
2:15	0	0	0	0	0	0	14:15	8	0	0	0	0	8
2:30	0	0	0	0	0	0	14:30	6	0	0	0	0	6
2:45	2	0	0	0	0	2	14:45	2	0	0	0	0	2
3:00	1	0	0	0	0	1	15:00	5	0	0	0	0	5
3:15	0	0	0	0	0	0	15:15	5	0	0	0	0	5
3:30	0	0	0	0	0	0	15:30	9	0	0	0	0	9
3:45	0	0	0	0	0	0	15:45	3	0	0	0	0	3
4:00	0	0	0	0	0	0	16:00	9	0	0	0	0	9
4:15	0	0	0	0	0	0	16:15	9	0	0	0	0	9
4:30	0	0	0	0	0	0	16:30	5	0	0	0	0	5
4:45	2	0	0	0	0	2	16:45	7	0	0	0	0	7
5:00	0	0	0	0	0	0	17:00	6	0	0	0	0	6
5:15	0	0	0	0	0	0	17:15	2	0	0	0	0	2
5:30	1	0	0	0	0	1	17:30	9	0	0	0	0	9
5:45	0	0	0	0	0	0	17:45	9	0	0	0	0	9
6:00	0	0	0	0	0	0	18:00	12	0	0	0	0	12
6:15	0	0	0	0	0	0	18:15	5	0	0	0	0	5
6:30	1	0	0	0	0	1	18:30	9	0	0	0	0	9
6:45	3	0	0	0	0	3	18:45	5	0	0	0	0	5
7:00	1	0	0	0	0	1	19:00	5	0	0	0	0	5
7:15	10	0	0	0	0	10	19:15	3	0	0	0	0	3
7:30	2	0	0	0	0	2	19:30	8	0	0	0	0	8
7:45	1	0	0	0	0	1	19:45	3	0	0	0	0	3
8:00	3	0	0	0	0	3	20:00	7	0	0	0	0	7
8:15	4	0	0	0	0	4	20:15	5	0	0	0	0	5
8:30	5	0	0	0	0	5	20:30	8	0	0	0	0	8
8:45	2	1	0	0	0	3	20:45	2	0	0	0	0	2
9:00	10	0	0	0	0	10	21:00	1	0	0	0	0	1
9:15	1	0	0	0	0	1	21:15	3	0	0	0	0	3
9:30	3	0	0	0	0	3	21:30	2	0	0	0	0	2
9:45	7	0	0	0	0	7	21:45	2	0	0	0	0	2
10:00	2	0	0	0	0	2	22:00	7	0	0	0	0	7
10:15	0	0	0	0	0	0	22:15	3	0	0	0	0	3
10:30	1	0	0	0	0	1	22:30	1	0	0	0	0	1
10:45	4	1	0	0	0	5	22:45	3	0	0	0	0	3
11:00	5	0	0	0	0	5	23:00	1	0	0	0	0	1
11:15	3	0	0	0	0	3	23:15	5	0	0	0	0	5
11:30	4	1	0	0	0	5	23:30	1	0	0	0	0	1
11:45	5	0	0	0	0	5	23:45	1	0	0	0	0	1
TOTAL	89	3	0	0	0	92	TOTAL	224	2	0	0	0	226

AM PEAK HOUR	8:15 AM	AM PEAK HOUR	5:45 PM
AM PEAK VOLUME	22	AM PEAK VOLUME	35

CLASS 1	CARS
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4-AXLE TRUCKS
CLASS 5	5-AXLE + TRUCKS

	1	2	3	4	5	TOTAL
TOTAL: AM+PM	313	5	0	0	0	318
% OF TOTAL	98.4%	1.6%	0.0%	0.0%	0.0%	100.0%
AM PEAK	16	0	0	0	0	16
PM PEAK	30	0	0	0	0	30

A13123

Study Site 10 - Riverdale Apartments

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: THREE DAYS **CITY:** WRCOG

JOB #: SC3826 **LOCATION:** CLASS87 Dwy north of Thornton.

AM TIME	OUT 1	2	3	4	5	TOTAL	PM Time	OUT 1	2	3	4	5	TOTAL
0:00	0	0	0	0	0	0	12:00	3	0	0	0	0	3
0:15	0	0	0	0	0	0	12:15	6	0	0	0	0	6
0:30	2	0	0	0	0	2	12:30	0	1	0	0	0	1
0:45	1	0	0	0	0	1	12:45	5	0	0	0	0	5
1:00	1	0	0	0	0	1	13:00	3	0	0	0	0	3
1:15	0	0	0	0	0	0	13:15	5	0	0	0	0	5
1:30	1	0	0	0	0	1	13:30	1	0	0	0	0	1
1:45	1	0	0	0	0	1	13:45	5	0	0	0	0	5
2:00	0	0	0	0	0	0	14:00	5	0	0	0	0	5
2:15	0	0	0	0	0	0	14:15	6	0	0	0	0	6
2:30	0	0	0	0	0	0	14:30	7	0	0	0	0	7
2:45	1	0	0	0	0	1	14:45	4	0	0	0	0	4
3:00	0	0	0	0	0	0	15:00	6	0	0	0	0	6
3:15	0	0	0	0	0	0	15:15	2	0	0	0	0	2
3:30	1	0	0	0	0	1	15:30	11	0	0	0	0	11
3:45	0	0	0	0	0	0	15:45	3	0	0	0	0	3
4:00	1	0	0	0	0	1	16:00	5	0	0	0	0	5
4:15	1	0	0	0	0	1	16:15	12	0	0	0	0	12
4:30	0	0	0	0	0	0	16:30	5	0	0	0	0	5
4:45	0	0	0	0	0	0	16:45	7	0	0	0	0	7
5:00	1	0	0	0	0	1	17:00	5	0	0	0	0	5
5:15	0	0	0	0	0	0	17:15	6	0	0	0	0	6
5:30	1	0	0	0	0	1	17:30	1	0	0	0	0	1
5:45	1	0	0	0	0	1	17:45	4	0	0	0	0	4
6:00	1	0	0	0	0	1	18:00	7	0	0	0	0	7
6:15	3	0	0	0	0	3	18:15	7	0	0	0	0	7
6:30	6	0	0	0	0	6	18:30	7	0	0	0	0	7
6:45	3	0	0	0	0	3	18:45	4	0	0	0	0	4
7:00	13	0	0	0	0	13	19:00	5	0	0	0	0	5
7:15	14	0	0	0	0	14	19:15	2	0	0	0	0	2
7:30	3	0	0	0	0	3	19:30	4	0	0	0	0	4
7:45	7	0	0	0	0	7	19:45	4	0	0	0	0	4
8:00	6	0	0	0	0	6	20:00	5	0	0	0	0	5
8:15	3	0	0	0	0	3	20:15	4	0	0	0	0	4
8:30	11	0	0	0	0	11	20:30	4	0	0	0	0	4
8:45	5	1	0	0	0	6	20:45	1	0	0	0	0	1
9:00	6	0	0	0	0	6	21:00	2	0	0	0	0	2
9:15	1	0	0	0	0	1	21:15	0	0	0	0	0	0
9:30	4	0	0	0	0	4	21:30	2	0	0	0	0	2
9:45	6	0	0	0	0	6	21:45	0	0	0	0	0	0
10:00	4	0	0	0	0	4	22:00	5	0	0	0	0	5
10:15	0	0	0	0	0	0	22:15	3	0	0	0	0	3
10:30	2	0	0	0	0	2	22:30	1	0	0	0	0	1
10:45	1	0	0	0	0	1	22:45	3	0	0	0	0	3
11:00	3	0	0	0	0	3	23:00	1	0	0	0	0	1
11:15	4	0	0	0	0	4	23:15	5	0	0	0	0	5
11:30	5	0	0	0	0	5	23:30	1	0	0	0	0	1
11:45	4	1	0	0	0	5	23:45	0	0	0	0	0	0
TOTAL	128	2	0	0	0	130	TOTAL	194	1	0	0	0	195

AM PEAK HOUR	7:00 AM
AM PEAK VOLUME	37

AM PEAK HOUR	3:30 PM
AM PEAK VOLUME	31

CLASS 1	CARS
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4-AXLE TRUCKS
CLASS 5	5-AXLE + TRUCKS

	1	2	3	4	5	TOTAL
TOTAL: AM+PM	322	3	0	0	0	325
% OF TOTAL	99.1%	0.9%	0.0%	0.0%	0.0%	100.0%
AM PEAK	37	0	0	0	0	37
PM PEAK	29	0	0	0	0	29

A021323

Study Site 10 - Riverdale Apartments

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: THREE DAYS **CITY:** WRCOG

JOB #: SC3826 **LOCATION:** CLASS88 Southern Dwy east of Cawston.

AM TIME	IN 1	2	3	4	5	TOTAL	PM Time	IN 1	2	3	4	5	TOTAL
0:00	1	0	0	0	0	1	12:00	6	0	0	0	0	6
0:15	2	0	0	0	0	2	12:15	12	0	0	0	0	12
0:30	3	0	0	0	0	3	12:30	9	0	0	0	0	9
0:45	1	0	0	0	0	1	12:45	3	0	0	0	0	3
1:00	1	0	0	0	0	1	13:00	4	0	0	0	0	4
1:15	2	0	0	0	0	2	13:15	13	0	0	0	0	13
1:30	0	0	0	0	0	0	13:30	11	0	0	0	0	11
1:45	3	0	0	0	0	3	13:45	3	0	0	0	0	3
2:00	0	0	0	0	0	0	14:00	4	0	0	0	0	4
2:15	1	0	0	0	0	1	14:15	11	0	0	0	0	11
2:30	0	0	0	0	0	0	14:30	8	0	0	0	0	8
2:45	1	0	0	0	0	1	14:45	11	0	0	0	0	11
3:00	0	0	0	0	0	0	15:00	14	0	0	0	0	14
3:15	1	0	0	0	0	1	15:15	6	0	0	0	0	6
3:30	0	0	0	0	0	0	15:30	9	0	0	0	0	9
3:45	0	0	0	0	0	0	15:45	12	0	0	0	0	12
4:00	0	0	0	0	0	0	16:00	7	0	0	0	0	7
4:15	0	0	0	0	0	0	16:15	13	0	0	0	0	13
4:30	1	0	0	0	0	1	16:30	6	0	0	0	0	6
4:45	0	0	0	0	0	0	16:45	16	0	0	0	0	16
5:00	5	0	0	0	0	5	17:00	16	0	0	0	0	16
5:15	2	0	0	0	0	2	17:15	7	0	0	0	0	7
5:30	3	0	0	0	0	3	17:30	13	0	0	0	0	13
5:45	2	0	0	0	0	2	17:45	10	0	0	0	0	10
6:00	1	0	0	0	0	1	18:00	6	0	0	0	0	6
6:15	0	0	0	0	0	0	18:15	10	0	0	0	0	10
6:30	3	0	0	0	0	3	18:30	10	0	0	0	0	10
6:45	4	0	0	0	0	4	18:45	10	0	0	0	0	10
7:00	12	0	0	0	0	12	19:00	10	0	0	0	0	10
7:15	11	0	0	0	0	11	19:15	7	0	0	0	0	7
7:30	10	0	0	0	0	10	19:30	8	0	0	0	0	8
7:45	5	0	0	0	0	5	19:45	4	0	0	0	0	4
8:00	6	0	0	0	0	6	20:00	4	0	0	0	0	4
8:15	2	0	0	0	0	2	20:15	3	0	0	0	0	3
8:30	9	0	0	0	0	9	20:30	4	0	0	0	0	4
8:45	9	0	0	0	0	9	20:45	2	0	0	0	0	2
9:00	3	0	0	0	0	3	21:00	4	0	0	0	0	4
9:15	3	0	0	0	0	3	21:15	6	0	0	0	0	6
9:30	4	0	0	0	0	4	21:30	6	0	0	0	0	6
9:45	2	0	0	0	0	2	21:45	2	0	0	0	0	2
10:00	3	0	0	0	0	3	22:00	4	0	0	0	0	4
10:15	2	0	0	0	0	2	22:15	5	0	0	0	0	5
10:30	5	1	0	0	0	6	22:30	5	0	0	0	0	5
10:45	4	0	0	0	0	4	22:45	3	0	0	0	0	3
11:00	6	0	0	0	0	6	23:00	0	0	0	0	0	0
11:15	5	0	0	0	0	5	23:15	1	0	0	0	0	1
11:30	6	0	0	0	0	6	23:30	1	0	0	0	0	1
11:45	1	1	0	0	0	2	23:45	1	0	0	0	0	1
TOTAL	145	2	0	0	0	147	TOTAL	340	0	0	0	0	340

AM PEAK HOUR	7:00 AM
AM PEAK VOLUME	38

AM PEAK HOUR	4:45 PM
AM PEAK VOLUME	52

CLASS 1	CARS
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4-AXLE TRUCKS
CLASS 5	5-AXLE + TRUCKS

	1	2	3	4	5	TOTAL
TOTAL: AM+PM	485	2	0	0	0	487
% OF TOTAL	99.6%	0.4%	0.0%	0.0%	0.0%	100.0%
AM PEAK	38	0	0	0	0	38
PM PEAK	52	0	0	0	0	52

A13123

Study Site 10 - Riverdale Apartments

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: THREE DAYS **CITY:** WRCOG

JOB #: SC3826 **LOCATION:** CLASS88 Southern Dwy east of Cawston.

AM	OUT						PM	OUT					
TIME	1	2	3	4	5	TOTAL	Time	1	2	3	4	5	TOTAL
0:00	1	0	0	0	0	1	12:00	4	0	0	0	0	4
0:15	1	0	0	0	0	1	12:15	8	0	0	0	0	8
0:30	2	0	0	0	0	2	12:30	7	2	0	0	0	9
0:45	2	0	0	0	0	2	12:45	7	0	0	0	0	7
1:00	0	0	0	0	0	0	13:00	8	0	0	0	0	8
1:15	1	0	0	0	0	1	13:15	9	0	0	0	0	9
1:30	0	0	0	0	0	0	13:30	13	0	0	0	0	13
1:45	0	0	0	0	0	0	13:45	7	0	0	0	0	7
2:00	0	0	0	0	0	0	14:00	14	0	0	0	0	14
2:15	0	0	0	0	0	0	14:15	13	0	0	0	0	13
2:30	0	0	0	0	0	0	14:30	4	0	0	0	0	4
2:45	0	0	0	0	0	0	14:45	6	0	0	0	0	6
3:00	0	0	0	0	0	0	15:00	6	0	0	0	0	6
3:15	0	0	0	0	0	0	15:15	8	0	0	0	0	8
3:30	0	0	0	0	0	0	15:30	9	0	0	0	0	9
3:45	3	0	0	0	0	3	15:45	11	0	0	0	0	11
4:00	1	0	0	0	0	1	16:00	8	0	0	0	0	8
4:15	1	0	0	0	0	1	16:15	6	0	0	0	0	6
4:30	0	0	0	0	0	0	16:30	4	0	0	0	0	4
4:45	0	0	0	0	0	0	16:45	7	0	0	0	0	7
5:00	2	0	0	0	0	2	17:00	12	0	0	0	0	12
5:15	1	0	0	0	0	1	17:15	6	0	0	0	0	6
5:30	2	0	0	0	0	2	17:30	11	0	0	0	0	11
5:45	1	0	0	0	0	1	17:45	6	0	0	0	0	6
6:00	6	0	0	0	0	6	18:00	3	0	0	0	0	3
6:15	3	0	0	0	0	3	18:15	3	0	0	0	0	3
6:30	3	0	0	0	0	3	18:30	8	0	0	0	0	8
6:45	14	0	0	0	0	14	18:45	8	0	0	0	0	8
7:00	20	0	0	0	0	20	19:00	4	0	0	0	0	4
7:15	18	0	0	0	0	18	19:15	4	0	0	0	0	4
7:30	26	0	0	0	0	26	19:30	4	0	0	0	0	4
7:45	11	0	0	0	0	11	19:45	3	0	0	0	0	3
8:00	6	0	0	0	0	6	20:00	5	0	0	0	0	5
8:15	5	0	0	0	0	5	20:15	5	0	0	0	0	5
8:30	8	0	0	0	0	8	20:30	5	0	0	0	0	5
8:45	8	0	0	0	0	8	20:45	3	0	0	0	0	3
9:00	5	0	0	0	0	5	21:00	5	0	0	0	0	5
9:15	2	0	0	0	0	2	21:15	5	0	0	0	0	5
9:30	5	0	0	0	0	5	21:30	4	0	0	0	0	4
9:45	6	0	0	0	0	6	21:45	2	0	0	0	0	2
10:00	5	0	0	0	0	5	22:00	1	0	0	0	0	1
10:15	0	0	0	0	0	0	22:15	2	0	0	0	0	2
10:30	3	0	0	0	0	3	22:30	4	0	0	0	0	4
10:45	7	1	0	0	0	8	22:45	1	0	0	0	0	1
11:00	8	1	0	0	0	9	23:00	0	0	0	0	0	0
11:15	5	0	0	0	0	5	23:15	7	0	0	0	0	7
11:30	4	0	0	0	0	4	23:30	1	0	0	0	0	1
11:45	5	1	0	0	0	6	23:45	1	0	0	0	0	1
TOTAL	201	3	0	0	0	204	TOTAL	282	2	0	0	0	284

AM PEAK HOUR	6:45 AM
AM PEAK VOLUME	78

AM PEAK HOUR	1:30 PM
AM PEAK VOLUME	47

CLASS 1	CARS
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4-AXLE TRUCKS
CLASS 5	5-AXLE + TRUCKS

TOTAL: AM+PM	483	5	0	0	0	488
% OF TOTAL	99.0%	1.0%	0.0%	0.0%	0.0%	100.0%
AM PEAK	75	0	0	0	0	75
PM PEAK	36	0	0	0	0	36

A021323

Study Site 10 - Riverdale Apartments

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: THREE DAYS **CITY:** WRCOG

JOB #: SC3826 **LOCATION:** CLASS89 Northern Dwy east of Cawston.

AM TIME	IN 1	2	3	4	5	TOTAL	PM Time	IN 1	2	3	4	5	TOTAL
0:00	2	0	0	0	0	2	12:00	4	0	0	0	0	4
0:15	0	0	0	0	0	0	12:15	3	0	0	0	0	3
0:30	0	0	0	0	0	0	12:30	3	0	0	0	0	3
0:45	1	0	0	0	0	1	12:45	1	0	0	0	0	1
1:00	0	0	0	0	0	0	13:00	5	0	0	0	0	5
1:15	0	0	0	0	0	0	13:15	1	0	0	0	0	1
1:30	1	0	0	0	0	1	13:30	4	0	0	0	0	4
1:45	0	0	0	0	0	0	13:45	4	0	0	0	0	4
2:00	1	0	0	0	0	1	14:00	7	1	0	0	0	8
2:15	0	0	0	0	0	0	14:15	5	0	0	0	0	5
2:30	0	0	0	0	0	0	14:30	4	0	0	0	0	4
2:45	0	0	0	0	0	0	14:45	4	0	0	0	0	4
3:00	0	0	0	0	0	0	15:00	4	0	0	0	0	4
3:15	0	0	0	0	0	0	15:15	5	0	1	0	0	6
3:30	0	0	0	0	0	0	15:30	3	0	0	0	0	3
3:45	0	0	0	0	0	0	15:45	2	0	0	0	0	2
4:00	2	0	0	0	0	2	16:00	7	0	0	0	0	7
4:15	5	0	0	0	0	5	16:15	6	0	0	0	0	6
4:30	0	0	0	0	0	0	16:30	8	0	0	0	0	8
4:45	0	0	0	0	0	0	16:45	10	0	0	0	0	10
5:00	0	0	0	0	0	0	17:00	8	0	0	0	0	8
5:15	0	0	0	0	0	0	17:15	4	0	0	0	0	4
5:30	0	0	0	0	0	0	17:30	3	0	0	0	0	3
5:45	1	0	0	0	0	1	17:45	4	0	0	0	0	4
6:00	1	0	0	0	0	1	18:00	5	0	0	0	0	5
6:15	2	0	0	0	0	2	18:15	6	0	0	0	0	6
6:30	1	0	0	0	0	1	18:30	8	0	0	0	0	8
6:45	0	0	0	0	0	0	18:45	4	0	0	0	0	4
7:00	2	0	0	0	0	2	19:00	5	0	0	0	0	5
7:15	1	0	0	0	0	1	19:15	4	0	0	0	0	4
7:30	5	0	0	0	0	5	19:30	4	0	0	0	0	4
7:45	2	0	0	0	0	2	19:45	5	0	0	0	0	5
8:00	0	0	0	0	0	0	20:00	3	0	0	0	0	3
8:15	1	0	0	0	0	1	20:15	7	0	0	0	0	7
8:30	3	0	0	0	0	3	20:30	4	0	0	0	0	4
8:45	5	0	0	0	0	5	20:45	12	0	0	0	0	12
9:00	5	1	0	0	0	6	21:00	4	0	0	0	0	4
9:15	3	0	0	0	0	3	21:15	5	0	0	0	0	5
9:30	1	0	0	0	0	1	21:30	4	0	0	0	0	4
9:45	5	0	0	0	0	5	21:45	6	0	0	0	0	6
10:00	3	0	0	0	0	3	22:00	2	0	0	0	0	2
10:15	2	0	0	0	0	2	22:15	4	0	0	0	0	4
10:30	2	0	0	0	0	2	22:30	3	0	0	0	0	3
10:45	4	0	0	0	0	4	22:45	3	0	0	0	0	3
11:00	5	0	0	0	0	5	23:00	6	0	0	0	0	6
11:15	1	0	0	0	0	1	23:15	7	0	0	0	0	7
11:30	3	0	0	0	0	3	23:30	6	0	0	0	0	6
11:45	3	1	0	0	0	4	23:45	5	0	0	0	0	5
TOTAL	73	2	0	0	0	75	TOTAL	231	1	1	0	0	233

AM PEAK HOUR	8:30 AM
AM PEAK VOLUME	17

AM PEAK HOUR	4:15 PM
AM PEAK VOLUME	32

CLASS 1	CARS
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4-AXLE TRUCKS
CLASS 5	5-AXLE + TRUCKS

TOTAL: AM+PM	304	3	1	0	0	308
% OF TOTAL	98.7%	1.0%	0.3%	0.0%	0.0%	100.0%
AM PEAK	10	0	0	0	0	10
PM PEAK	32	0	0	0	0	32

A13123

Study Site 10 - Riverdale Apartments

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: THREE DAYS **CITY:** WRCOG

JOB #: SC3826 **LOCATION:** CLASS89 Northern Dwy east of Cawston.

AM	OUT						PM	OUT					
TIME	1	2	3	4	5	TOTAL	Time	1	2	3	4	5	TOTAL
0:00	0	0	0	0	0	0	12:00	6	0	0	0	0	6
0:15	0	0	0	0	0	0	12:15	9	0	0	0	0	9
0:30	3	0	0	0	0	3	12:30	6	0	0	0	0	6
0:45	1	0	0	0	0	1	12:45	4	0	0	0	0	4
1:00	0	0	0	0	0	0	13:00	5	0	0	0	0	5
1:15	0	0	0	0	0	0	13:15	4	0	0	0	0	4
1:30	0	0	0	0	0	0	13:30	5	0	0	0	0	5
1:45	0	0	0	0	0	0	13:45	4	0	0	0	0	4
2:00	0	0	0	0	0	0	14:00	3	0	0	0	0	3
2:15	0	0	0	0	0	0	14:15	8	0	0	0	0	8
2:30	0	0	0	0	0	0	14:30	6	0	0	0	0	6
2:45	2	0	0	0	0	2	14:45	5	0	0	0	0	5
3:00	1	0	0	0	0	1	15:00	6	0	0	0	0	6
3:15	0	0	0	0	0	0	15:15	9	0	0	0	0	9
3:30	3	0	0	0	0	3	15:30	5	0	1	0	0	6
3:45	0	0	0	0	0	0	15:45	7	0	0	0	0	7
4:00	0	0	0	0	0	0	16:00	2	0	0	0	0	2
4:15	4	0	0	0	0	4	16:15	6	0	0	0	0	6
4:30	0	0	0	0	0	0	16:30	6	0	0	0	0	6
4:45	1	0	0	0	0	1	16:45	5	0	0	0	0	5
5:00	0	0	0	0	0	0	17:00	6	0	0	0	0	6
5:15	0	0	0	0	0	0	17:15	3	0	0	0	0	3
5:30	2	0	0	0	0	2	17:30	4	0	0	0	0	4
5:45	2	0	0	0	0	2	17:45	3	0	0	0	0	3
6:00	5	0	0	0	0	5	18:00	6	0	0	0	0	6
6:15	3	0	0	0	0	3	18:15	5	0	0	0	0	5
6:30	2	0	0	0	0	2	18:30	3	0	0	0	0	3
6:45	5	0	0	0	0	5	18:45	3	0	0	0	0	3
7:00	7	0	0	0	0	7	19:00	6	0	0	0	0	6
7:15	7	0	0	0	0	7	19:15	2	0	0	0	0	2
7:30	5	0	0	0	0	5	19:30	2	0	0	0	0	2
7:45	2	0	0	0	0	2	19:45	3	0	0	0	0	3
8:00	4	0	0	0	0	4	20:00	3	0	0	0	0	3
8:15	3	0	0	0	0	3	20:15	1	0	0	0	0	1
8:30	6	0	0	0	0	6	20:30	1	0	0	0	0	1
8:45	4	0	0	0	0	4	20:45	2	0	0	0	0	2
9:00	2	0	0	0	0	2	21:00	1	0	0	0	0	1
9:15	2	0	0	0	0	2	21:15	5	0	0	0	0	5
9:30	3	0	0	0	0	3	21:30	2	0	0	0	0	2
9:45	8	0	0	0	0	8	21:45	2	0	0	0	0	2
10:00	1	0	0	0	0	1	22:00	1	0	0	0	0	1
10:15	3	0	0	0	0	3	22:15	1	0	0	0	0	1
10:30	2	0	0	0	0	2	22:30	3	0	0	0	0	3
10:45	3	0	0	0	0	3	22:45	2	0	0	0	0	2
11:00	2	0	0	0	0	2	23:00	1	0	0	0	0	1
11:15	2	0	0	0	0	2	23:15	0	0	0	0	0	0
11:30	3	0	0	0	0	3	23:30	1	0	0	0	0	1
11:45	1	1	0	0	0	2	23:45	0	0	0	0	0	0
TOTAL	104	1	0	0	0	105	TOTAL	183	0	1	0	0	184

AM PEAK HOUR	6:45 AM
AM PEAK VOLUME	24

AM PEAK HOUR	3:00 PM
AM PEAK VOLUME	28

CLASS 1	CARS
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4-AXLE TRUCKS
CLASS 5	5-AXLE + TRUCKS

TOTAL: AM+PM	287	1	1	0	0	289
% OF TOTAL	99.3%	0.3%	0.3%	0.0%	0.0%	100.0%
AM PEAK	21	0	0	0	0	21
PM PEAK	23	0	0	0	0	23

A021323

Study Site 11 - Parkridge Meadows Apartments

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: THREE DAYS **CITY:** WRCOG

JOB #: SC3826 **LOCATION:** CLASS70 Dwy east of E Parkridge.

AM	IN						PM	IN					
TIME	1	2	3	4	5	TOTAL	Time	1	2	3	4	5	TOTAL
0:00	2	0	0	0	0	2	12:00	9	0	0	0	0	9
0:15	2	0	0	0	0	2	12:15	10	0	0	0	0	10
0:30	8	0	0	0	0	8	12:30	16	0	0	0	0	16
0:45	2	0	0	0	0	2	12:45	13	1	0	0	0	14
1:00	2	0	0	0	0	2	13:00	20	2	0	0	0	22
1:15	2	0	0	0	0	2	13:15	10	2	0	0	0	12
1:30	1	0	0	0	0	1	13:30	18	1	0	0	0	19
1:45	1	0	0	0	0	1	13:45	18	0	0	0	0	18
2:00	1	0	0	0	0	1	14:00	19	2	0	0	0	21
2:15	1	0	0	0	0	1	14:15	21	1	0	0	0	22
2:30	1	0	0	0	0	1	14:30	37	1	0	0	0	38
2:45	1	0	0	0	0	1	14:45	32	0	0	0	0	32
3:00	4	0	0	0	0	4	15:00	15	0	0	0	0	15
3:15	5	0	0	0	0	5	15:15	22	2	0	0	0	24
3:30	1	0	0	0	0	1	15:30	20	0	0	0	0	20
3:45	4	0	0	0	0	4	15:45	17	0	0	0	0	17
4:00	7	0	0	0	0	7	16:00	26	3	0	0	0	29
4:15	0	0	0	0	0	0	16:15	21	0	0	0	0	21
4:30	2	0	0	0	0	2	16:30	26	0	0	0	0	26
4:45	4	0	0	0	0	4	16:45	25	0	0	0	0	25
5:00	3	0	0	0	0	3	17:00	23	0	0	0	0	23
5:15	5	0	0	0	0	5	17:15	25	0	0	0	0	25
5:30	1	0	0	0	0	1	17:30	19	0	0	0	0	19
5:45	5	0	0	0	0	5	17:45	30	0	0	0	0	30
6:00	4	0	0	0	0	4	18:00	13	0	0	0	0	13
6:15	6	0	0	0	0	6	18:15	28	1	0	0	0	29
6:30	3	2	0	0	0	5	18:30	14	1	0	0	0	15
6:45	8	1	0	0	0	9	18:45	26	0	0	0	0	26
7:00	6	2	0	0	0	8	19:00	18	0	0	0	0	18
7:15	7	3	0	0	0	10	19:15	9	0	0	0	0	9
7:30	20	0	1	0	0	21	19:30	18	0	0	0	0	18
7:45	11	0	0	0	0	11	19:45	20	0	0	0	0	20
8:00	11	0	1	0	0	12	20:00	14	0	0	0	0	14
8:15	15	1	0	0	0	16	20:15	7	0	0	0	0	7
8:30	11	1	0	0	0	12	20:30	18	0	0	0	0	18
8:45	8	2	0	0	0	10	20:45	14	0	0	0	0	14
9:00	11	0	0	0	0	11	21:00	9	0	0	0	0	9
9:15	5	0	0	0	0	5	21:15	15	0	0	0	0	15
9:30	9	2	0	0	0	11	21:30	11	0	0	0	0	11
9:45	8	0	0	0	0	8	21:45	12	0	0	0	0	12
10:00	13	0	0	0	0	13	22:00	11	0	0	0	0	11
10:15	3	1	0	0	0	4	22:15	6	0	0	0	0	6
10:30	9	1	0	0	0	10	22:30	12	0	0	0	0	12
10:45	15	0	0	0	0	15	22:45	5	0	0	0	0	5
11:00	10	0	0	0	0	10	23:00	7	0	0	0	0	7
11:15	7	1	0	0	0	8	23:15	3	0	0	0	0	3
11:30	11	0	0	0	0	11	23:30	6	0	0	0	0	6
11:45	8	0	0	0	0	8	23:45	2	0	0	0	0	2
TOTAL	284	17	2	0	0	303	TOTAL	790	17	0	0	0	807

AM PEAK HOUR	7:30 AM
AM PEAK VOLUME	60

AM PEAK HOUR	2:00 PM
AM PEAK VOLUME	113

CLASS 1	CARS
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4-AXLE TRUCKS
CLASS 5	5-AXLE + TRUCKS

TOTAL: AM+PM	1,074	34	2	0	0	1,110
% OF TOTAL	96.8%	3.1%	0.2%	0.0%	0.0%	100.0%
AM PEAK	57	1	2	0	0	60
PM PEAK	98	3	0	0	0	101

A13123

Study Site 11 - Parkridge Meadows Apartments

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: THREE DAYS **CITY:** WRCOG

JOB #: SC3826 **LOCATION:** CLASS70 Dwy east of E Parkridge.

AM TIME	OUT 1	2	3	4	5	TOTAL	PM Time	OUT 1	2	3	4	5	TOTAL
0:00	2	0	0	0	0	2	12:00	8	0	0	0	0	8
0:15	3	0	0	0	0	3	12:15	12	1	0	0	0	13
0:30	4	0	0	0	0	4	12:30	12	0	0	0	0	12
0:45	3	0	0	0	0	3	12:45	10	0	0	0	0	10
1:00	2	0	0	0	0	2	13:00	16	2	0	0	0	18
1:15	1	0	0	0	0	1	13:15	15	2	0	0	0	17
1:30	1	0	0	0	0	1	13:30	14	0	0	0	0	14
1:45	0	0	0	0	0	0	13:45	18	0	0	0	0	18
2:00	0	0	0	0	0	0	14:00	16	3	0	0	0	19
2:15	0	0	0	0	0	0	14:15	20	2	0	0	0	22
2:30	1	0	0	0	0	1	14:30	17	0	0	0	0	17
2:45	0	0	0	0	0	0	14:45	14	0	0	0	0	14
3:00	1	0	0	0	0	1	15:00	16	1	0	0	0	17
3:15	0	0	0	0	0	0	15:15	29	2	0	0	0	31
3:30	1	0	0	0	0	1	15:30	24	0	0	0	0	24
3:45	2	0	0	0	0	2	15:45	21	0	0	0	0	21
4:00	10	0	0	0	0	10	16:00	15	3	0	0	0	18
4:15	14	0	0	0	0	14	16:15	17	0	0	0	0	17
4:30	16	0	0	0	0	16	16:30	12	0	0	0	0	12
4:45	11	0	0	0	0	11	16:45	9	0	0	0	0	9
5:00	6	0	0	0	0	6	17:00	18	0	0	0	0	18
5:15	19	0	0	0	0	19	17:15	15	0	0	0	0	15
5:30	13	0	0	0	0	13	17:30	15	0	0	0	0	15
5:45	16	0	0	0	0	16	17:45	12	0	0	0	0	12
6:00	10	0	0	0	0	10	18:00	11	0	0	0	0	11
6:15	11	0	0	0	0	11	18:15	12	0	0	0	0	12
6:30	18	0	0	0	0	18	18:30	15	3	0	0	0	18
6:45	28	3	0	0	0	31	18:45	12	0	0	0	0	12
7:00	12	1	0	0	0	13	19:00	14	1	0	0	0	15
7:15	35	4	0	0	0	39	19:15	11	0	0	0	0	11
7:30	26	0	0	0	0	26	19:30	13	0	0	0	0	13
7:45	26	0	1	0	0	27	19:45	7	0	0	0	0	7
8:00	23	0	0	0	0	23	20:00	16	0	0	0	0	16
8:15	10	0	1	0	0	11	20:15	10	0	0	0	0	10
8:30	14	1	0	0	0	15	20:30	19	0	0	0	0	19
8:45	20	3	0	0	0	23	20:45	7	0	0	0	0	7
9:00	15	0	0	0	0	15	21:00	7	0	0	0	0	7
9:15	16	0	0	0	0	16	21:15	4	0	0	0	0	4
9:30	9	1	0	0	0	10	21:30	6	0	0	0	0	6
9:45	16	1	0	0	0	17	21:45	6	0	0	0	0	6
10:00	10	0	0	0	0	10	22:00	1	0	0	0	0	1
10:15	17	0	0	0	0	17	22:15	4	0	0	0	0	4
10:30	8	1	0	0	0	9	22:30	7	0	0	0	0	7
10:45	17	0	0	0	0	17	22:45	3	0	0	0	0	3
11:00	10	0	0	0	0	10	23:00	8	0	0	0	0	8
11:15	5	0	0	0	0	5	23:15	0	0	0	0	0	0
11:30	12	1	0	0	0	13	23:30	3	0	0	0	0	3
11:45	17	0	0	0	0	17	23:45	1	0	0	0	0	1
TOTAL	511	16	2	0	0	529	TOTAL	572	20	0	0	0	592

AM PEAK HOUR	7:15 AM
AM PEAK VOLUME	115

AM PEAK HOUR	3:15 PM
AM PEAK VOLUME	94

CLASS 1	CARS
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4-AXLE TRUCKS
CLASS 5	5-AXLE + TRUCKS

TOTAL: AM+PM	1,083	36	2	0	0	1,121
% OF TOTAL	96.6%	3.2%	0.2%	0.0%	0.0%	100.0%
AM PEAK	110	4	1	0	0	115
PM PEAK	60	0	0	0	0	60

A021323

Study Site 12 - Hunt Club Apartments

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: THREE DAYS **CITY:** WRCOG

JOB #: SC3826 **LOCATION:** CLASS81 Dwy west of Goetz.

AM TIME	IN 1	2	3	4	5	TOTAL	PM Time	IN 1	2	3	4	5	TOTAL
0:00	11	0	0	0	0	11	12:00	29	1	0	0	0	30
0:15	7	0	0	0	0	7	12:15	34	0	0	0	0	34
0:30	9	0	0	0	0	9	12:30	28	0	0	0	0	28
0:45	6	0	0	0	0	6	12:45	32	1	0	0	0	33
1:00	3	0	0	0	0	3	13:00	20	2	0	0	0	22
1:15	6	0	0	0	0	6	13:15	40	2	0	0	0	42
1:30	3	0	0	0	0	3	13:30	37	0	0	0	0	37
1:45	7	0	0	0	0	7	13:45	29	0	0	0	0	29
2:00	2	0	0	0	0	2	14:00	28	0	0	0	0	28
2:15	5	0	0	0	0	5	14:15	48	1	0	0	0	49
2:30	5	0	0	0	0	5	14:30	45	0	0	0	0	45
2:45	8	0	0	0	0	8	14:45	33	1	0	0	0	34
3:00	5	0	0	0	0	5	15:00	33	1	0	0	0	34
3:15	2	0	0	0	0	2	15:15	51	0	0	0	0	51
3:30	2	0	0	0	0	2	15:30	48	0	1	0	0	49
3:45	8	0	0	0	0	8	15:45	62	0	0	0	0	62
4:00	0	0	0	0	0	0	16:00	56	1	0	0	0	57
4:15	3	0	0	0	0	3	16:15	42	0	0	0	0	42
4:30	1	0	0	0	0	1	16:30	49	0	0	0	0	49
4:45	10	0	0	0	0	10	16:45	39	0	0	0	0	39
5:00	5	0	0	0	0	5	17:00	59	0	0	0	0	59
5:15	8	0	0	0	0	8	17:15	43	0	0	0	0	43
5:30	6	0	0	0	0	6	17:30	40	0	0	0	0	40
5:45	5	0	0	0	0	5	17:45	50	1	0	0	0	51
6:00	6	0	0	0	0	6	18:00	38	1	0	0	0	39
6:15	3	0	0	0	0	3	18:15	33	0	0	0	0	33
6:30	8	0	0	0	0	8	18:30	44	0	0	0	0	44
6:45	9	0	0	0	0	9	18:45	35	1	0	0	0	36
7:00	9	0	0	0	0	9	19:00	33	0	0	0	0	33
7:15	14	0	0	0	0	14	19:15	29	0	0	0	0	29
7:30	15	0	0	0	0	15	19:30	27	0	0	0	0	27
7:45	34	0	0	0	0	34	19:45	20	1	0	0	0	21
8:00	44	1	0	0	0	45	20:00	29	0	0	0	0	29
8:15	47	2	1	0	0	50	20:15	25	0	0	0	0	25
8:30	23	0	0	0	0	23	20:30	33	0	0	0	0	33
8:45	37	0	0	0	0	37	20:45	29	0	0	0	0	29
9:00	14	0	0	0	0	14	21:00	29	0	0	0	0	29
9:15	13	0	0	0	0	13	21:15	21	0	0	0	0	21
9:30	16	0	0	0	0	16	21:30	32	0	0	0	0	32
9:45	10	1	0	0	0	11	21:45	10	0	0	0	0	10
10:00	11	1	0	0	0	12	22:00	15	0	0	0	0	15
10:15	16	2	0	0	0	18	22:15	18	0	0	0	0	18
10:30	19	0	0	0	0	19	22:30	21	0	0	0	0	21
10:45	20	0	0	0	0	20	22:45	19	0	0	0	0	19
11:00	14	1	1	0	0	16	23:00	11	0	0	0	0	11
11:15	20	0	0	0	0	20	23:15	21	0	0	0	0	21
11:30	17	0	0	0	0	17	23:30	10	0	0	0	0	10
11:45	19	0	0	0	0	19	23:45	14	0	0	0	0	14
TOTAL	565	8	2	0	0	575	TOTAL	1,571	14	1	0	0	1,586

AM PEAK HOUR	8:00 AM
AM PEAK VOLUME	155

AM PEAK HOUR	3:15 PM
AM PEAK VOLUME	219

CLASS 1	CARS
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4-AXLE TRUCKS
CLASS 5	5-AXLE + TRUCKS

TOTAL: AM+PM	2,136	22	3	0	0	2,161
% OF TOTAL	98.8%	1.0%	0.1%	0.0%	0.0%	100.0%
AM PEAK	151	3	1	0	0	155
PM PEAK	192	1	0	0	0	193

A13123

Study Site 12 - Hunt Club Apartments

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: THREE DAYS **CITY:** WRCOG

JOB #: SC3826 **LOCATION:** CLASS81 Dwy west of Goetz.

AM	OUT						PM	OUT					
TIME	1	2	3	4	5	TOTAL	Time	1	2	3	4	5	TOTAL
0:00	5	0	0	0	0	5	12:00	27	1	0	0	0	28
0:15	4	0	0	0	0	4	12:15	17	0	0	0	0	17
0:30	6	0	0	0	0	6	12:30	42	1	0	0	0	43
0:45	1	0	0	0	0	1	12:45	29	1	0	0	0	30
1:00	2	0	0	0	0	2	13:00	31	2	0	0	0	33
1:15	5	0	0	0	0	5	13:15	24	0	0	0	0	24
1:30	4	0	0	0	0	4	13:30	39	3	0	0	0	42
1:45	1	0	0	0	0	1	13:45	40	1	0	0	0	41
2:00	2	0	0	0	0	2	14:00	53	0	0	0	0	53
2:15	4	0	0	0	0	4	14:15	38	0	0	0	0	38
2:30	2	0	0	0	0	2	14:30	32	0	0	0	0	32
2:45	4	0	0	0	0	4	14:45	25	0	0	0	0	25
3:00	4	0	0	0	0	4	15:00	38	1	0	0	0	39
3:15	8	0	0	0	0	8	15:15	39	1	0	0	0	40
3:30	12	0	0	0	0	12	15:30	38	0	1	0	0	39
3:45	15	0	0	0	0	15	15:45	39	0	0	0	0	39
4:00	13	0	0	0	0	13	16:00	28	0	0	0	0	28
4:15	11	0	0	0	0	11	16:15	32	1	0	0	0	33
4:30	23	0	0	0	0	23	16:30	33	0	0	0	0	33
4:45	17	0	0	0	0	17	16:45	23	0	0	0	0	23
5:00	10	0	0	0	0	10	17:00	28	0	0	0	0	28
5:15	18	0	0	0	0	18	17:15	39	0	0	0	0	39
5:30	21	0	0	0	0	21	17:30	31	0	0	0	0	31
5:45	28	0	0	0	0	28	17:45	27	0	0	0	0	27
6:00	14	0	0	0	0	14	18:00	17	0	0	0	0	17
6:15	25	1	0	0	0	26	18:15	24	0	0	0	0	24
6:30	37	0	0	0	0	37	18:30	19	0	0	0	0	19
6:45	30	0	0	0	0	30	18:45	24	0	0	0	0	24
7:00	47	1	0	0	0	48	19:00	20	1	0	0	0	21
7:15	65	0	0	0	0	65	19:15	17	0	0	0	0	17
7:30	72	0	0	0	0	72	19:30	13	0	0	0	0	13
7:45	87	0	0	0	0	87	19:45	17	0	0	0	0	17
8:00	53	0	0	0	0	53	20:00	10	0	0	0	0	10
8:15	30	1	0	0	0	31	20:15	18	2	0	0	0	20
8:30	16	2	1	0	0	19	20:30	18	0	0	0	0	18
8:45	17	0	0	0	0	17	20:45	16	0	0	0	0	16
9:00	30	0	0	0	0	30	21:00	9	0	0	0	0	9
9:15	14	0	0	0	0	14	21:15	8	0	0	0	0	8
9:30	23	0	0	0	0	23	21:30	16	0	0	0	0	16
9:45	20	0	0	0	0	20	21:45	8	0	0	0	0	8
10:00	25	1	0	0	0	26	22:00	5	0	0	0	0	5
10:15	27	0	0	0	0	27	22:15	4	0	0	0	0	4
10:30	17	1	0	0	0	18	22:30	11	0	0	0	0	11
10:45	31	0	0	0	0	31	22:45	10	0	0	0	0	10
11:00	24	0	0	0	0	24	23:00	7	0	0	0	0	7
11:15	25	1	0	0	0	26	23:15	6	0	0	0	0	6
11:30	22	0	0	0	0	22	23:30	2	0	0	0	0	2
11:45	16	0	1	0	0	17	23:45	1	0	0	0	0	1
TOTAL	987	8	2	0	0	997	TOTAL	1,092	15	1	0	0	1,108

AM PEAK HOUR	7:15 AM
AM PEAK VOLUME	277

AM PEAK HOUR	1:30 PM
AM PEAK VOLUME	174

CLASS 1	CARS
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4-AXLE TRUCKS
CLASS 5	5-AXLE + TRUCKS

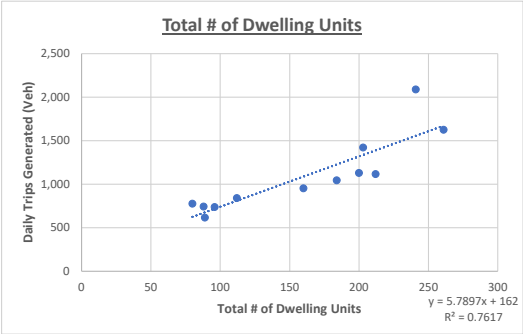
TOTAL: AM+PM	2,079	23	3	0	0	2,105
% OF TOTAL	98.8%	1.1%	0.1%	0.0%	0.0%	100.0%
AM PEAK	277	0	0	0	0	277
PM PEAK	125	0	0	0	0	125

Appendix B: Apartment Characteristics

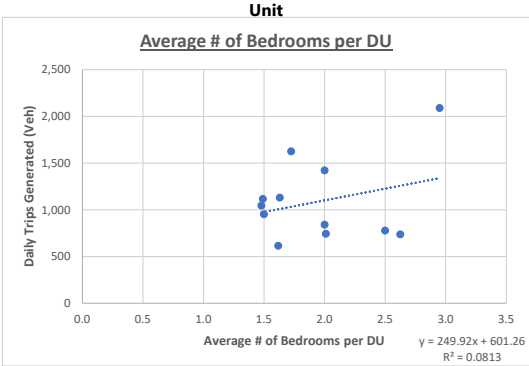
Study Site #	TUMF Zone	Name	Address	Phone #	Apartment Website	# of Apartment Style								Apartment Size (Sq. Ft.)							
						Studio	One Bedroom	Two Bedrooms	Three Bedrooms	Four Bedrooms	Total # of DUs	Total # of Bedrooms	Average # Bedrooms per DU	Studio	One Bedroom	Two Bedrooms	Three Bedrooms	Four Bedrooms	Average Size of Unit per Complex	Sum of Area of All Dus	Average Square Footage per DU (Sq. Ft.)
1	Central Zone	Oakwood Apartments	15170 Perris Blvd, Moreno Valley, CA 92551	+1 951-243-0800	N/A	-	-	80	93	68	241	711	3.0	-	-	832	1,042	1,282	1,052	250,642	1040.01
2	Northwest Zone	Springbrook Park Apartments	1066 Orange St, Riverside, CA 92501	+1 951-682-9774	N/A	-	40	32	40	-	112	224	2.0	-	800	967	1,100	-	956	106,944	954.86
3	Central Zone	Vista Springs Apartments	21550 Box Springs Rd, Moreno Valley, CA 92557	+1 951-276-0334	N/A	-	108	104	-	-	212	316	1.5	-	690	960	-	-	825	174,360	822.45
4	Northwest Zone	Vesada Apartment Homes	3390 Country Village Road, Riverside, CA 92509	+1 951-462-2198	california.weidner.com	18	72	153	18	-	261	450	1.7	629	782	1,021	1,168	-	900	244,863	938.17
5	Southwest Zone	Morning Ridge Apartments	30660 Milky Way Dr, Temecula, CA 92592	+1 951-699-0886	morningridgeapts.com	-	74	126	-	-	200	326	1.6		680	950	-	-	815	170,020	850.10
6	Northwest Zone	Stonegate Apartments	6506 Doolittle Ave, Riverside, CA 92503	(951) 351-9445	stonegateriverside.com	1	79	80	-	-	160	240	1.5	300	705	905	-	-	637	128,395	802.47
7	Southwest Zone	River's Edge Apartment Homes	2088 E Lakeshore Dr, Lake Elsinore, CA 92530	+1 951-678-8553	riversedgeapartmentliving.com	-	96	88	-	-	184	272	1.5	-	762	1,089	-	-	926	168,984	918.39
8	Hemet/San Jacinto Zone	Mayberry Colony Apartments	40389 Mayberry Ave # A1, Hemet, CA 92544	+1 951-929-3380	www.mayberrycolony.com	-	34	55	-	-	89	144	1.6	-	790	962	-	-	876	79,770	896.29
9	Pass Zone	Summit Ridge Apartments	555 N Hathaway St # 1101, Banning, CA 92220	+1 951-849-3001	www.summitridgebanning.com	-	-	40	40	-	80	200	2.5	-	850	1,058	-	-	954	42,320	529.00
10	Hemet/San Jacinto Zone	Riverdale Apartments	1250 S Cawston Ave, Hemet, CA 92545	+1 951-766-5672	www.rentriverdaleapts.com	-	-	36	60	-	96	252	2.6	-	-	984	1,033	-	1,009	97,404	1014.63
11	Northwest Zone	Parkridge Meadows Apartments	219 E Parkridge Ave, Corona, CA 92879	+1 951-736-8681	www.allenproperties.net	-	-	87	1	-	88	177	2.0	-	-	780	-	-	780	67,860	771.14
12	Central Zone	Hunt Club Apartments	1355 S Perris Blvd, Perris, CA 92570	+1 951-657-0228	www.huntclubperris.com	-	-	203	-	-	203	406	2.0	-	-	962	-	-	962	195,286	962.00

Appendix C: Correlation Plots

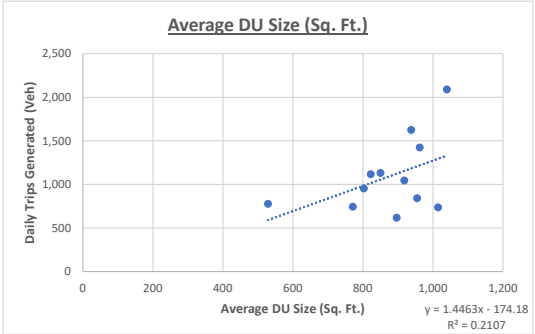
Daily Trip Generation by # of Dwelling Units in Complex



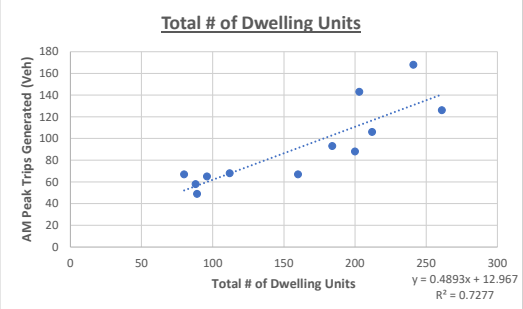
Daily Trip Generation by Average # of Bedrooms Per Dwelling Unit



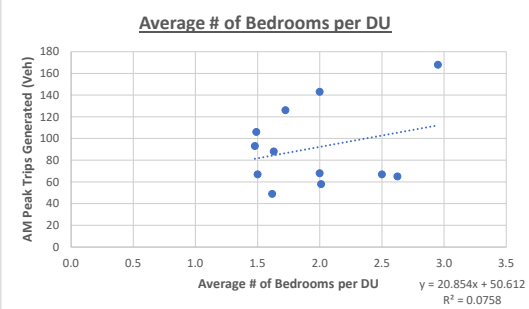
Daily Trip Generation by Average Size of Dwelling Unit



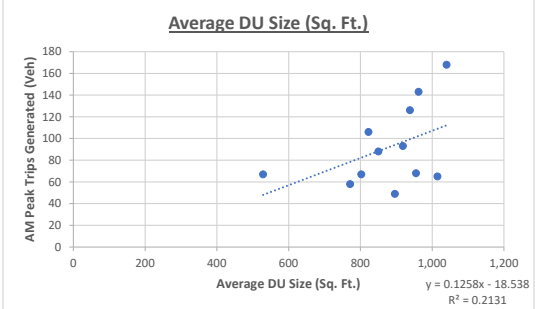
AM Peak Trip Generation by # of Dwelling Units in Complex



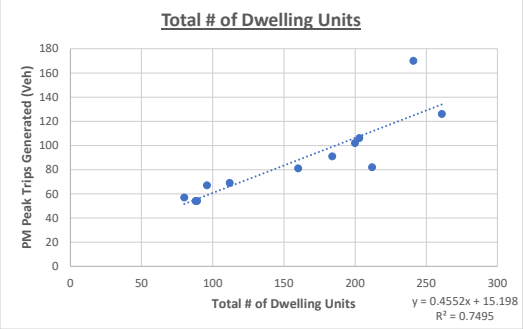
AM Peak Trip Generation by Average # of Bedrooms Per Dwelling Unit



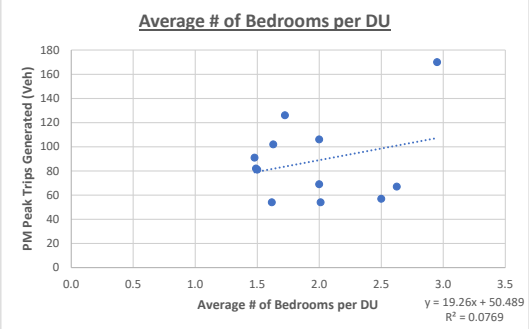
AM Peak Trip Generation by Average Size of Dwelling Unit



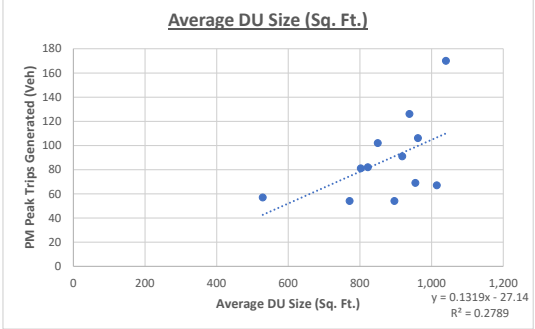
PM Peak Trip Generation by # of Dwelling Units in Complex



PM Peak Trip Generation by Average # of Bedrooms Per Dwelling Unit



PM Peak Trip Generation by Average Size of Dwelling Unit



Appendix L - Non-Residential Fee Calculation

The non-residential fee was calculated by multiplying the estimated Regional System of Highways and Arterials improvements cost attributable to new development (**Section 4.0**) by the proportion of all regional trips that are generated by non-residential land uses (**Section 5.3**), and dividing this number by the projected increase in non-residential land use between 2018 and 2045 (**Table 2.3**, **Section 2.0**) and the proportional share of new employees in each sector.

In preparation for the fee calculation, SCAG 2020 RTP/SCS employment data by sector was first converted to land use as square feet of gross floor area (SF GFA). Non-residential employee to gross floor area conversion factors were derived from four sources. These sources are:

- Cordoba Corporation/Parsons Brinckerhoff Quade and Douglas, Inc. (PBQD), Land Use Density Conversion Factors For The Long-Range Corridor Study San Bernardino and Riverside Counties, August 20, 1990. Table 8.
- Orange County Transportation Authority (OCTA), Orange County Subarea Modeling Guidelines Manual, June 2001. Appendix C.
- Southern California Association of Governments (SCAG), Employment Density Study, October 31, 2001, Table IIB
- County of Riverside, General Plan, As Amended December 15, 2015, Appendix E: Socioeconomic Build-Out Projections Assumptions & Methodology, Table E-5

The employment conversion factors developed for use in the calculation of the non-residential fee are tabulated in **Exhibits L-1** through **L-4**. The relevant sections of these respective publications are included in this Appendix as **Exhibits L-5** through **L-8**.

To account for the difference in trip generation rates between the various employment sectors, the non-residential fee value for each sector was normalized by multiplying by the respective median trip generation rate for the range of associated land use types as published in the Institute of Traffic Engineers Trip Generation Manual, Eleventh Edition, 2021. The respective fee values are presented in **Section 6.2**. The table detailing the calculation of the non-residential fee (and residential fee) is included in **Appendix K** as **Exhibit K-1**.

EXHIBIT L-1 Employment Conversion Factors

Employment Sector	Business by Land Use Category (1)	Employees	Gross Floor Area (TSF)	Conversion Rate (Employees/TSF)	Land Use Category (2)	Minimum Range Conversion Rate (Employees/TSF)	Land Use Category (3)	SF per Employee based on Average Employees per Acre and Average FAR (Riverside County)	Employees/TSF	Land Use Category (4)	SF per Employee	Employees/TSF	TUMF Median Employment Conversion Factors (Employees/TSF)
	Heavy Manufacturing	6,379	5,117	1.25	R&D/LI/BP	2.50	R&D/Flex Space	867		Light Industrial	1030		
	General Manufacturing	11.603	6.103	1.90	Heavy Industry	2.00	Light Manufacturing	1548		Heavy Industry	1500		
	Light Manufacturing	8,624	3,962	2.18	Warehouse	1.00	Warehouse	1195					
	Manufacturing, Small Module	5.559	3.038	1.83									
Industrial	High Tech/Research	954	411	2.32									
	Wholesale, Trade Industry	6,120	4,140	1.48									
	Warehousing	119	279	0.43									
	General Industry	1,023	917	1.12									
	Median			**1.65**	Median	**2.00**	Median	*1195.0*	**0.84**	Median	*1265.0*	**0.79**	**1.25**
	Retail Trade	34,821	20,125	1.73			Regional Retail	268		Commercial Retail	500		
	Personnal, Rental and Repair	3,452	1,590	2.17			Other Retail/Service	629					
	Equipment Rental	1,080	453	2.38									
Retail	General Commercial	12,978	17,023	0.76									
	Median			**1.95**			Median	*448.5*	**2.23**	Median	*500.0*	**2.00**	**2.00**
	Financial/Insurance/Real Estate	7,738	1,095	7.07	Office	3.00	Low-Rise Office	481		Commercial Office	300		
	Small Office	3,945	548	7.20	Medical/PO/Bank	3.50	Hotel/Motel	3476		Business Park	600		
	Professional Services	5,470	1,529	3.58	Hospital	2.50							
	Business Services	6,680	1,966	3.40	Restaurant	3.00							
Service	General Offices	8,900	3,886	2.29									
	Medical Services	9,006	3,201	2.81									
	Restaurant	23.345	4.061	5.75									
	Median			**3.58**	Median	**3.00**	Median	*1978.5*	**0.51**	Median	*450.0*	**2.22**	**2.61**
					Government/Civic	3.00	Government Offices	208					
Government/Public Sector					Library	1.50							
					Median	**2.25**	Median	*208.0*	**4.81**				**3.53**

Notes:
- Business by Land Use Categories Wholesale Trade Commercial and Automotive Repair were excluded as there is inconsistencies between the Land Use Density Conversion Factors For Long Range Corridor Study San Bernardino and Riverside Counties categorization, and the NAICS Major Group categorization.
- OCTA Typical Employment Conversion Factors for Commercial excluded as it potentially covers uses in both Retail and Service categories; Hotel/Motel, Schools, Golf Course, Developed Park, Park and Agricultural were excluded as they are calculated from units other than TSF.
- TUMF Median Employment Conversion Factor is the median of (1) through (4) Conversion Rates

(1) Cordoba Corporation/PBQD, Land Use Density Conversion Factors For Long Range Corridor Study San Bernardino and Riverside Counties, August 20, 1990. Table 8.
(2) OCTA, Orange County Subarea Model Guidelines Manual, June 2001. Appendix C.
(3) SCAG, Employment Density Study, October 31, 2001, Table IIB
(4) County of Riverside, General Plan, As Amended December 15, 2015, Appendix E: Socioeconomic Build-Out Projections Assumptions & Methodology, Table E-5

EXHIBIT L-2 Population and Employment Estimates

Sector	2018	2045	Change	Employee Conversion Factor / TSF	Change in SF of GFA
Population	1,905,440	2,533,876	628,436		
Households					
Single-Family	397,407	564,898	167,491		
Multi-Family	157,166	247,501	90,335		
Totals	554,573	812,399	257,826		
Employees					
Industrial	169,334	245,915	76,581	**1.25**	61,489,565
Retail	73,814	86,929	13,115	**2.00**	6,557,500
Service	308,703	482,958	174,255	**2.61**	66,735,957
Government/Public Sector	18,569	30,640	12,071	**3.53**	3,420,665
Totals	570,420	846,442	276,022		138,203,688

Source: SCAG 2020 RTP/SCS; RivCOM

EXHIBIT L-3 Trip Generation Rate Comparison

Non-Residential

	Employee Growth	SF Growth	ITE Median PM Peak Hour Trips Per Employee	ITE Median PM Peak Hour Trips per TSF	Trip Growth (SFGrowth * ITEMedian)	Calculated PM Peak Hour Trips per Employee	Weighted Median PM Peak Hour Trips Per Employee	Median Share PM Peak Period Pass By Trips (Retail and Service Uses)	Adjusted PM Peak Hour Trips Per Employee
Industrial	76,581	61,489,565	0.7	0.6	36,894	0.5	0.6		0.6
Retail	13,115	6,557,500	3.3	5.0	32,788	2.5	2.9	37%	1.8
Service	174,255	66,735,957	2.2	5.7	380,395	2.2	2.2	44%	1.2
Government/Public Sector	12,071	3,420,665	3.3	3.2	10,946	0.9	2.1		2.1
	276,022	138,203,688			461,022				

EXHIBIT L-4 Representative ITE Weekday PM Peak Hour Trip Generation Rates

RESIDENTIAL

Land Use Category	ITE Reference	PM Peak Hour Trip Ends per DU	PM Peak Hour Trip Ends per Residents
Single Family Residential			
Single Family Detached Housing	210	0.99	0.28
Multi Family			
Single-Family Attached Housing	215	0.61	0.44
Multifamily Housing (Low-Rise) Not Close to Rail Transit	220	0.57	0.27
Multifamily Housing (Mid-Rise) Not Close to Rail Transit	221	0.39	0.23
Multifamily Housing (High-Rise) Not Close to Rail Transit	222	0.40	
Affordable Housing - Income Limits	223	0.50	0.14
Average		*0.49*	*0.27*
Median		*0.50*	*0.25*

NON-RESIDENTIAL

Land Use Category	ITE Reference	PM Peak Hour Trip Ends per TSF*	PM Peak Hour Trip Ends per Employee*	PM Peak Period Pass by Trips**
Industrial				
Intermodal Truck Terminal	30	1.89	0.72	
General Light Industry	110	0.80	0.69	
Industrial Park	130	0.40	0.42	
Manufacturing	140	0.80	0.40	
Warehousing	150	0.23	0.68	
High-Cube Transload and Short-Term Storage	154	0.17		
High-Cube Fulfillment Center Warehouse - Non-Sort	155	0.27		
High-Cube Parcel Hib Warehouse	156	0.71		
Average		*0.66*	*0.58*	
Median		*0.56*	*0.68*	
Retail				
Building Materials and Lumber	812	2.65	3.30	
Free-Standing Discount Superstore	813	4.39	1.75	29%
Variety Store	814	7.42	12.65	34%
Free-Standing Discount Store	815	5.42	2.36	20%
Hardware/Paint Store	816	1.10	3.77	26%
Nursery (Garden Center)	817	8.37	2.55	
Nursery (Wholesale)	818	5.01	0.59	
Shopping Center	820	4.09	1.91	
Shopping Center (150K to 300K)	820			29%
Shopping Center (300K to 900 K)	820			19%
Shopping Plaza with Supermarket	821	9.72		
Shopping Plaza without Supermarket	821	5.40	1.80	
Shopping Plaza	821			40%
Strip Retail Plaza	822	13.24	10.15	
Factory Outlet Center	823	1.94		
Automobile Sales (New)	840	2.65	1.10	
Automobile Sales (Used)	841	4.92	2.27	
Automobile Parts Sales	843	5.88	4.27	43%
Tire Store	848	3.72	3.05	25%
Supermarket	850	9.19	3.37	24%
Convenience Store	851	53.51	34.33	
Convenience Market with Gasoline Pumps	853			
Discount Supermarket	854			
Discount Club	857	4.62	3.49	34%
Sporting Goods Superstore	861	2.58	0.93	
Home Improvement Superstore	862	3.21		42%
Electronics Superstore	863	4.48		40%
Pet Supply Superstore	866	2.19		
Book Superstore	868	14.00		
Department Store	875	2.81		
Apparel Store	876	4.20		
Pharmacy/Drugstore without Drive Through Window	880	8.62		53%
Pharmacy/Drugstore with Drive Through Window	881	11.23	7.79	49%
Marijuana Dispensary	882	24.57		
Furniture Store	890	0.70	1.01	53%
Liquor Store	899	17.00	5.98	
Gasoline/Service Station	944		28.39	57%
Convenience Store/Gas Station (none)	945		21.31	
Convenience Store/Gas Station (9 - 15 vehicle fueling positions)	945	56.38		75%
Average		*9.54*	*6.87*	*38%*
Median		*4.97*	*3.30*	*37%*
Service				
Data Center	160	0.13		
Specialty Trade Contractor	180	2.18	0.80	
Movie Theatre	445	14.06	9.56	
Health/Fitness Club	492	3.92		
Day Care Center	565	11.82	4.66	44%
Hospital	610	0.98	0.33	
Nursing Home	620	0.82	0.45	
Clinic	630	4.22	2.49	
Animal Hospital/Veterinary Clinic	640	3.83	2.26	
Free Standing Emergency Room	650	2.24		
Small Office Building	712	3.15	1.90	
Medical-Dentist Office Building (Stand-Alone)	720	4.79	1.26	
Medical-Dentist Office Building (Within/Near Hospital Campus)	720	3.78	1.03	
Walk-in Bank	911	26.40	6.18	
Drive-in Bank	912	20.92	4.36	35%
Hair Salon	918	1.94		
Copy, Print and Express Ship Store	920	12.30	6.63	
Fast Casual Restaurant	930	18.57		
Fine Dining Restaurant	931	8.28	1.79	44%
High Turnover (Sit-Down) Restaurant	932	16.35	3.66	43%
Fast Food Restaurant with Drive Through	934	50.94	5.45	55%
Fast Food Restaurant with Drive Through No Seating	935			31%
Coffee/Donut Shop with Drive Through	937	43.65		
Coffee/Donut Shop with Drive Through No Seating	938			98%
Quick Lube Vehicle Shop	941	9.42	2.17	
Automobile Care Center	942	3.51	1.43	
Automobile Parts and Service Center	943	2.61	1.80	
Wine Tasting Room	970	6.60		
Brewery Tap Room	971	10.93		
Drinking Place	975	15.53		
Average		*10.85*	*3.06*	*50%*
Median		*5.70*	*2.17*	*44%*
Government/Public Sector				
Recreational Community Center	495	2.53	2.71	
Elementary School	520		4.60	
Middle/Junior High School	522		4.83	
High School	525		3.32	
School District Office	528	2.37	0.84	
Private School (K-8)	530		5.72	
Private School (K-12)	532		2.82	
Private High School	534		2.49	
Charter Elementary School	536		10.64	
Charter School (K-12)	538		10.66	
Junior/Community College	540		1.63	
University/College	550		0.81	
Adult Detention Facility	571	0.94	0.51	
Library	590	8.53	6.81	
Government Office Building	730	3.19	0.91	
State Motor Vehicles Department	731	7.68	4.27	
Post Office	732	15.11	3.29	
Average		*5.76*	*3.93*	
Median		*3.19*	*3.29*	

Notes:

* - Average weekday PM peak hour of generator trip end data derived from ITE Trip Generation Manual (11th Edition), September 2021

** - Average weekday PM peak pass-by trip rates derived from ITE Trip Generation Manual (11th Edition), September 2021

EXHIBIT L-5
Land Use Density Conversion Factors for the Long-Range Corridor Study San Bernardino and Riverside Counties, Table 8
Cordoba Corporation/Parsons Brinckerhoff Quade and Douglas, Inc. (PBQD), August 20, 1990.

TABLE 8
EMPLOYEES PER ACRE
RIVERSIDE COUNTY

BUSINESS BY LAND USE	Employees *	Floor Space Sq. Ft.	Square Feet Per Employee	Average F.A.R	Employees per Acre
Manufacturing/Industrial	40,383	23,968,000	594	0.25	18
Heavy Manufacturing	6,379	5,117,000	802	0.20	11
General Manufacturing	11,603	6,103,000	526	0.20	17
Light Manufacturing	8,624	3,962,000	459	0.25	24
Manufacturing, Small Module	5,559	3,038,000	547	0.25	20
High Tech Activity and Research	954	411,000	431	0.35	35
Wholesale Trade Industrial	6,120	4,140,000	676	0.25	16
Warehousing	119	279,000	2,345	0.25	5
General Industrial	1,023	917,000	896	0.20	10
Commercial	79,067	46,304,000	586	0.30	22
Retail Trade	34,821	20,125,000	578	0.30	23
Restaurants and Bars	23,345	4,061,000	174	0.30	75
Personnal, Rental and Repair Services	3,452	1,590,000	461	0.30	28
Automotive Repair Services	1,870	1,619,000	866	0.30	15
Equipment Rental	1,080	453,000	419	0.30	31
Wholesale, Trade Commercial	1,521	1,434,000	943	0.25	12
General Commercial	12,978	17,023,000	1,312	0.40	13
Office	41,740	12,226,000	293	0.50	74
Finance/Insurance/Real Estate	7,738	1,095,000	142	0.50	154
Finance/Insurance/RE/Small Office	3,945	548,000	139	0.50	157
Professional Services	5,470	1,529,000	280	0.50	78
Business Services	6,680	1,966,000	294	0.50	74
General Office	8,900	3,886,000	437	0.50	50
Medical Services	9,006	3,201,000	355	0.50	61

*** Employment figures do not include government, military and sole proprietorships.**
Source: Urban Decision Systems (1989), Census Zip Business Patterns (1986)
Filename: Trans rv

EXHIBIT L-6
Orange County Subarea Modeling Guidelines Manual, Appendix C
Orange County Transportation Authority (OCTA)
June 2001

TYPICAL EMPLOYMENT CONVERSION FACTORS
(June 2001)

Land Use Category	Conversion Rates Range	Employment Type (Percentate Ranges)		
		Retail	Service	Other
Commercial	2.25 –2.75 employees/TSF[1]	60% - 90%	10% - 40%	0% – 5%
Office/Office Park	3.00 – 4.00 employees/TSF	0% – 5%	20% – 30%	65% - 80%
R&D/Light Industrial/Business Park	2.50 – 3.50 employees/TSF	0% – 5%	0% - 30%	60% - 100%
Heavy Industrial	2.00 – 2.50 employees/TSF	0%	0%	100%
Warehouse	1.00 – 2.00 employees/TSF	0%	0%	100%
Restaurant	3.00 – 5.00 employees/TSF	100%	0%	0%
Medical Office/Post-Offfice/Bank	3.50 – 4.50 employees/TSF	0% - 10%	70% - 100%	0% – 20%
Government Office/Civic Center	3.00 – 4.00 employees/TSF	0% – 5%	50% - 70%	25% – 50%
Hospital	2.50 – 3.00 employees/TSF	0%	70% - 80%	20% – 30%
Library/Museum	1.50 – 2.50 employees/TSF	0%	100%	0%
Hotel/Motel	0.75 – 1.25 employees/room	0% - 10%	70% - 80%	10% – 30%
Schools	0.08 – 0.12 employees/student	0%	0%	100%
Golf Course	0.50 – 0.70 employees/acre	0% - 10%	90% - 100%	0%
Developed Park/Athletic Fields	0.20 – 0.40 employees/acre	0%	80% - 100%	0% – 20%
Park	0.05 – 0.10 employees/acre	0%	80% - 100%	0% – 20%
Agricultural	0.01 – 0.05 employees/acre	0%	0%	100%

[1] Thousands of Square Feet

EXHIBIT L-7
Employment Density Study, Table IIB
Southern California, October 31, 2001

Table II-A
Derivation of Square Feet per Employee Based on:
--MEDIAN EMPLOYEES PER ACRE
--MEDIAN FAR

Land Use Category	Los Angeles	Orange	Riverside	San Bernardino	Ventura	Imperial	Region
	Square Feet per Employee						
Regional Retail	--	2,322	165	1,392	990	--	1,023
Other Retail/Svc.	730	450	1,148	432	412	796	585
Low-Rise Office	471	352	598	1,014	659	415	466
High-Rise Office	377	235	--	--	--	--	300
Hotel/Motel	1,179	--	5,273	1,747	--	808	1,804
R & D/Flex Space	1,717	511	1,121	1,833	277	--	527
Light Manufacturing	1,214	786	2,221	1,538	202	2,230	924
Heavy Manufacuring	--	--	--	--	--	--	--
Warehouse	1,518	1,350	819	2,111	149	3,257	1,225
Government Offices	2,182	408	1,475	851	120	407	672

Table II-B
Derivation of Square Feet per Employee Based on:
--AVERAGE EMPLOYEES PER ACRE
--AVERAGE FAR

Land Use Category	Los Angeles	Orange	Riverside	San Bernardino	Ventura	Imperial	Region
	Square Feet per Employee						
Regional Retail	--	704	268	1,009	1,165	--	857
Other Retail/Svc.	424	325	629	124	271	255	344
Low-Rise Office	319	287	481	697	389	632	288
High-Rise Office	440	218	--	--	--	--	311
Hotel/Motel	--	--	3,476	2,544	--	311	1,152
R & D/Flex Space	1,796	466	867	834	269	--	344
Light Manufacturing	829	558	1,548	705	189	994	439
Heavy Manufacuring	--	--	--	--	--	--	--
Warehouse	1,518	979	581	1,195	131	450	814
Government Offices	1,442	206	208	188	94	322	261

Notes:
"--" = Data not available.

EXHIBIT L-8
General Plan, As Amended December 15, 2015.
Appendix E: Socioeconomic Build-Out Projections Assumptions & Methodology,
Table E-5
County of Riverside, 2015

Table E-3: Net Parcel Acre Factors

Land Use Designation	Net Parcel Area
Commercial Retail (CR)	0.75
Commercial Tourist (CT)	0.75
Commercial Office (CO)	0.75
Light Industrial (LI)	0.80
Heavy Industrial (HI)	0.75
Business Park (BP)	0.75

Net Parcel Square Feet: To convert net acres to net square feet, net acres are multiplied by 43,560 feet per acre. For example, 50 net acres of Commercial Office (66.66 gross acres) equals 2,178,000 net square feet.

Floor Area Ratio (FAR): Floor Area Ratio, or FAR, indicates the ratio of gross building square footage permitted on a parcel to net square footage of the parcel. FAR's for Commercial, Industrial and Business Park land uses are identified, in Table E-4, below. See General Plan Glossary for full definition of FAR.

Table E-4: Development FAR Factors

	FAR		
Land Use Designation	Minimum	Probable*	Maximum
Commercial Retail (CR)	0.20	0.23	0.35
Commercial Tourist (CT)	0.20	0.25	0.35
Commercial Office (CO)	0.25	0.35	1.00
Light Industrial (LI)	0.25	0.38	0.60
Heavy Industrial (HI)	0.15	0.40	0.50
Business Park (BP)	0.25	0.30	0.60

*Factor used for theoretical planning estimates.

Building Square Footage: Building square footage for the land use designations listed in the table above are calculated by multiplying the Net Square Feet of each land use designation by the corresponding FAR. For instance, 20,000 square feet of Commercial Retail with an FAR of 0.23 would yield 4,600 square feet of building space.

Square Feet (SF)/Employee Factor: This factor indicates the number of employees typically associated with a given amount of square feet of building space per employee. It is used to estimate the number of jobs resulting for a given land use designation. These factors for the commercial land use designations are listed in Table E-5 below.

Table E-5: Commercial Employment Factors

Land Use Designation	SF/Employee
Commercial Retail (CR)*	500
Commercial Tourist (CT)	500
Commercial Office (CO)	300
Light Industrial (LI)	1,030
Heavy Industrial (HI)	1,500
Business Park (BP)	600

*It is assumed that CR designated lands will build out at 40% CR and 60% MDR.

Employment: Employment for commercial, industrial, and business park land uses is calculated by dividing the total number of building square feet by the SF/Employee factor. For example, 300,000 square feet of commercial office building space would yield 1,000 employees.

Record Gazette
Your Community. Your Newspaper.

AFFIDAVIT OF PUBLICATION

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Proof of Publication
(2015.5 C.C.P.)

2024 11 25_Banning-PHN Ord Sum TUMF

State of California)
County of Riverside) SS.

I am a citizen of the United States and a resident of the State of California; I am over the age of eighteen years, and not a party to or interested in the above matter. I am the principal clerk of the printer and publisher of Record Gazette, a newspaper published in the English language in the City of Banning, County of Riverside, and adjudicated a newspaper of general circulation as defined by the laws of the state of California by the Superior Court of the County of Riverside, under the date October 14, 1966, Case No. 54737.
That the notice, of which the annexed is a copy, has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to-wit:

Nov 29, 2024,Dec 6, 2024

Executed on: December 6, 2024

At City of Banning, California

I ceritfy (or declare) under penalty of perjury that the foregoing is true and correct.

Kathy Shepard
Signature

NOTICE OF PUBLIC HEARING FOR AND SUMMARY OF A PROPOSED ORDINANCE AMENDING AND SUPERSEDING ORDINANCE 1549 TO UPDATE THE CITY OF BANNING MUNICIPAL CODE (CHAPTER 15.76) FOR THE WESTERN RIVERSIDE COUNTY TRANSPORTATION UNIFORM MITIGATION FEE (TUMF) AND AMENDING THE APPLICABLE TUMF SCHEDULE THAT APPLIES TO ALL DEVELOMPENTS IN THE CITY OF BANNING

NOTICE IS HEREBY GIVEN of a public hearing before the City of Banning City Council to be held on Tuesday, December 10, 2024, at 5:00 p.m. (or soon thereafter) in the Council Chambers, City Hall, 99 East Ramsey Street, Banning, California, to consider the adoption of (1) proposed Ordinance 1607, an Ordinance of the City of Banning Amending and Superseding Ordinance 1549 to Update Participation in the Western Riverside County Transportation Uniform Mitigation Fee ("TUMF") Program; and (2) a new nexus study ("2024 Nexus Study") to update the TUMF Schedule pursuant to the Mitigation Fee Act (Gov. Code, § 66000 *et seq.*) to reflect changes in the TUMF network and the cost of construction.

SUMMARY OF
ORDINANCE 1607

This is a summary of the above-entitled Ordinance 1607 of the City of Banning. This summary has been prepared and published in accordance with the requirements of Government Code Section 36933.

On December 10, 2024, City staff will recommend that the City Council of the City of Banning introduce and conduct first reading of Ordinance 1607. The City of Banning is a member agency of the Western Riverside County of Governments ("WRCOG"), a joint powers agenda comprised of the County of Riverside and eighteen cities located in Western Riverside County. The City participates in the WRCOG TUMF Program, which creates a regional fund for enlarging the capacity of the Regional

System of Highways and Arterials based on the collection of development impact fees from future residential, commercial and industrial development in accordance with the Mitigation Fee Act (Gov. Code, § 66000 *et seq.*). Ordinance 1607 proposes to update the City's participation in the TUMF Program, as requested by WRCOG, by amending to Chapter 15.76 ("Western Riverside County Transportation Uniform Mitigation Fee Program") of Title 15 ("Buildings and Construction") of the Banning Municipal Code to rescind and restate the City's participation in and implementation of the TUMF Program.

City staff has evaluated the potential environmental impacts of the adoption of the proposed update to the City's participation in the TUMF Program and the proposed updates to the TUMF Schedule pursuant to the California Environmental Quality Act ("CEQA"). City staff has determined that the proposed Municipal Code amendment and TUMF Schedule are exempt from CEQA pursuant to CEQA Guidelines Section 15061(b)(3) because it can be seen with certainty that there is no possibility these proposed amendments and updates may have a significant effect on the environment. The proposed Municipal Code amendment and TUMF Schedule will create a government funding mechanism that does not involve any commitment to any specific project that would result in a potentially significant physical impact on the environment. The proposed Municipal Code amendment and any related update to fees qualifies under this exemption.

To observe the live meeting through your personal computer you may use your computer or smart phone to enter the following or click on the link: https://banninglive.viebit.com or on the Banning Government Channel on Cable Television.

Information regarding the CEQA determination, the proposed Municipal Code amendments, proposed Ordinance 1607, proposed updated TUMF Schedule, and all relevant materials can be obtained by contacting the City's Community Development Department, Planning Division, by telephone at (951) 922-3125 or by email at CommunityDev@banningca.gov, or by visiting the City Hall located at 99 East Ramsey Street, Banning during regular business hours. You may also go to the City of Banning website at http://www.banningca.gov.

All parties interested in speaking either in support of or in opposition of this item are invited to attend the hearing, or to send their written comments to the Community Development Department, City of Banning at P.O. Box 998, Banning, California, 92220, or to the Administrative City Clerk by email at cityclerks@banningca.gov.

If you challenge any decision regarding this matter in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the City as specified above, at, or prior to, the hearing (Cal. Gov. Code, § 65009).

Submitted by:
/s/ Caroline Patton, Administrative City Clerk
City of Banning, California

Dated: November 25, 2024
Publish Date: November 29, 2024 and December 6, 2024
Published
Record Gazette
November 29, December 6, 2024

CITY OF BANNING
STAFF REPORT

TO:	**CITY COUNCIL**
FROM:	**Douglas Schulze, City Manager**
PREPARED BY:	**Yvette Vaca, Administrative Sergeant** **Vincent Avila, Chief of Police**
MEETING DATE:	**January 14, 2025**
SUBJECT:	**Consideration of Resolution 2025-01, Approving a Memorandum of Understanding (MOU) Between The City of Banning Police Department and The Riverside County Probation Department Post-Release Accountability and Compliance Team (PACT) for FY 2024-2025**

RECOMMENDATION:

Adopt Resolution 2025-01.

BACKGROUND:

The Public Safety Realignment Act of 2011 (Realignment) implementation resulted in specified convicted felons and parolees who were previously monitored by State Parole to be supervised by the Riverside County Probation Department (hereinafter Probation). On August 30, 2011, the Community Corrections Partnership Executive Committee (CCPEC) of Riverside County (County) voted unanimously for the need of a county-wide law enforcement component.

The eleven city police chiefs, the Riverside County Sheriff, the Riverside County District Attorney and Probation have built the infrastructure to support this type of critical enforcement. The PACT is a countywide, multi-jurisdictional team composed of Probation, the Banning Police Department, Beaumont Police Department, Blythe Police Department, Cathedral City Police Department, Corona Police Department, Desert Hot Springs Police Department, Hemet Police Department, Indio Police Department, Menifee Police Department, Murrieta Police Department, Riverside Police Department, Riverside County District Attorney, and the Riverside County Sheriff's Department representing the seventeen Sheriff's contract cities within the County.

The primary mission of PACT is to work with Probation to focus on "high-risk" and "at-large" realignment offenders that pose the most risk to public safety. PACT is dedicated to:

Identifying and investigating "non-compliant" realignment offenders, locating and apprehending "at-large" and "high-risk" realignment offenders, and performing probation compliance sweeps.

Through sustained, proactive, and coordinated investigations, PACT will be able to share information, serve warrants, locate and apprehend violators, and reduce the number of realignment offenders who abscond. The support of the PACT allows Probation more time and resources to focus on case management, addressing treatment needs, and ensuring compliance with court-ordered conditions.

This MOU shall be effective upon execution by signature of the Chief Probation Officer of Riverside County and the Chiefs or City Managers of each participating PACT agency or their respective

designees. The original term of this MOU commenced on July 1, 2023, and is now in its second year, continuing through June 30, 2025. Thereafter this MOU will automatically renew, annually, for each fiscal year from July 1st to June 30th and shall remain in effect until June 30, 2028, unless terminated or modified as defined in section 5.0 of the MOU.

JUSTIFICATION:

The acceptance of the PACT MOU increases the resources available to the City of Banning, which creates a safer environment for all residents and visitors to the city.

FISCAL IMPACT:

The acceptance of the PACT MOU allows the City of Banning to authorize two, fully funded Sworn Peace Officers, at an allocation of $238,150.00 per officer, totaling $476,30.00 annually, towards the salary, benefits, and equipment of the officers assigned to the team.

ALTERNATIVES:

The City Council may choose to reject staff's recommendation and provide alternative direction.

BUDGETED?:

Yes

CONTRACT/AGREEMENT:

Yes

ATTACHMENTS:

1. Resolution 2025-01, PACT MOU.docx
2. AB 109 PACT FY 24 25 MOU City Signatures.pdf
3. Banning City Manager Signature 24.25.pdf

RESOLUTION 2025-01

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BANNING, CALIFORNIA, APPROVING THE ACCEPTANCE OF THE FY 2024-2025 MEMORANDUM OF UNDERSTANDING (MOU) BETWEEN THE CITY OF BANNING POLICE DEPARTMENT AND THE POST-RELEASE ACCOUNTABILITY AND COMPLIANCE TEAM (PACT)

WHEREAS, the City of Banning Police Department desires to undertake a Memorandum of Understanding (hereafter referred to as MOU) between the City of Banning Police Department and the Riverside County Probation Department (hereafter referred to as Probation) Post-Release Accountability and Compliance Team (hereafter referred to as PACT);

WHEREAS, any liability arising out of the performance of this MOU, including civil court actions for damages, shall be the responsibility of the participating agency and the authorizing agency, according to article 10.0 of the MOU;

WHEREAS, pursuant to the Agreement, the Banning Police Department is authorized two PACT positions, funded at $238,150.00 each, totaling $476,300.00 in funds;

WHEREAS, the City of Banning Police Department will provide two officers to fill the fully funded PACT positions;

WHEREAS, AB109 PACT funds may be used towards the actual cost of all salary, benefits, paid leave, and overtime paid to any agency employees for work while assigned and working for PACT, mileage for travel using an agency vehicle for travel to, from and during PACT activities, and any equipment as needed for each PACT Officer. PACT funds may also be used to supplement Finance Department and Police Department administrative time related to fulfilling invoicing and purchasing requirements and responsibilities.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Banning as follows:

SECTION 1. The City Council approves acceptance of the FY 2024-2025 Memorandum of Understanding (MOU) between the City of Banning Police Department and the Post-Release Accountability and Compliance Team (PACT).

SECTION 2. The City Council authorizes the City Manager to execute on behalf of the City Council of the City of Banning the attached MOU.

SECTION 3. The City Council authorizes the City Manager, or designee, to make necessary budget adjustments, appropriations, and transfers related to this resolution.

SECTION 4. The City Clerk shall certify to the adoption of this resolution and shall cause a certified resolution to be filed in the book of original resolutions.

PASSED, APPROVED AND ADOPTED this 14th day of January 2025.

Sheri Flynn, Mayor
City of Banning

ATTEST:

Caroline Patton, Administrative City Clerk
City of Banning

APPROVED AS TO FORM:

John Pinkney, City Attorney

CERTIFICATION:

I, Caroline Patton, Administrative City Clerk of the City of Banning, California, do hereby certify that the foregoing Resolution 2025-01, was duly adopted by the City Council of the City of Banning, California, at a regular meeting thereof held on the 14th day of January 2025 by the following vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

Caroline Patton, Administrative City Clerk
City of Banning, California

EXHIBIT A
Memorandum of Understanding with PACT



THE COUNTY OF RIVERSIDE, ON BEHALF OF ITS

PROBATION DEPARTMENT, AND PARTICIPATING

POST-RELEASE ACCOUNTABILITY AND COMPLIANCE TEAM (PACT)

LOCAL LAW ENFORCEMENT AGENCIES FOR PUBLIC SAFETY REALIGNMENT

MEMORANDUM OF UNDERSTANDING

FY 2024-2025

THE COUNTY OF RIVERSIDE, ON BEHALF OF ITS PROBATION DEPARTMENT, AND POST-RELEASE ACCOUNTABILITY AND COMPLIANCE TEAM FOR PUBLIC SAFETY REALIGNMENT MEMORANDUM OF UNDERSTANDING

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THE COUNTY OF RIVERSIDE, ON BEHALF OF ITS PROBATION DEPARTMENT, AND POST-RELEASE ACCOUNTABILITY AND COMPLIANCE TEAM FOR PUBLIC SAFETY REALIGNMENT MEMORANDUM OF UNDERSTANDING

1.0 BACKGROUND

The Public Safety Realignment Act of 2011 (Realignment) implementation resulted in specified convicted felons and parolees who were previously monitored by State Parole to be supervised by the Riverside County Probation Department (hereinafter Probation). On August 30, 2011, the Community Corrections Partnership Executive Committee (CCPEC) of Riverside County (County) voted unanimously for the need of a county-wide law enforcement component.

The eleven (11) city police chiefs, the Riverside County Sheriff, the Riverside County District Attorney and Probation have built the infrastructure to support this type of critical enforcement. The Post-release Accountability and Compliance Team (hereinafter PACT) is a county-wide, multi-jurisdictional team composed of Probation, the Banning Police Department, Beaumont Police Department, Blythe Police Department, Cathedral City Police Department, Corona Police Department, Desert Hot Springs Police Department, Hemet Police Department, Indio Police Department, Menifee Police Department, Murrieta Police Department, Riverside Police Department, Riverside County District Attorney, and the Riverside County Sheriff's Department representing the seventeen Sheriff's contract cities within the County.

The primary mission of PACT is to work with Probation to focus on "high-risk" and "at-large" realignment offenders that pose the most risk to public safety. PACT is dedicated to:

- Identifying and investigating "non-compliant" realignment offenders,
- Locating and apprehending "at-large" and "high-risk" realignment offenders, and
- Performing probation compliance sweeps.

Through sustained, proactive and coordinated investigations, PACT will be able to share information, serve warrants, locate and apprehend violators, and reduce the number of realignment offenders who abscond. The support of the PACT allows Probation more time and resources to focus on case management, addressing treatment needs, and ensuring compliance with Court-ordered conditions.

2.0 PARTIES AND PURPOSE

This Memorandum of Understanding (MOU) is entered into by and between Probation, the Banning Police Department, Beaumont Police Department, Blythe Police Department, Cathedral City Police Department, Corona Police Department, Desert Hot Springs Police

Department, Hemet Police Department, Indio Police Department, Menifee Police Department, Murrieta Police Department, Riverside Police Department, Riverside County Sheriff's Department Coachella, Lake Elsinore and San Jacinto stations for monetary reimbursement from realignment funds for expenses related to their participation in PACT. The police chief of the Murrieta Police Department is the voting member of the CCPEC and represents the PACT local law enforcement agencies participating in this MOU, including for receipt of notices under section 15.

The parties agree to the terms and conditions of this MOU, which will be effective immediately and remain in effect until terminated or modified as defined in section 4.0 of this MOU.

3.0 PROBATION OFFICER ROLE:

Probation Officers are peace officers under Penal Code section 830.5 whose authority extends to any place in the state while engaged in the performance of the duties of their respective employment and for the purpose of carrying out the primary function of their employment, as follows:

1) To conditions of parole, probation, mandatory supervision, or post-release community supervision by any person in this state on parole, probation, mandatory supervision, or post-release community supervision.
2) To the escape of any inmate or ward from a state or local institution.
3) To the transportation of persons on parole, probation, mandatory supervision, or post-release community supervision.
4) To violations of any penal provisions of law which are discovered while performing the usual or authorized duties of his or her employment.
5) To the rendering of mutual aid to any other law enforcement agency.

4.0 TERM

This MOU became effective upon execution by the Chief Probation Officer of Riverside County and the Chiefs or City Managers of each participating PACT agency or their designees. The original term of this MOU commenced on July 1, 2023, and is now in its second year, continuing through June 30, 2025. Following this period, the MOU will automatically renew annually for each fiscal year from July 1 to June 30, and shall remain in effect until June 30, 2028, unless modified or terminated as specified in Section 5.0 of this MOU.

5.0 AMENDMENT OR TERMINATION OF MOU

This MOU may be amended at any time with the written concurrence of all parties. This MOU, along with any incorporated attachments, fully expresses all understandings of the parties concerning all matters covered and shall constitute the total MOU. No addition to, or alteration of, the terms of this MOU whether by written or verbal understanding of the parties, their officers, agents or employees, shall be valid unless made in the form of a written amendment to this MOU formally approved and executed by both Probation and each participating PACT agency. Consideration for amendment will be given upon written notification by one party to the others. The parties will review this MOU at least annually and modify as needed.

Any participating PACT agency can withdraw participation in this MOU with or without cause upon thirty (30) days written notification to the other parties. Participation withdrawal will take effect thirty (30) days following receipt of notification and terms and conditions of this MOU continue in full force for the remaining PACT agencies.

This MOU can be terminated with or without cause by any party upon thirty (30) days written notification to the other parties or due to unavailability of funding. Termination of the MOU will take effect thirty (30) days following receipt of the written notice of termination or upon effective date of funding expiration.

6.0 AUDITS

The parties agree that any duly authorized representative of the Federal, State, or local government shall have the right to audit, inspect, copy or transcribe any pertinent records, electronic data and documentation relating to this MOU. Any audit exception, as it relates to this MOU, resulting from an audit conducted by any duly authorized representative of the Federal, State, or local government shall be the responsibility of the participating PACT agencies. Any audit disallowance adjustments must be paid in full upon demand if required, or may be withheld at the discretion of the Chief Probation Officer against amounts due to PACT agencies under this MOU or any PACT agreement with Probation.

7.0 RECORDS RETENTION

Each party agrees to retain all records pertaining to this MOU for the period indicated in the Riverside County Records Retention General Schedule per Board of Supervisors Policy A-43 unless otherwise indicated by the source of funds. If, at the end of the retention period, there is ongoing litigation or an audit involving those records, each party shall retain the original records until the resolution of such litigation or audit.

8.0 FINANCIAL REPORTS

Four financial reports are to be submitted quarterly by each PACT partner during each fiscal year covering the following reporting periods:

Quarter	Reporting Period
1	July 1 – September 30
2	July 1 – December 31
3	July 1 – March 31
4	July 1 – June 30

The CCPEC-approved template for financial report submission is attached hereto and incorporated herein as Exhibit A. The summary PACT report for each quarter will be compiled and presented to CCPEC by Probation. Due dates for quarterly financial reports are established annually by the CCPEC.

9.0 CONFIDENTIALITY

All parties agree to maintain the confidentiality of all information in accordance with all applicable Federal, State and local laws and regulations.

10.0 HOLD HARMLESS AND INDEMNIFICATION

Each participating agency agrees to indemnify and hold the other participating agencies harmless from any and all liability for death, injury and/or damage, actual or alleged, to persons or property, arising out of, or resulting from negligent acts or omissions of the indemnifying party or its employees. When Probation, PACT itself, any participating agency, or its agents, are held liable for deaths or injuries to persons or property, each party's liability for contribution or indemnity for such injuries shall be based proportionately upon the contributions of each participating agency. In the event of liability imposed upon any of the participating agencies for death, injury, and/or damage which is caused by the negligent or wrongful act or omission of any of the parties in the performance of this MOU, the contribution of the party or parties not directly responsible for the negligent or wrongful act or omission shall be limited to $100.00. The party or parties directly responsible for the negligent or wrongful acts or omissions shall indemnify, defend, and hold the other parties harmless from any liability for death, injury and/or damage arising out of the performance of this MOU.

11.0 ASSIGNMENT

This MOU shall not be assigned by any party hereto, either in whole or in part, without prior written consent of the other parties. Any assignment or purported assignment of this MOU without the prior written consent will be deemed void and of no force or effect.

12.0 LICENSE AND CERTIFICATIONS

When applicable, all parties verify upon execution of this MOU, that all work performed pursuant to this MOU will be performed by properly trained and licensed/certified staff who possess current and valid license/certifications in compliance with any local, State, and Federal laws.

13.0 COMPLIANCE, GOVERNING LAW, AND SEVERABILITY

The parties shall comply with all applicable Federal, State, and local laws and regulations. In the event there is a conflict between the various applicable laws and regulations, the parties shall comply with the more restrictive law or regulation. Any legal action related to this MOU shall be filed only in the Superior Court for the State of California in Riverside, California. All parties shall be obligated to attend a mediation session before a neutral third-party mediator prior to the filing of any legal action.

If any provision in this MOU is held by a court of competent jurisdiction to be invalid, void or enforceable, the remaining provisions will nevertheless continue in full force without being impaired or invalidated in any way.

14.0 COMPENSATION

14.1 Maximum Amount:

The maximum allowable costs under this MOU shall not exceed the approved CCPEC for each annual fiscal year's budget. Annual allocations assigned to each PACT agency are detailed in the annual budget proposal Exhibit C, attached hereto, and incorporated herein. It is agreed that a revised budget will be submitted to the CCPEC for approval each FISCAL year.

14.2 Method, Time and Schedule/Condition of Payments:

Within thirty (30) days of the end of each month in which services were rendered, each participating PACT agency will prepare and submit to Probation's Accounts Payable, via email Acctspayable@rivco.org, a reimbursement claim/journal entry for

services and expenditures performed and incurred during the month. Using the invoice template, attached hereto and incorporated herein as Exhibit B, claim documentation will include, but is not limited to, an invoice with an itemized expenditure summary of Salaries & Benefits and Services & Supplies; and copies of timesheets, pay registers, and vendor invoices or receipts, as applicable.

Upon review and approval, Probation shall process each claim within fifteen (15) business days. The corresponding payment voucher will be forwarded to the County Auditor-Controller's office for processing. Invoices will be held beyond the fifteen (15) business days when an annual fiscal year realignment budget has not been approved by the CCPEC and the Riverside County Board of Supervisors. Upon approval by both governing bodies, held invoices will be released to the Auditor-Controller's office for processing.

Each year, estimates for the month ending June 30 should be provided to Probation by June 20 with the final invoice due July 31 or next available working day.

If PACT ceases provision of services for any period, then no payment will apply for that period. Probation will reimburse participating PACT agencies for services provided in accordance with the terms and conditions contained herein.

Additional clarifications on the reimbursement process are provided as part of the Frequently Asked Questions, attached hereto and incorporated herein as Exhibit D.

14.3 Use of Funds:

PACT agencies shall not use any funds received pursuant to this MOU for any other program, project, or purpose. The parties shall not use realignment funds to supplant by claiming reimbursement from Probation for any costs which have been paid by another source of revenue. The parties agree not to use funds received pursuant to this MOU, either directly or indirectly, for purposes of obtaining funds under any other program without prior written approval of Probation. Additional guidelines for use of funds received pursuant to this MOU are provided in the Funding and Reimbursement Policy and Guidelines for Regional PAC Teams as developed by the Association of Riverside County Chiefs of Police and Sheriff (ARCCOPS) in cooperation with Probation, attached hereto and incorporated herein as Exhibit E. Any revisions by ARCCOPS to the guidelines will supersede the attached exhibit.

14.4 Disallowance:

In the event a party receives payment for services pursuant to this MOU which is later disallowed for nonconformance with the terms and conditions herein by Probation, the party shall promptly refund the disallowed amount to Probation upon request, or at its option, Probation may offset the amount disallowed from any payment due to the party under any PACT agreement with Probation.

14.5 Availability of Funding:

Probation's obligation for payment under this MOU is contingent upon the availability of funds from which payment can be made.

15.0 NOTICES

All notices, claims, correspondence, reports, and/or statements authorized or required by this MOU shall be addressed for each location as follows:

Riverside County Probation Department
Probation Administration
Administrative Services Manager III – Fiscal Services Division
P.O. Box 833
Riverside, CA 92502
(951) 955-2983

Post-release Accountability and Compliance Team
Tony Conrad, Chief of Police
Murrieta Police Department
2 Town Square
Murrieta, CA 92562
(951) 461-6358
tconrad@murrietaca.gov

All notices shall be deemed effective when they are made in writing, addressed as indicated above, and deposited in the United States mail. Any notices, correspondence, reports, and/or statements authorized or required by this MOU addressed in any other fashion will not be acceptable.

16.0 MERGER CLAUSE

This MOU, including any attachments or exhibits, constitutes the entire agreement of the parties with respect to its subject matter and supersedes all prior and contemporaneous representations, proposals, discussions and communications, whether oral or in writing, including the FY23-24 MOU.

17.0 ELECTRONIC SIGNATURES

Each party of this MOU agrees to the use of electronic signatures, such as digital signatures that meet the requirements of the California Uniform Electronic Transactions Act (("CUETA") Cal. Civ. Code §§ 1633.1 to 1633.17), for executing this MOU. The parties further agree that the electronic signature(s) included herein are intended to authenticate this writing and to have the same force and effect as manual signatures. Electronic signature means an electronic sound, symbol, or process attached to or logically associated with an electronic record and executed or adopted by a person with the intent to sign the electronic record pursuant to the CUETA as amended from time to time. Digital signature means an electronic identifier, created by computer, intended by the party using it to have the same force and effect as the use of a manual signature, and shall be reasonably relied upon by the parties. For purposes of this section, a digital signature is a type of "electronic signature" as defined in subdivision (i) of Section 1633.2 of the Civil Code.

THE COUNTY OF RIVERSIDE, ON BEHALF OF ITS
PROBATION DEPARTMENT, AND
POST-RELEASE ACCOUNTABILITY AND COMPLIANCE TEAM
FOR PUBLIC SAFETY REALIGNMENT
MEMORANDUM OF UNDERSTANDING

SIGNATURE PAGE

IN WITNESS WHEREOF, this MOU has been executed by and on behalf of Riverside County Probation Department and the participating Post-release Accountability and Compliance Team local law enforcement agencies by the signatures of the duly authorized respective agents, as of the day and year written herein below.

_____ _____

Christopher H. Wright, Chief Probation Officer — Date
Riverside County Probation Department

APPROVED AS TO FORM
Minh C. Tran
County Counsel

BY: _____
Lisa Sanchez
Deputy County Counsel

DATE: _____

THE COUNTY OF RIVERSIDE, ON BEHALF OF ITS
PROBATION DEPARTMENT, AND
POST-RELEASE ACCOUNTABILITY AND COMPLIANCE TEAM
FOR PUBLIC SAFETY REALIGNMENT
MEMORANDUM OF UNDERSTANDING

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_____ _____

Doug Schulze, City Manager Date
City of Banning

THE COUNTY OF RIVERSIDE, ON BEHALF OF ITS
PROBATION DEPARTMENT, AND
POST-RELEASE ACCOUNTABILITY AND COMPLIANCE TEAM
FOR PUBLIC SAFETY REALIGNMENT
MEMORANDUM OF UNDERSTANDING

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_____ _____

Sean Thuilliez, Chief of Police Date
Beaumont Police Department

THE COUNTY OF RIVERSIDE, ON BEHALF OF ITS PROBATION DEPARTMENT, AND POST-RELEASE ACCOUNTABILITY AND COMPLIANCE TEAM FOR PUBLIC SAFETY REALIGNMENT MEMORANDUM OF UNDERSTANDING

SIGNATURE PAGE

IN WITNESS WHEREOF, this MOU has been executed by and on behalf of Riverside County Probation Department and the participating Post-release Accountability and Compliance Team local law enforcement agencies by the signatures of the duly authorized respective agents, as of the day and year written herein below.

_____ _____

Mallory Crecelius, City Manager Date
City of Blythe

THE COUNTY OF RIVERSIDE, ON BEHALF OF ITS
PROBATION DEPARTMENT, AND
POST-RELEASE ACCOUNTABILITY AND COMPLIANCE TEAM
FOR PUBLIC SAFETY REALIGNMENT
MEMORANDUM OF UNDERSTANDING

SIGNATURE PAGE

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_____ _____

Charles P. McClendon, City Manager Date
Cathedral City

THE COUNTY OF RIVERSIDE, ON BEHALF OF ITS PROBATION DEPARTMENT, AND POST-RELEASE ACCOUNTABILITY AND COMPLIANCE TEAM FOR PUBLIC SAFETY REALIGNMENT MEMORANDUM OF UNDERSTANDING

SIGNATURE PAGE

IN WITNESS WHEREOF, this MOU has been executed by and on behalf of Riverside County Probation Department and the participating Post-release Accountability and Compliance Team local law enforcement agencies by the signatures of the duly authorized respective agents, as of the day and year written herein below.

_____ _____

Robert Newman, Chief of Police Date
Corona Police Department

THE COUNTY OF RIVERSIDE, ON BEHALF OF ITS
PROBATION DEPARTMENT, AND
POST-RELEASE ACCOUNTABILITY AND COMPLIANCE TEAM
FOR PUBLIC SAFETY REALIGNMENT
MEMORANDUM OF UNDERSTANDING

SIGNATURE PAGE

IN WITNESS WHEREOF, this MOU has been executed by and on behalf of Riverside County Probation Department and the participating Post-release Accountability and Compliance Team local law enforcement agencies by the signatures of the duly authorized respective agents, as of the day and year written herein below.

_____ _____

Frank J. Luckino, City Manager Date
City of Desert Hot Springs

THE COUNTY OF RIVERSIDE, ON BEHALF OF ITS
PROBATION DEPARTMENT, AND
POST-RELEASE ACCOUNTABILITY AND COMPLIANCE TEAM
FOR PUBLIC SAFETY REALIGNMENT
MEMORANDUM OF UNDERSTANDING

SIGNATURE PAGE

IN WITNESS WHEREOF, this MOU has been executed by and on behalf of Riverside County Probation Department and the participating Post-release Accountability and Compliance Team local law enforcement agencies by the signatures of the duly authorized respective agents, as of the day and year written herein below.

_____ _____

Michael Arellano, Chief of Police Date
Hemet Police Department

THE COUNTY OF RIVERSIDE, ON BEHALF OF ITS PROBATION DEPARTMENT, AND POST-RELEASE ACCOUNTABILITY AND COMPLIANCE TEAM FOR PUBLIC SAFETY REALIGNMENT MEMORANDUM OF UNDERSTANDING

SIGNATURE PAGE

IN WITNESS WHEREOF, this MOU has been executed by and on behalf of Riverside County Probation Department and the participating Post-release Accountability and Compliance Team local law enforcement agencies by the signatures of the duly authorized respective agents, as of the day and year written herein below.

_____ _____

Bryan Montgomery, City Manager Date
City of Indio

THE COUNTY OF RIVERSIDE, ON BEHALF OF ITS
PROBATION DEPARTMENT, AND
POST-RELEASE ACCOUNTABILITY AND COMPLIANCE TEAM
FOR PUBLIC SAFETY REALIGNMENT
MEMORANDUM OF UNDERSTANDING

SIGNATURE PAGE

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_____ _____

Armando G. Villa, City Manager Date
City of Menifee

THE COUNTY OF RIVERSIDE, ON BEHALF OF ITS PROBATION DEPARTMENT, AND POST-RELEASE ACCOUNTABILITY AND COMPLIANCE TEAM FOR PUBLIC SAFETY REALIGNMENT MEMORANDUM OF UNDERSTANDING

SIGNATURE PAGE

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_____ _____

Kim Summers, City Manager Date
City of Murrieta

THE COUNTY OF RIVERSIDE, ON BEHALF OF ITS PROBATION DEPARTMENT, AND POST-RELEASE ACCOUNTABILITY AND COMPLIANCE TEAM FOR PUBLIC SAFETY REALIGNMENT MEMORANDUM OF UNDERSTANDING

SIGNATURE PAGE

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_____ _____

Mike Futrell, City Manager Date
City of Riverside

ATTEST:

_____

Donesia Gause, City Clerk

APPROVED AS TO FORM

BY:_____

Rahman N. Gerren
Deputy City Attorney

CERTIFIED AS TO FUNDS AVAILABILITY:

BY:_____

Assistant Chief Financial Officer

THE COUNTY OF RIVERSIDE, ON BEHALF OF ITS
PROBATION DEPARTMENT, AND
POST-RELEASE ACCOUNTABILITY AND COMPLIANCE TEAM
FOR PUBLIC SAFETY REALIGNMENT
MEMORANDUM OF UNDERSTANDING

SIGNATURE PAGE

IN WITNESS WHEREOF, this MOU has been executed by and on behalf of Riverside County Probation Department and the participating Post-release Accountability and Compliance Team local law enforcement agencies by the signatures of the duly authorized respective agents, as of the day and year written herein below.

_____ _____

Chad Bianco Date
Riverside County Sheriff-Coroner
(Coachella, Lake Elsinore and San Jacinto Stations)

APPROVED AS TO FORM
Minh C. Tran
County Counsel

BY: _____
Amrit P. Dhillon
Deputy County Counsel

DATE: _____

Exhibit A-Quarterly Financial Summary Report Template

AB 109 Community Corrections Partnership Executive Committee
FY 2024/25 Financial Report - Operating Funds
(Reporting Period Dates)

CCPEC Agency: (Department Name)
Dept Number (if applicable): (Budget Unit)
Reporting Period (1, 2, 3, or 4) (Period #)

EXPENDITURES

Level	Description	FY (YY/YY) Budget	0% Of Budget	(Reporting Period Dates) Actuals	(Next Period Dates) Estimates	FY (YY/YY) Year-end Estimates	Year-end Variance	Full-Year (On-Going) Estimates
1	Salaries & Benefits	$0	$0	$0	$0	$0	$0	$0
2	Supplies & Services	0	0	0	0	0	0	0
3	Other Charges	0	0	0	0	0	0	0
4	Fixed Assets	0	0	0	0	0	0	0
7	Interfund Transfers	0	0	0	0	0	0	0
	Total Expenditures	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

DEPARTMENTAL REVENUE

Code	Description	FY (YY/YY) Budget	0% Of Budget	(Reporting Period Dates) Actuals	(Next Period Dates) Estimates	FY (YY/YY) Year-end Estimates	Year-end Variance	Full-Year (On-Going) Estimates
		$0	$0	$0	$0	$0	$0	$0
		0	0	0	0	0	0	0
		0	0	0	0	0	0	0
	Total Dept. Revenue	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**
NET COST		**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**

CCPEC Agency: (Department Name)
Dept Number (if applicable): (Budget Unit)
Reporting Period (1, 2, 3, or 4) (Period #)

NARRATIVE

1. Description of current budget status, including any known or potential problem areas within the budget and options and/or recommendations for addressing these issues.
(Please include in this section budget details such as number of filled/vacant positions, fixed asset expenditures, etc.)

2. Provide a summary of AB 109 activities performed during the reporting period (if desired, copies of the monthly CCPEC reports may be attached).

Reporting Period: (Reporting Period Dates)

Prepared by: _____ **Approved by:** _____

Date: _____ **Date:** _____

EXHIBIT B
PACT INVOICE TEMPLATE

(City Logo/ Letterhead)

INVOICE:
DATE:
DUE DATE:

Bill to:
RIVERSIDE COUNTY PROBATION DEPARTMENT
FISCAL UNIT ADMIN SVC MGR
PO BOX 833
RIVERSIDE, CA 92502

Invoice Type: PACT

Description: (Month) Invoice

Description					**Total Price**
PACT	(City Name)	Reimbursement for	(Month)	Services	
1)	Salaries and Benefits (Period: MM/DD/YR-MM/DD/YR)				
2)	Supplies (receipts attached)				
				Total Due	**$ -**

Documentation with invoice includes copies of timesheets for billing period and verification of salary and benefits rates charged. Please note, for confidentiality purpose, original timesheets and any further verification of employees compensation will be on file with the City of (City Name), Human Resources Department and available to an authorized auditing official for review.

I, the undersigned, hereby certify the above claim submitted for reimbursement are true and correct Realignment expenditures in accordance with the Memorandum of Understanding (MOU) between the Riverside County Probation Department and the Post-release Accountability and Compliance Team (PACT).

Signature | Title | Date

Please remit payment to:

(Provide city information)

EXHIBIT C

DISTRIBUTION OF ANNUAL PACT ALLOCATION BY CITY FY24-25

		ALLOCATION
EAST		
	City of Cathedral City (Sergeant)	$297,000.00
	City of Cathedral City	$238,150.00
	City of Coachella	$238,150.00
	City of Desert Hot Springs	$238,150.00
	City of Indio	$238,150.00
	City of Blythe	$238,150.00
	City of Blythe	$238,150.00
WEST		
	City of Corona	$238,150.00
	City of Corona (Corporal)	$261,800.00
	City of Riverside	$238,150.00
	City of Riverside (Sergeant)	$297,000.00
CENTRAL		
	City of Banning	$238,150.00
	City of Banning	$238,150.00
	City of Beaumont	$238,150.00
	City of Beaumont	$238,150.00
	City of Hemet (Sergeant)	$297,000.00
	City of Lake Elsinore	$238,150.00
	City of Menifee	$238,150.00
	City of Murrieta	$238,150.00
	City of San Jacinto	$238,150.00
	Total Annual Pact Allocation FY24/25	**$4,963,200.00**

*PACT agencies with sergeants assigned to the teams receive $297,000 each, PACT agencies without sergeants assigned to the teams receive $238,150, and corporals receive $261,800, as dictated by the approved ARCCOPS memorandum (Exhibit E) revised 6/2024.

Exhibit D

Frequently Asked Questions

1. Year End:
   a. What is a year-end estimate claim and what needs to be included?
      i. A year-end estimate claim allows Probation to encumber funds for payment from the current fiscal year into the beginning of the next to cover expenditures incurred during the month of June and have a record that the final submittal is pending.
      ii. If funds are not encumbered to cover final year-end claims and a claim is submitted, the reimbursement may be charged against the PACT agency's allocation for the next fiscal year.
      iii. To submit a year-end estimate claim form:
         1. Use the Invoice Template (Exhibit B) provided,
         2. In the location on the form for listing the month/year of the claim, please mark as the June Estimate,
         3. Based on remaining annual funds and use of funds to date generate estimated expenditures for the month of June.
         4. Attach any advance approvals for services/supply/equipment purchases, and
         5. Submit estimate to Probation no later than June 20 of each year.
   b. What if the claim for actual year-end expenditures is not submitted before the County's year-end submission deadline?
      i. If the claim for actual year-end expenditures is not received by the deadline, Probation will process payment to the PACT agency using the estimate provided.
      ii. When the claim is received (after the deadline), if expenditures exceed the estimate, Probation will process payment for the difference and the difference will be paid from any rollover funds. If the expenditures are less than the estimate, the PACT agency is required to refund the overpayment back to Probation.
   c. What documentation is needed to include major purchases in the year-end estimate?

i. To include year-end expenditures that will not complete processing in the current fiscal year, the submitting PACT agency needs to provide proof of intent to purchase the major item, such as vehicles.

ii. Proof of intent to purchase can be represented by approval documents from a City Council, an approved purchase order, an approved requisition, or a copy of the documents used by the City to encumber funds in their own fiscal year budget allowing Probation sufficient documentation to encumber funds to reimburse the submitting PACT agency.

d. What if the estimate is overstated?

i. If any unused funds are remaining after the final year-end reimbursement claim is submitted (prior to year-end deadline), the funds will be released for use within Realignment.

2. Staff Substitution for Another PACT Agency

a. What is the process to submit claims when substituting PACT staff by another police department due to staff shortages?

i. The Police Department providing the staff substitution must bill the PACT Agency suffering the staff shortage.

ii. The PACT Agency suffering the staff shortage will then submit their monthly claim to Probation. The claim should include back-up documentation reflecting invoices and payment to the substituting Police Department for staff services rendered. Any back-up documentation provided by the substituting Police Department (such as timesheets) should be included in the monthly claim.

iii. PACT Agencies cannot bill against another PACT Agency's allocation.

3. Mileage Claims

a. What documentation is required to submit for mileage claims?

i. A mileage log reflecting record of what miles are used for PACT specific duties is sufficient back-up for a mileage claim.

b. What if a vehicle is 100% PACT?

i. Fuel reimbursement statements reflecting the vehicle's mileage use over the course of the fiscal year is sufficient back-up for mileage reimbursement.

4. Staff Time
    a. Can vacation, sick, and compensation time earned be paid?
        i. Yes, vacation, sick, and compensation time earned while performing PACT duties can be paid.
        ii. Detailed tracking of when the time is earned and when it is paid will need to be provided as back-up to the claim. The tracking is necessary to ensure no duplication of payment is requested (i.e. reimbursement for compensation time on one pay period and on the next pay period requesting reimbursement for time-off using those same backed compensation time hours). A tracking sheet can be provided upon request.
        iii. PACT Agencies that allow their officers to 'sell back' their compensation time at the end of the year can claim those hours as part of their reimbursement. Detailed tracking reflecting that the compensation time is earned while performing PACT duties must be submitted as back-up.
    b. Our police department uses electronic timesheets. Is a report from the timesheet system acceptable back-up?
        i. Yes, a report from the timesheet system is acceptable as long as it reflects when the employee approved their timesheet and when the supervisors counter-approved their timesheets.



FUNDING AND REIMBURSEMENT POLICY AND GUIDELINES FOR REGIONAL P.A.C. TEAMS

Rev. 6/2024

I. PURPOSE: The purpose of this policy is to set forth standardized procedures for oversight and funding of personnel assigned to Regional PAC Teams.

II. ORGANIZATION: Each regional PAC Team will establish a governing board, including command-level representatives from each participating agency.

A. The regional governing board will provide operational and financial support and oversight to the regional team.

B. The regional board may also determine when a financial need merits a request for additional funding to one of the funding entities (CCPEC or ARCCOPS).

III. MEMBERSHIP: PAC Team membership is open to all law enforcement agencies who are members of ARCCOPS. The voting membership of ARCCOPS shall determine which agencies will receive funding.

A. Agencies interested in participating and receiving reimbursement shall submit a request to the ARCCOPS voting membership.

1. ARCCOPS will determine agency participation and reimbursement as requested based on available funding and regional needs.

IV. FUNDING & REIMBURSEMENT: Funding for PACT personnel is provided through the Community Corrections Partnership Executive Committee (CCPEC) and the Riverside County allocation of AB- 109 mitigation grant (Cal Chief's).

A. Participating PAC Team agencies may submit for reimbursement for direct costs associated with deploying personnel dedicated to the PAC Team.

B. Reimbursement will be limited to the following:

1. Actual cost of all salary, benefits, paid leave, and overtime paid to agency employees for work while assigned and working for a PAC Team.
2. Mileage (at the published IRS rate) for miles traveled using an agency vehicle for travel to, from, and during PAC Team activities.
3. Equipment as needed for each PACT Officer, Deputy, and/or PAC Team.

C. Each PAC Team agency head will determine how funding reimbursement will be used, in accordance with Section IV.B. of this Exhibit E.

D. Total reimbursement shall not exceed $238,150 per fiscal year for each police officer or detective assigned; $261,800 per fiscal year for corporal assigned; and $297,000 per fiscal year for each sergeant assigned to supervise a PAC Team.

E. Participating agencies shall submit detailed expenditure claims on a monthly basis to the appropriate funding entity (CCPEC via County Probation).

THE COUNTY OF RIVERSIDE, ON BEHALF OF ITS
PROBATION DEPARTMENT, AND
POST-RELEASE ACCOUNTABILITY AND COMPLIANCE TEAM
FOR PUBLIC SAFETY REALIGNMENT
MEMORANDUM OF UNDERSTANDING

SIGNATURE PAGE

IN WITNESS WHEREOF, this MOU has been executed by and on behalf of Riverside County Probation Department and the participating Post-release Accountability and Compliance Team local law enforcement agencies by the signatures of the duly authorized respective agents, as of the day and year written herein below.

_____ _____

Doug Schulze, City Manager Date
City of Banning

CITY OF BANNING
STAFF REPORT

TO:	**CITY COUNCIL**
FROM:	**Douglas Schulze, City Manager**
PREPARED BY:	**Nate Smith, Deputy Director of Public Works/City Engineer** **Art Vela, Director of Public Works**
MEETING DATE:	**January 14, 2025**
SUBJECT:	**Consider Resolution 2025-02, Approving the Administrative Services Agreement between Riverside County and the City of Banning related to County Service Area 152, National Pollutant Discharge Elimination System Stormwater (NPDES) Assessment**

RECOMMENDATION:

Adopt Resolution 2025-02.

BACKGROUND:

The National Pollutant Discharge Elimination System (NPDES) is a federally mandated program to control non-point sources of runoff pollution. The NPDES program is part of the Clean Water Act enacted by Congress in 1987. The California Regional Water Quality Control Board, Colorado River Basin, Region No. 7 ("Regional Board"), in implementing the U.S. Environmental Protection Agency's storm water NPDES permit program, requires that the Districts and Incorporated Cities within the Whitewater River Basin obtain a joint permit to discharge storm water into the various storm channels and washes throughout the Whitewater River Watershed area. The Riverside County Flood Control and Water Conservation District (RCFC&WCD) and Riverside County are acting as the Lead Agency with the City of Banning being a co-permittee, along with the various other agencies and municipalities located within the Whitewater River Basin. The current Permit was adopted by the Regional Board on June 20, 2013, expired on June 19, 2018 and has been negotiated and worked on with the affected parties over the past six years. A new permit ("2025 NPDES Permit") that has been negotiated with the Regional Board is in review. It is anticipated to be adopted by the end of FY 2024/2025 and will take effect 90 days later.

The City of Banning is required, through Best Management Practices (BMPs), to implement practices within our community which reduce pollutants entering into the storm drain system to the maximum extent practicable. The major components of the existing and 2025 NPDES Permit to implement the BMPs include: project management, attendance at Desert Task Force meetings, record keeping and Annual Report preparation; illegal dumping and illicit connection detection, inspection, spill prevention and cleanup activities; commercial and industrial facilities inspections (about 60 per year) and the review of all City issued business licenses for SB 205 compliance; implementing land development and plan review procedures including plan check, preparing Conditions of Approval, reviewing erosion control plans and WQMPs and ensuring post construction self-inspections are performed annually by required businesses; enforcing and implementing construction activities requirements of City and private development projects including construction site inspections, review of developer's BMPs, erosion control plans and SWPPPs (Stormwater Pollution Prevention Plans), and ensuring compliance with the Regional Board's Construction General Permit requirements; maintaining City facilities, including the City Corporate and Water Yards and Fire Station, and storm drains and performing inspections and

maintenance, removing trash and debris from the storm drain system, and from roads through street sweeping; and implementing public education and outreach programs by providing brochures to the public at City events and at the public counter, to businesses and contractors through inspections and storm water training of municipal staff.

The NPDES program costs the City about $300,000 annually to manage the current NPDES Permit. The new 2025 NPDES Permit will cost more due to its new requirements. One way to generate revenue for the program would be to reinstate a “grandfathered” assessment from 1994, called the County Service Area (CSA) 152 NPDES assessment. This stormwater assessment is currently collected by the County on behalf of a number of participating cities via property tax bills. The County administers and manages the CSA 152 program funds pursuant to CSA 152 Administrative Services Agreements with the participating cities. The County last collected the assessment in the City in 1994 at a rate of $4.72/BAU/year. A BAU is a “benefit assessment unit” as defined by the County. When the assessment is resumed, an owner of a single-family home in the City will pay 1 BAU/year, amounting to $4.72/year. Since the rate was adopted in 1994 prior to the passage of Proposition 218, any increase in the rate would require a Proposition 218 Hearing and vote through an assessment balloting proceeding. In essence, the stormwater assessment is “grandfathered in” as an allowable assessment prior to Proposition 218 so long as the rate is not increased.

2025 CSA 152 Administrative Services Agreement

Public Works Department, Engineering Division, staff met with the Riverside County Economic Development Office and the City Attorney’s Office several times over the past year to gather information and determine if the City or County had ever withdrawn from the CSA 152 Administrative Services Agreement with the County. After researching this, it appears neither the City nor County ever withdrew from the CSA 152 Agreement and by approving the 2025 CSA 152 Agreement, the City would authorize the County to resume collecting the assessment starting in FY 2025/2026.

The County updates the CSA 152 Administrative Services Agreement every 9 years or so, and the attached CSA 152 Agreement is the 2025 version that all participating agencies will execute. The term on the Agreement is for five years, with two (2) two year renewal options allowed, for a total of nine (9) years. Either party may withdraw with 30 days of advance notice given to the other party. The Agreement establishes the responsibilities and obligations of each Party concerning the management and financing of CSA 152. The County collects the stormwater assessment on behalf of the City and then reimburses the City actual expenditures incurred from implementing the NPDES Permit each fiscal year. The County will deduct the 6% Administration Fee charge from the apportionment/assessment collected.

Background on CSA 152 NPDES Assessment

LAFCO annexed the City of Banning into County Service Area 152 when the County of Riverside adopted Resolution No. 93-454 (Attachment 2) on December 21, 1993, at the City’s request, in order to have the County place an assessment on property owner’s tax bills to fund expenditures required by the NPDES Permit. On March 22, 1994, City Council Resolution No. 1994-028 (Attachment 3) was adopted to fund the City’s NPDES program, whereby the annual assessment rate for FY 1994/1995 for CSA 152 was set at $4.72 per Benefit Assessment Unit.

On September 27, 1994 the City Council adopted Resolution No. 1994-107, approving the Administrative Services Agreement for the CSA 152 Program between the City of Banning and Riverside County, shown as Attachment 4. The County had formed CSA 152 to finance portions of its programs and obligations associated with its Municipal NPDES Permit. The Agreement sets forth the responsibilities of the County and City with respect to the assessment. It provides for the City to annually approve a budget and report its activities in connection with its NPDES costs to the City. In addition, the City is responsible for updating parcel information for properties in the City. The County incorporates the City’s budget and the budgets of other participating cities into the County’s CSA 152 budget, holds an annual hearing, approves the assessments, and submits the assessments for collection on the Tax Roll. The County collects an Administrative Fee of 6% of the revenues collected for this work. Both County and City staff

performed research, and no records were found showing either party has ever withdrawn from this Agreement. Numerous other cities also joined CSA 152 to ensure funding of their NPDES program.

The CSA 152 Agreement (used by all member agencies) with the County of Riverside was recently updated by the County and was given to staff in mid-November of 2024 for staff and City Attorney's Office review. There are no significant changes; their Administration Fee for managing the assessment funds for the cities will remain at 6% of the revenues collected. Once the City executes this Agreement, the County will present it, along with the other member cities' signed Agreements, to the County Board of Supervisors for execution.

On September 24, 2024, a workshop was presented by the Deputy Director of Public Works/City Engineer and the City Council directed staff to pursue reinstating the CSA 152 assessment. On December 10, 2024 the City Council approved Resolution No. 2024-197 awarding a consultant contract to Webb Municipal Finance, LLC for municipal assessments services to reinstate the CSA 152 stormwater assessment for FY 2025/2026. The City Council will be asked to approve the NPDES budget and current BAU rate of $4.72/BAU for FY 2025/2026 in the Spring of 2025. The City would need to provide the County with the list of Assessor Parcel Numbers (APNs) to place on the FY 2025/2026 Tax Roll by mid-May of 2025. Cities must provide updates/additional parcels from new developments annually to the County.

JUSTIFICATION:

The upcoming 2025 NPDES Permit will become effective in late 2025 and it has new and enhanced requirements that will significantly impact the City financially, as additional computer software, trash capture devices, consultant costs and City staff time will be needed. The execution of the 2025 CSA 152 Agreement is required for the County to collect the stormwater assessments on behalf of the City.

This action does not transmit the assessment roll to the County for collection. Separate Council action will be required at that time, and at the conclusion of the preparation of the assessment roll that is currently underway, anticipated to occur in February or March 2025.

FISCAL IMPACT:

CSA 152 provides a funding mechanism for the NPDES program. Eleven cities, including Palm Springs, Rancho Mirage, and Desert Hot Springs also joined CSA 152 to ensure funding of their NPDES program. The County has established an administration fee of 6% of the budget revenues for services to be provided under the proposed Agreement. This administration fee will be deducted from the assessment revenues collected by the County.

The re-establishment of the CSA 152 assessment will allow the City to partially offset the expenses incurred in implementing the NPDES program. The program is currently funded through the Streets Fund (Fund 100). Approval of the agreement and the fee will require less funding to be allocated from streets maintenance activities to storm water maintenance activities.

ALTERNATIVES:

If the City Council elects to not approve this Resolution, there will be no CSA 152 stormwater assessment collected. The NPDES Program would continue to be an unfunded mandate, with no revenue collected to support the program and its costs would continue to be absorbed by the Streets Fund. The new 2025 NPDES Permit has significant costs associated with it and will continue to rise over the future. The NPDES Permit must be complied with to avoid fines from Regional Board No. 7 of the State Water Resources Control Board.

BUDGETED?:

No

CONTRACT/AGREEMENT:

Yes

ATTACHMENTS:

1. Resolution 2025-02, RivCo NPDES Assessment.docx
2. Exhibit A, NPDES CSA 152 2025 Agreement.docx
3. Att. 2 - County Reso. No. 93-454, formation of CSA 152, 12.21.93.pdf
4. Att. 3 - CC Reso. No. 1994-028, approving initial CSA 152 rates, 3.22.94.pdf
5. Att. 4 - CC Reso. No. 1994-107, approving CSA 152 Agree.pdf

RESOLUTION 2025-02

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BANNING, CALIFORNIA, APPROVING THE ADMINISTRATIVE SERVICES AGREEMENT BETWEEN RIVERSIDE COUNTY AND THE CITY OF BANNING RELATED TO COUNTY SERVICE AREA 152, NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM STORMWATER (NPDES) ASSESSMENT

WHEREAS, the National Pollutant Discharge Elimination System (NPDES) is a federally mandated program to control non-point sources of runoff pollution and the NPDES program is part of the Clean Water Act enacted by Congress in 1987. The California Regional Water Quality Control Board, Colorado River Basin, Region No. 7, in implementing the U.S. Environmental Protection Agency's storm water NPDES permit program, requires that the Districts and Incorporated Cities within the Whitewater River Basin obtain a joint permit to discharge storm water into the various storm channels and washes throughout the Whitewater River Watershed area; and

WHEREAS, the Riverside County Flood Control and Water Conservation District (RCFC&WCD) and Riverside County are acting as the Lead Agency with the City of Banning being a co-permittee, along with the various other agencies and municipalities located within the Whitewater River Basin. The new 2025 NPDES Permit will cost the City much more to implement due to its new requirements; and

WHEREAS, one way to generate revenue for the program would be to reinstate a "grandfathered" assessment from 1994, called the County Service Area (CSA) 152 NPDES assessment and this stormwater assessment is currently collected by the County on behalf of a number of participating cities via property tax bills; and

WHEREAS, on September 10, 2024, a CSA 152 Stormwater assessment workshop was presented by the Deputy Director of Public Works/City Engineer and the City Council directed staff to pursue reinstating the CSA 152 assessment; and

WHEREAS, a public participation and community outreach phase occurred in October and November of 2024 to let the residents and property owners know of public meetings held with the Public Works Department to explain the CSA 152 assessment and its purpose with regard to providing funds for the NPDES Program; and

WHEREAS, the CSA 152 Agreement (used by all member agencies) with the County of Riverside was just updated by the County and was given to staff in mid-November of 2024 for City staff and City Attorney's Office review; and

WHEREAS, on December 10, 2024 the City Council approved Resolution No. 2024-197 awarding a consultant contract to Webb Municipal Finance, LLC to prepare the Assessment Roll to reinstate CSA 152 stormwater assessments for FY 2025/2026; and

WHEREAS, the City Council approved the reinstatement of CSA 152, and thus the execution of the CSA 152 NPDES Stormwater Assessment Agreement between Riverside County and the City of Banning related to CSA 152, NPDES Stormwater Assessment is required for the County to collect the stormwater assessments on behalf of the City.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Banning as follows:

SECTION 1. The City Council approves the Administrative Services Agreement between Riverside County and the City of Banning related to County Service Area (CSA 152), NPDES (National Pollutant Discharge Elimination System) Stormwater Assessment.

SECTION 2. The City Council authorizes the City Manager to make non-substantive changes to the CSA 152 NPDES Stormwater Assessment Agreement and to execute the Administrative Services Agreement between Riverside County and the City of Banning related to CSA 152, NPDES Stormwater Assessment.

SECTION 3. The City Clerk shall certify to the adoption of this resolution and shall cause a certified resolution to be filed in the book of original resolutions.

PASSED, APPROVED AND ADOPTED this 14th day of January, 2025.

Sheri Flynn, Mayor
City of Banning

ATTEST:

Caroline Patton, Administrative City Clerk
City of Banning

APPROVED AS TO FORM:

John Pinkney, City Attorney

CERTIFICATION:

I, Caroline Patton, Administrative City Clerk of the City of Banning, California, do hereby certify that the foregoing Resolution 2025-02, was duly adopted by the City Council of the City of Banning, California, at a regular meeting thereof held on the 14th day of January 2025 by the following vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

_____

Caroline Patton, Administrative City Clerk
City of Banning, California

Exhibit A

Administrative Services Agreement between Riverside County and the City of Banning related to County Service Area (CSA 152), NPDES (National Pollutant Discharge Elimination System) Stormwater Assessment

ADMINISTRATIVE SERVICES AGREEMENT

FOR CSA 152 NPDES PROGRAM

BETWEEN

COUNTY OF RIVERSIDE AND CITY OF BANNING

The Administrative Services Agreement for CSA 152 NPDES Program ("Agreement"), entered into as of this _____ day of _____ 2025 by the COUNTY OF RIVERSIDE ("COUNTY") and the CITY OF BANNING ("CITY") (individually "Party" and collectively "Parties") establishes the responsibilities and obligations of each Party concerning the management and financing of COUNTY SERVICE AREA 152 NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM ("CSA 152").

RECITALS

WHEREAS, Congress in 1987 added Section 402(p) to the Federal Clean Water Act (CWA) [33 U.S.C. 1342(p)]; and,

WHEREAS, Section 402(p) requires certain municipalities, construction and industrial facilities to obtain a National Pollutant Discharge Elimination System (NPDES) Permit before discharging storm water into the waters of the United States; and,

WHEREAS, COUNTY and CITY have obtained or will obtain the appropriate municipal NPDES Permit as applicable for each of the three watersheds of the County of Riverside; and,

WHEREAS, COUNTY has formed CSA 152 to finance a portion of its programs and obligations associated with the municipal NPDES Permits and individual General NPDES Permits; and,

WHEREAS, cooperation between COUNTY and CITY in the administration and implementation of the NPDES Permits is in the best interests of COUNTY and CITY; and,

WHEREAS, CITY was formally annexed into CSA 152 by COUNTY Resolution No. 93-454 on December 21, 1993; and,

WHEREAS, COUNTY and CITY are to perform certain duties prescribed in this Agreement that will benefit all Parties;

NOW, THEREFORE, the Parties hereto do mutually agree as follows:

1. **DELEGATION OF RESPONSIBILITIES**. The responsibilities of each Party shall be as follows:

    a. CITY shall assume the responsibilities and meet the requirements of CSA 152 administration for CITY by:

        i. Providing additions to previous year's tax roll (if any) to be placed on the upcoming fiscal year tax roll.

        ii. Providing agenda item approving Benefit Assessment Unit (BAU) Levy and CITY'S CSA 152 budget for each fiscal year.

        iii. Notify COUNTY of any changes to Tax Rate Area of individual parcels to be placed on Tax Roll.

        iv. Research parcels that were rejected from list of Assessor Parcel Numbers (APNs) submitted to COUNTY.

        v. Notify COUNTY of any corrections to rejected parcels to be placed on Tax Roll prior to Auditor Controllers deadline for submittal of APNs.

        vi. Submit to COUNTY requests for reimbursement of actual expenditures incurred under provision of approved CITY CSA 152 budget.

    b. COUNTY shall assume the responsibilities and meet the requirements of CSA 152 administration for COUNTY and CITY by:

        i. Forwarding of APNs received from CITY to Auditor Controller to be placed on Tax Roll.

        ii. Notify CITY of any rejected parcels.

        iii. Forward CITY'S corrections of rejected parcels to Auditor Controller.

        iv. Provide spreadsheet of CSA 152 assessments placed on tax roll and fiscal year financial summary.

        v. Collect assessment for CSA 152 on behalf of CITY.

        vi. Reimburse CITY for actual expenditures incurred under provision of approved CITY CSA 152 budget.

2. **FEES AND PAYMENT**. COUNTY shall administer CSA 152 for the benefit of COUNTY and CITY. COUNTY shall charge six (6%) percent of new CITY CSA 152 annual revenue for administration.
3. **TERM OF AGREEMENT**. The term of this Agreement shall commence on the date the Agreement is approved by the COUNTY. This agreement duration shall be for a period of five (5) years from the date of execution and with two (2) two-year renewal options subject to the written consent of both Parties.
4. **WITHDRAWAL FROM AGREEMENT**. Either Party may terminate this Agreement thirty (30) days after submitting written notice to the other Party. In the event termination becomes effective, termination shall constitute forfeiture by the terminating Party of its share of costs and administrative fees paid as described in Section 2 of this Agreement up to the effective date of termination. The terminating Party shall be responsible for all lawfully assessed penalties as a consequence of termination.
5. **AMENDMENTS TO THE AGREEMENT**. This Agreement may be amended by mutual consent of the Parties to the Agreement. No amendment to this Agreement shall be effective unless it is in writing and signed by the duly authorized representatives of the Parties.
6. **GOVERNING LAW AND SEVERABILITY**. This Agreement will be governed and construed in accordance with laws of the United States and the State of California. Any conflict between the terms of this Agreement and the provisions of such laws and regulations, the latter shall control. If any provision or provisions of this Agreement shall be held to be invalid, illegal, or unenforceable, the validity, legality, and enforceability of the remaining provisions shall not in any way be affected or impaired hereby.
7. **CONSENT TO BREACH NOT A WAIVER**. No term or provision hereof shall be deemed waived and no breach excused, unless such a waiver or consent is in writing and signed by the Party so waiving or consenting. Any consent by any Party to, or waiver of, a breach by the other Party, whether expressed or implied, shall not constitute consent to, waiver of, or excuse for any other different or subsequent breach.

8. **APPLICABILITY OF PRIOR AGREEMENTS**. This Agreement constitutes the entire agreement between the Parties with respect to the subject matter; all CSA 152 prior agreement, representations, customs, usage, statement, negotiations, and understandings are superseded hereby.
9. **HOLD HARMLESS**. Each Party shall indemnify and hold harmless the other party from liability or damages resulting from its own acts or omissions including those of its officers or employees in the performance of this Agreement.
10. **AUTHORIZED SIGNATURES**. The Parties warrant and represent that the individuals signing this Agreement on their behalf can and do bind the Parties to the terms of this Agreement.

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IN WITNESS WHEREOF, this Agreement has been executed as of the day and year first above written.

COUNTY OF RIVERSIDE, On behalf of CSA 152	CITY OF BANNING
_____ Chairman, Board of Supervisors	_____ City Manager, Douglas Schulze
Approved as to Form County Counsel	Approved as to Form City Attorney
BY_____	BY_____
ATTEST: Clerk of the Board	ATTEST: Administrative City Clerk
BY_____	BY_____

G:\CSA\CSA 152 NPDES\Admin Services Agreements 2025\City of Banning

Board of Supervisors County of Riverside

RESOLUTION NO. 93-454

RESOLUTION ORDERING TERRITORY DESIGNATED AS
LAFCO NO. 93-39-ALL ANNEXED
TO COUNTY SERVICE AREA NO. 152

WHEREAS, the Local Agency Formation Commission of the County of Riverside adopted its Resolution No. 74-93 on October 28, 1993, making determinations and approving the proposed annexation to County Service Area 152 of territory described in Exhibit "A" attached hereto and by this reference incorporated herein; and

WHEREAS, the reasons for this proposed annexation are to provide a revenue collection mechanisr for the implementation of the National Pollutant Discharge Elimination System Program (NPDES); and

WHEREAS, the regular county assessment roll is utilized by this district; and

WHEREAS, the affected territory will not be taxed for existing general bonded indebtedness of this district; and

WHEREAS, this annexation is exempt from the California Environmental Quality Act pursuant to CEQA Guidelines Section 15061(b)(3); and

WHEREAS, a public hearing on this annexation was called for and held by this Board at the place and time noticed therefore on December 21, 1993, and this Board finds and determines that the value of written protests filed and not withdrawn is less than 25 percent of the registered voters residing within the territory to be annexed and less than 25 percent of the number of owners of land owning less than 25 percent of the assessed value of land within the territory.

12/21/93 11.4

NOW THEREFORE, BE IT RESOLVED, DETERMINED AND ORDERED, by the Board of Supervisors of the County of Riverside in regular session assembled on December 21, 1993, that it hereby orders the territory described in Exhibit "A" annexed, and directs the Clerk of the Board to transmit a certified copy of this resolution with applicable fees required by Section 54902.5 of the Government Code to the executive officer of the Local Agency Formation Commission of Riverside County.

Roll Call:
Ayes: Buster, Dunlap, Ceniceros, Larson, Younglove
Noes: None
Absent: None

The foregoing is certified to be a true copy of a resolution duly adopted by said Board of Supervisors on the date therein set forth.
GERALD A. MALONEY, Clerk of said Board
By _____ Deputy

JSR:dbf-f:\prop\db\resoluti\93reso-121393

The boundaries of the subject territory are: the entire corporate boundaries of the cities of Banning, Cathedral City, Coachella, Desert Hot Springs, Indio, La Quinta, Moreno Valley, Murrieta, Norco, Palm Desert, Palm Springs and Rancho Mirage.

EXHIBIT "A"

RESOLUTION NO. 1994-28

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BANNING SETTING RATES FOR COUNTY SERVICE AREA 152 - TO FUND CITY'S NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM (NPDES) PROGRAM

WHEREAS, the County of Riverside, by its Resolution No. 93-454 adopted December 21, 1993, annexed the City of Banning to its County Service Area (CSA) 152 at the City's request to meet the Environmental Protection Agency's requirement to obtain operating permits for discharges from storm drain systems and to pay for anticipated project costs that places an assessment on property owners' tax bills to fund expenditures required by the permit; and

WHEREAS, City staff has estimated the stormwater management program requirements will cost the City approximately $53,600 annually; and

WHEREAS, a "Benefit Assessment Unit" is defined in the Riverside County Flood Control and Water Conservation District Manual, the portion of which defining Benefit Assessment Unit is attached as exhibit 1 and by this reference made a part hereof; and

WHEREAS, this City Council has determined, based on staff's calculations, that annual assessments are anticipated to be $4.72 per Benefit Assessment Unit.

NOW, THEREFORE BE IT RESOLVED by the City Council of the City of Banning that the annual assessment rate for fiscal year 1994-95 for CSA 152 - Banning is hereby set at $4.72 per Benefit Assessment Unit.

PASSED, APPROVED, AND ADOPTED this 22th day of March, 1994.

Gary Reynolds, Mayor
City of Banning, California

ATTEST:

Lucille M. Elizondo
City Clerk of the City of
Banning, California

APPROVED AS TO FORM
AND LEGAL CONTENT

John F. Wilson, Esq.
City Attorney

CERTIFICATION

I, Lucille M. Elizondo, City Clerk of the City of Banning, California, do hereby certify that the foregoing Resolution No. 1994-28, was duly adopted by the City Council of the City of Banning, California, at a Regular Meeting thereof held on the 22th day of March, 1994, by the following vote, to wit;

AYES: Councilmembers Anderson, Lewis, Williams, Mayor Reynolds
NOES: Councilmember Smith
ABSENT: None
ABSTAIN: None

Lucille M. Elizondo
City Clerk, City of Banning
California

Brian\1994-28

ORDINANCE NO. 573, AUTHORITY FOR CSA 152

The purpose of this ordinance is to establish a procedure for the levy and collection of charges for extended governmental service provided in county service areas, under the authority of the County Service Area Law as set forth in Government Code Section 25210.1 et. seq. The charges established hereunder shall be levied to pay in whole or part the cost of providing such extended governmental services.

BENEFIT ASSESSMENT UNIT (BAU) BACKGROUND AND METHODOLOGY

The assessment computation methodology adopted for this CSA is the BAU method developed by Riverside County Flood Control District.

This method spreads the total assessment to parcels within the benefit assessment area in proportion to each parcel's runoff. Runoff is determined by first knowing a parcel's size in acres its present land use (Residential, Commercial, Industrial, etc.) and then assigning a runoff factor to its general land use category. Runoff factors are estimates of how much rainfall runs off a parcel in comparison to the amount of rainfall that fall on a parcel. In other word, the runoff factor is a way of expressing the relative degree of imperviousness of parcels with different land uses. Paved and improved parcels have runoff factors closer to 1.0 (where 1.0 equals 100% runoff) than do unpaved or unimproved parcels. Reducing the large number of land uses in the County to six general categories for estimating runoff under the benefit assessment procedure provides for a manageable and reasonable computation method.

For the National Pollutant Discharge Elimination System (NPDES) Program additional factors have been brought in to the analysis which consider the type of activity on that land use. This program is required by Federal Regulation to focus its attention on urbanized areas or developments and to exclude agricultural properties. Therefore agricultural and vacant undeveloped properties have been completely exempted from assessments even though they obviously may have some amount of runoff.

The computation of the assessment for any parcel is based on the number of BAUs assigned to that parcel. A single-family residential parcel of 7,200 square feet (1/6 acre) in size with a runoff factor of 0.40 was selected as the standard BAU. The number of BAUs for any other parcel can be computed by relating its size and land use to the BAU as described under the heading "Computation of Units for Each Parcel".

Again, the principle involved is relating storm runoff to the amount of impervious area present (actual developed acreage).

The table below shows the six categories of land use, their respective runoff factors and the BAU per acre.

BENEFIT ASSESSMENT UNITS

GROUP	LAND USE	FACTOR	PER ACRE
A	Commercial, Industrial	0.80	12
B	Apartments/Mobile Home Parks,Churches,Schools	0.60	9
C	Single-Family Residential	0.40	6
D	Poultry,Irrigated/Cultivated Crops, Livestock,Vacant Undeveloped	0.00	0
E	Golf Courses, Private Parks	0.0067	0.10
F	Parcels with Miscellaneous Structures	0.0033	0.05

EXAMPLES OF TYPICAL LAND USE CODES

GROUP A - COMMERCIAL/INDUSTRIAL
Land Use Codes: C1 - Commercial Properties
CL - Commercial Buildings on leased land

GROUP B - APARTMENTS/MOBILE HOME PARKS, CHURCHES, SCHOOLS
Land Use Codes: CA - Apartment Buildings (4 or more units)
CH - Churches
MP - Mobile Home Rental Park (3 or more units)
R3 - Apartment Buildings (4 or more units)
SC - Schools

GROUP C - SINGLE-FAMILY RESIDENTIAL
Land Use Codes: AR - Agricultural Residential
CR - Single-Family Residential (3 or less units)
MF - Individually owned parcel with mobile home
MO - Individually owned parcel with mobile home
MP - Mobile Home on leased land
PR - Residential on agricultural preserve
R1 - Single-Family Residential
R2 - Residential (2 or 3 units)
RC - Condominiums with private entry
RD - Condominiums with common entries
RI - Single-Family Residential
RM - Individually owned mobile home lot
RR - Single-Family Residential
RX - Exceptional Residential

GROUP E - GOLF COURSE, PRIVATE PARKS
Land Use Codes: CS - Cemeteries (Excluding non-profit)
GC - Golf Course

GROUP F - PARCELS WITH MISCELLANEOUS STRUCTURES
Land Use Codes: AS - Vacant with miscellaneous structure
YS - Land with miscellaneous structure only
Examples: Old foundations, pump houses or sheds not in use

COMPUTATION OF UNITS FOR EACH PARCEL

As previously stated, the BAU is the proportionate runoff from a single-family residential parcel with an area of 1/6 (0.17) acre. Other sized parcels and land use categories will have multiples of the basic unit.

One (1) Unit = (0.17 Acre) X (Single-Family Residential Runoff Factor)

or,

One (1) Unit = (0.17 Acre X 0.40)

For simplicity all single-family residential properties regardless of size have been assigned 1 BAU.

The number of assessment units for all parcels (other than single-family residential larger than 0.17 acres) is determined by the following equation:

$$\text{Number of Units} = \frac{(\text{Area of Parcel in Acres}) \times (\text{Runoff Factor})}{\text{One Basic Assessment Unit}}$$

Therefore,

Group A: **Commercial, Industrial**
Runoff Factor = 0.80
BAUs = (Area of Parcel Developed) X 12 BAU/Acre

Group B: **Apartments, Mobile Home Parks, Churches, Schools**
Runoff Factor = 0.60
BAUs = (Area of Parcel Developed) X 9 BAU/Acre

Group C: **Single-Family Residential**
Runoff Factor = 0.40
BAUs = (.17 Acres) X 6 BAU/Acre

Group D: **Poultry, Irrigated Crops, Cultivated Crops, Dairies, Livestock Feeding Yards, Vacant Undeveloped**
Runoff Factor = 0.00
BAUs = 0.00

Group E: **Golf Courses, Private Parks**
Runoff Factor = 0.0067
BAUs = (Area of Parcel Developed) X 0.10 BAU/Acre

Group F: **Parcels with miscellaneous structures**
Runoff Factor = 0.0033
BAUs = (Area of Parcel Developed) X 0.05 BAU/Acre

EXAMPLES OF TYPICAL ASSESSMENTS

1. Commercial/Industrial (Group A)

ASSUME: A 10.0 acre commercial/industrial parcel with a developed area of 8.0 acres which has a BAU rate of $4.00 per year:

No. of BAUs = (Developed Parcel Area) X 12 BAU/Acre
= 8 X 12 = 96 BAUs

Therefore, the assessment would be:
96 BAUs X $4.00/BAU = $384.00 per year

2. Apartments, Mobile Home Parks (Group B)

ASSUME: A 10.0 acre mobile home park with a developed area of 8.0 acres which has a BAU rate of $4.00 per year:

No. of BAUs = (Developed Parcel Area) X 9 BAU/Acre
= 8.0 X 9 = 72 BAUs

Therefore, the assessment would be:
72 BAUs X $4.00/BAU = $288.00 per year

3. Residential (Group C)

ASSUME: A 10.0 acre single-family residential parcel is which has a BAU rate of $4.00 per year:

No. of BAUs = (0.17 acres) X 6 BAU/Acre
= 0.17 X 6 = 1 BAU

Therefore, the assessment would be:
1 BAU X $4.00/BAU = $4.00 per year

4. Poultry, Irrigated Crops, Cultivated Crops, Dairies, Livestock, Vacant Undeveloped (Group D)

ASSUME: A 10.0 acre Poultry parcel which has a recommended BAU rate of $4.00 per year:

No. of BAUs = (Developed Parcel Area) X 0 BAU/Acre
= 10.0 X 0 = 0 BAUs

Therefore, the assessment would be:
0 BAU X $4.00/BAU = $0.00 per year

5. Golf Courses, Private Parks (Group E)

ASSUME: A 10.0 acre Golf Course or Private Park with a developed area of 8.0 acres which has a recommended BAU rate of $4.00 per year:

No. of BAUs = (Developed Parcel Area) X 0.10 BAU/Acre
= 8.0 X 0.10 = 0.80 BAUs

Therefore, the assessment would be:
0.80 BAUs X $4.00/BAU = $3.20 per year

6. Parcels with miscellaneous structures (Group F)

ASSUME: A 10.0 acre parcel with 8.0 acres of old foundations, or pump houses not occupied or being used which has a recommended BAU rate of $4.00 per year:

No. of BAUs = (Developed Parcel Area) X 0.05 BAU/Acre
= 8.0 X 0.05 = .40 BAUs

Therefore, the assessment would be:
0.40 BAUs X $4.00/BAU = $1.60 per year

EXCEPTIONS

The assessment system is designed to identify and compute assessments on "TYPICAL" properties closely meeting those land use descriptions. However the system is flexible enough to accommodate situations which do not meet the average or typical land use within the 6 categories. In those instances "EXCEPTION RULES" have been established to provide a consistent method to evaluate those properties.

1. RV Parks having seasonal occupation will have a 50% reduction rate applied to the calculated assessment

2. Even though agricultural parcels are exempt a single-family residential unit on an agricultural parcel is not exempt and will be assessed at the normal single-family residential calculation

3. All vacant/undeveloped land is exempt regardless of the land use code

4. All agricultural parcels are exempt, packing sheds or storage buildings used in conjunction with the agricultural activity are exempt

5. Indian Federal lands and Bureau of Land Management lands are exempt, however Indian lands leased to non-Indian entities with structures are not exempt

PROCEDURE FOR TYPICAL CSA 152 RE-EVALUATION

For property owners who feel that their parcel does not meet the typical situation, a system for evaluation has been established.

Using the following Sample form to re-evaluate a property owner's CSA 152 assessment, City staff should determine if the assessment is incorrect by reviewing aerial photos or by field inspection if necessary.

The evaluation form could be provided to the property owner by mail or made available at the counter. The top half of the form (Property Information) can be completed by the property owner and mailed back to staff or information can be gathered by staff over the telephone. The bottom half of the form is for staff use to record the information about the property gathered during the evaluation which is necessary to determine if a corrected assessment is necessary.

Questions regarding the re-evaluation procedure may be directed to:

Judy Watterlond
(909) 275-6829
Special Programs Section
Riverside County Transportation Department

Completed forms should be transmitted to:

Riverside County Transportation Department
1695 Spruce Street
Riverside, CA 92507
Attn: Judy Watterlond

SAMPLE FORM

CSA 152
ASSESSMENT RE-EVALUATION

OWNER'S NAME_____ DATE_____

PROPERTY ADDRESS_____ TAX YEAR 93-94

MAILING ADDRESS _____

TELEPHONE NO._____ CONTACT PERSON_____

ASSESSOR PARCEL NO._____ ASSESSMENT $_____

****

FOR STAFF USE ONLY

PARCEL ACREAGE_____ AC. DEVELOPED ACREAGE_____ AC.

PROPERTY EVALUATION: AERIAL PHOTO_____ SITE VISIT_____

PROPERTY DESCRIPTION/COMMENTS_____

_____

ASSESSMENT DATA

LAND USE	BAU/ ACRE	* DEVELOPED ACREAGE	$ RATE /BAU	$ ASSESSMENT

RECOMMENDED CORRECTED ASSESSMENT $_____

CSA 152 FUND NUMBER _____

* APPROXIMATE DEVELOPED ACREAGE ROUNDED TO THE NEAREST HUNDREDTH FOR THIS CALCULATION.

QUESTIONS REGARDING THIS ASSESSMENT, PLEASE CONTACT:

I

PROCESSING CSA 152 ASSESSMENT RE-EVALUATIONS PRIOR TO PROPERTY TAX STATEMENTS BEING MAILED (Before September, 1)

Re-evaluation forms should be submitted to the Special Programs Section of the County Transportation Department prior to property tax statements being mailed (prior to September 1 of every year). The approved corrections to the assessments will be updated to the computer data base assessment roles prior to generation of property tax statements. There is no charge for corrections made prior to issuance of property tax statements.

PROCESSING CSA 152 ASSESSMENT RE-EVALUATIONS AFTER PROPERTY TAX STATEMENTS ARE MAILED

Re-evaluation forms submitted to the Special Programs Section after property tax statements have been mailed will be forwarded to the County Auditor-Controller's office for processing. The Auditor Controller will make the correction to the property tax statement using one of two methods; 1) issue a revised property tax statement or 2) issue a refund check. The correction to the computer data base assessment roles will be made by the Special Programs Section prior to the next tax year.

Method 1:

If 1/2 of the property taxes were paid on the first installment, the Auditor Controller will issue a revised property tax statement showing the second installment balance reduced by the difference between the actual assessment and the recommended corrected assessment.

The property owner will not see a reduction in the actual CSA 152 assessment on the revised tax statement, the only noticeable difference will be in the second installment balance due.

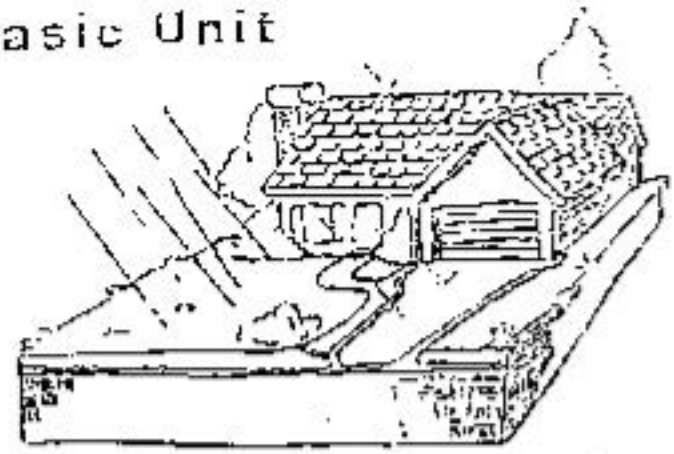
Method 2:

If the property taxes were paid in their entirety on the first installment and the difference between the actual assessment and the recommended corrected assessment exceeds $10.00 the Auditor Control will issue a refund check to the property owner. This may take anywhere from 3 to 6 months to occur.

Each revised property tax statement or refund check processed by the Auditor Controller will cost $15.00 which will be charged to the corresponding CSA 152 fund number.

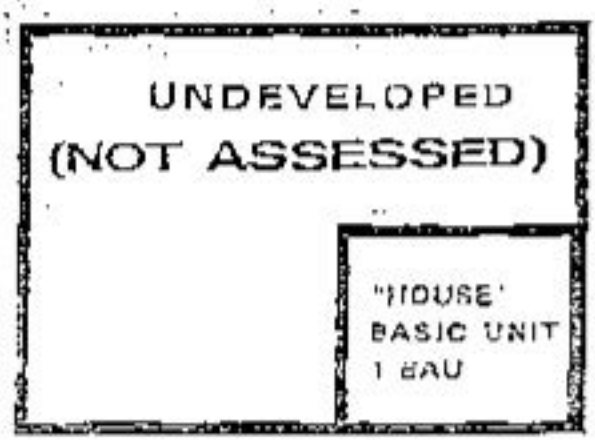
RESIDENTIAL

Basic Unit



1/6 Acre Single Family Residential Parcel
Run off Factor 0.40 or 40%
BAU's 1.00

Sample: 2.17 Acre Parcel

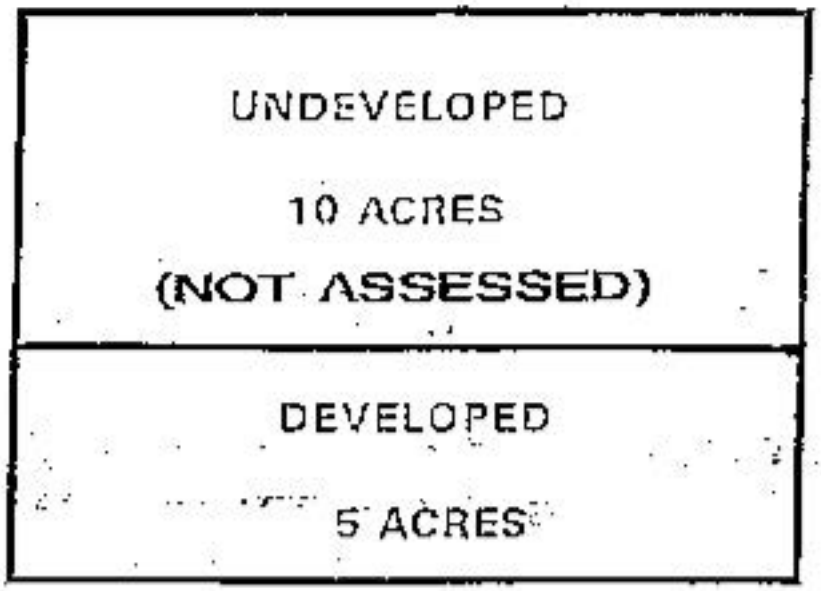


1/6 ACRE = .17 ACRE

HOUSE (BASIC UNIT 1/6 acre) = 1 BAU

1 BAU X BAU RATE = $ ASSESSMENT

COMMERCIAL / INDUSTRIAL



SAMPLE:

12 BAU / ACRE X 5 ACRES DEVELOPED = 60 BAU'S

60 BAU X BAU RATE = $ ASSESSMENT

Resolution No. 1994-107

APPROVING ADMINISTRATIVE SERVICES AGREEMENT FOR CSA 152 PROGRAM BETWEEN THE CITY OF BANNING AND RIVERSIDE COUNTY

WHEREAS, Section 402(p) of the Federal Clean Water Act requires municipalities to obtain a National Pollutant Discharge Elimination System (NPDES) Permit before discharging stormwater into the waters of the United States; and,

WHEREAS, County has formed CSA 152 to finance a portion of its programs and obligations associated with the municipal NPDES permits and individual General NPDES Permits; and,

WHEREAS, cooperation between County and City in the administration and implementation of the NPDES Permits is in the best interests of County and City; and,

WHEREAS, City was formally annexed into CSA 152 by County Resolution No. 93-454 on December 21, 1993; and,

WHEREAS, County and City are to perform certain duties prescribed in this Agreement that will benefit all parties;

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Banning that the attached Agreement labeled Exhibit "A" be approved and the Mayor is authorized to execute the agreement.

PASSED, APPROVED, AND ADOPTED this 27th day of September, 1994.

Gary Reynolds
Mayor

ATTEST:

Lucille M. Elizondo
City Clerk

APPROVED AS TO FORM
AND LEGAL CONTENT:

John F. Wilson
City Attorney

CERTIFICATION

I, LUCILLE M. ELIZONDO, City Clerk of the City of Banning, California, do hereby certify that the foregoing Resolution No. 1994-107 was duly adopted by the City Council of the City of Banning at a regular meeting thereof held on the 27th day of September, 1994, by the following vote, to wit:

AYES: Councilmembers Anderson, Lewis, Smith, Mayor Reynolds

NOES: None

ABSTAIN: None

ABSENT: Councilmember Williams

Lucille M. Elizondo, City Clerk
City of Banning, California

ADMINISTRATIVE SERVICES AGREEMENT
FOR CSA 152 PROGRAM
BETWEEN
RIVERSIDE COUNTY AND CITY OF BANNING

This Agreement, entered into as of this _____ day of _____ 1994 by the COUNTY OF RIVERSIDE, hereinafter called "COUNTY", and the CITY OF BANNING, hereinafter called "CITY", establishes the responsibilities and obligations of each party concerning the management and financing of COUNTY SERVICE AREA 152, hereinafter called "CSA 152".

RECITALS

WHEREAS, Congress in 1987 added Section 402(p) to the Federal Clean Water Act (CWA) [33 U.S.C. 1342(p)]; and,

WHEREAS, Section 402(p) requires certain municipalities, construction and industrial facilities to obtain a National Pollutant Discharge Elimination System (NPDES) Permit before discharging stormwater into the waters of the United States; and,

WHEREAS, COUNTY and CITY have obtained or will obtain a municipal NPDES Permit for each of the three watersheds of the County; and,

WHEREAS, COUNTY has formed CSA 152 to finance a portion of its programs and obligations associated with the municipal NPDES Permits and individual General NPDES Permits; and,

WHEREAS, cooperation between COUNTY and CITY in the administration and implementation of the NPDES Permits is in the best interests of COUNTY and CITY; and,

WHEREAS, CITY was formally annexed into CSA 152 by COUNTY Resolution No. 93-454 on December 21, 1993; and,

WHEREAS, COUNTY and CITY are to perform certain duties prescribed in this

Agreement that will benefit all parties;

NOW, THEREFORE, the parties hereto do mutually agree as follows:

1. DELEGATION OF RESPONSIBILITIES. The responsibilities of each party shall be as follows:

A. COUNTY shall assume the responsibilities and meet the requirements of CSA 152 administration for COUNTY and CITY by:

(1) Preparing CSA 152 budget and reports in compliance with County Ordinance No. 573.

(2) COUNTY shall also:

(a) Prepare the required narrative for said budget and reports along with COUNTY'S individual budget or report on COUNTY activities.

(b) Annually prepare and forward to the appropriate agency computer tape information on individual assessments of parcels within CITY for generation of Benefit Assessment Units (BAU) totals and assessments for CITY.

(c) Forward CITY corrections to assessments and tax bills to Auditor-Controller/Tax Collector.

(d) Review and coordinate CITY CSA 152 budget with overall CSA 152 budget.

(e) Reimburse CITY for actual expenditures incurred under provision of approved CITY CSA 152 budget and allocations.

(f) Conduct mailing of proposed tax rate assessment for CITY for FY 94/95 and any year CITY requires notices. COUNTY shall bill CITY for these services at cost.

(g) Provide to CITY annual property assessment printouts and a BAU

summary.

(h) Provide to CITY standardized forms including but not limited to assessment re-evaluation forms, budget and expense reimbursement formats.

(i) Serve as administrative and technical advisor on CSA budget preparation and assessment re-evaluations.

(j) Assess CITY an annual six percent (6%) administrative fee on new revenue for CITY CSA 152 budget.

(k) Be responsible to CITY for reasonable requests by CITY for information, billing tapes, data, changes, corrections, refunds, issuances of new CITY tax bills or revisions. Said requests will be at expense of CITY.

(l) Conduct annual County public budget hearing of CSA 152.

(m) Assist CITY with first year CITY public information forum on NPDES program and CSA 152 administration by providing administrative and technical guidance.

(n) Provide CITY with copy of CSA 152 budget prior to submittal to COUNTY Board of Supervisors.

B. CITY shall assume the responsibilities and meet the requirements of CSA 152 administration for CITY by:

(1) Preparing CITY CSA 152 budget and reports on its activities using COUNTY format, hereto attached as Exhibit A and incorporated herein by reference. Said budget and reports shall be submitted to COUNTY for incorporation with COUNTY CSA 152 budget narrative and in accordance with Schedule of Events, hereto attached as Exhibit B and incorporated herein by reference.

(2) CITY shall also:

(a) Conduct NPDES and CSA 152 public forum for CITY constituents prior to COUNTY CSA 152 public hearing for new or increased CSA 152 assessment over prior fiscal year assessment.

(b) Be responsible for CITY updates, corrections or revisions to be entered into COUNTY data base for CSA 152 or any corrections, revisions, refunds or issuance of new CITY tax bills through COUNTY at CITY expense.

(c) Be responsible to COUNTY for any proposed tax assessment printing and/or mailings CITY may want COUNTY to perform at CITY expense.

(d) Be responsible for replies to CITY taxpayer inquiries and requests for CITY CSA 152 budget information and NPDES Program within CITY boundaries.

(e) Provide COUNTY with CITY telephone numbers and public forum dates for CITY taxpayer inquiries on CITY CSA 152 program and for inclusion on CITY CSA 152 assessment mailings or proposed assessment increases by February 15 of each year, and keep such numbers updated as necessary.

2. FEES AND PAYMENT. COUNTY shall administer CSA 152 for the benefit of COUNTY and CITY. CITY share of annual CSA 152 administration shall be a six percent (6%) fee of CITY CSA 152 annual budget.

A. CITY shall be responsible for payment to COUNTY, at cost, for services that require:

(1) COUNTY to provide information, billings tapes, data changes, corrections, refunds, issuances of new CITY tax or revisions to CITY. COUNTY shall

provide an itemized billing of completed work to CITY.

(2) COUNTY to perform printing and/or mailing of proposed tax assessment rates of CITY assessed parcel numbers.

3. SHARE OF COSTS. In the event CSA 152 requires the services of a consultant, as mutually determined by COUNTY and CITY, to prepare manuals and/or perform studies such as, but not limited to, management audits and fiscal reports that are relevant to the entire CSA 152 boundary, the cost of said consultant services will be shared by COUNTY and CITY using the methodology of this Section.

A. Share of Cost Methodology. The individual percentage contribution from COUNTY and CITY shall be a function of population. Contribution shall be calculated as the population of COUNTY or CITY, divided by the aggregate total population of all CSA 152 members, thusly:

(1) Contribution (%) = Xn/Xt

Xn = population of COUNTY or CITY

Xt = total population of all CSA 152 members combined.

(2) The population of COUNTY, CITY and CSA 152 member cities will be based on the latest California State Department of Finance population figures issued in May of each year.

B. COUNTY shall keep CITY apprised and notified of COUNTY requests for proposal (RFP), selection of consultant, consultant's fee, any contract timetables and consultant schedule of payments.

4. TERM OF AGREEMENT. The term of this Agreement shall commence on the date the last duly authorized representative of COUNTY or CITY executes it. The term of the agreement shall be indefinite or as long as required for the Clean Water Act.

5. WITHDRAWAL FROM AGREEMENT. Either Party may withdraw from this Agreement thirty (30) days after giving written notice to other Party. In event withdrawal

becomes effective, withdrawal shall constitute forfeiture by the withdrawing party of its share of costs and administrative fees paid as described in Sections 2 and 3 of this Agreement up to the effective date of withdrawal. The withdrawing party shall be responsible for all lawfully assessed penalties as a consequence of withdrawal.

6. AMENDMENTS TO THE AGREEMENT. This Agreement may be amended by mutual consent of the parties to the Agreement. No amendment to this Agreement shall be effective unless it is in writing and signed by the duly authorized representatives of the parties.

7. NOTICES. All notices shall be deemed duly given when delivered by hand; or five (5) days after deposit in the U. S. mail, postage prepaid.

8. GOVERNING LAW. This Agreement will be governed and construed in accordance with laws of the United States and the State of California. If any provision or provisions of this Agreement shall be held to be invalid, illegal or unenforceable, the validity, legality and enforceability of the remaining provisions shall not in any way be affected or impaired hereby.

9. CONSENT TO BREACH NOT A WAIVER. No term or provision hereof shall be deemed waived and no breach excused, unless such waiver or consent is in writing and signed by the party so waiving or consenting. Any consent by any party to, or waiver of, a breach by the other party, whether expressed or implied, shall not constitute a consent to, waiver of, or excuse for any other different or subsequent breach.

10. APPLICABILITY OF PRIOR AGREEMENTS. This Agreement and the Exhibits attached hereto constitute the entire agreement between the parties with respect to the subject matter; all CSA 152 prior agreements, representations, statements, negotiations and understandings are superseded hereby.

11. HOLD HARMLESS. Each Party shall indemnify and hold harmless the other party from liability or damages resulting from its own acts or omissions including those of its

officers or employees in the performance of this Agreement.

IN WITNESS WHEREOF, this Agreement has been executed as of the day and year first above written.

CITY OF BANNING

ATTEST:

City Clerk

By _____

_____

Mayor

_____

City Manager

Form Approved

County Counsel

COUNTY OF RIVERSIDE,

BY _____

on behalf of CSA 152

Deputy

_____

Chairman, Board of Supervisors

ATTEST:

Gerald A. Maloney

Clerk of the Board

By _____

Deputy

/

/

BUDGET FORMAT* EXHIBIT A

CITY CSA 152 (NPDES)
FY ___

APPROPRIATIONS**

Storm Drainage System Inspection -
(36" and larger)
Initial Inspection ----
Underground/Open Channel ----
Water Quality Testing ----
Document Violations ----
Inspection Preparation Plan ----
Updating Construction/
Facilities Drawings ----

Drainage Area Management Plan (DAMP) -
DAMP Preparation ----
Implementation of Best Management Practices (BMPs)
Inspection Forms for Building/Public
Works Inspectors ----
Additional Catch Basin Maintenance ----
Additional Street Sweeping in Industrial/
Commercial/Central Business Areas ----
Administration of Volunteer Catch Basin
Basin Stenciling ----
Development of Grading Ordinance ----
Develop BMP Manual for New Development ----
Inspection of Construction Sites for
Compliance of Grading Ordinance ----
Testing of Sediment in Sediment Basin ----
Spot Inspection of Commercial/Industrial
Areas for Illegal Dumping ----

Education
Pesticide Training for City Personnel ----
Permit Training Requirements for Inspectors,
Plan Checkers, Engineers and Planners ----
Training for Review/Inspection of BMP and
Inspection for Illegal Dumping ----
Utility Bill Inserts with information on
Impacts of Fuel Spills, Illegal
Dumping, Erosion, etc.. ----

Administration of NPDES Permit -	----
Contingencies -	----
Other -	
Legal Mailings	----
Assessor Line Item Charge	----
Riverside County Flood Control BAU computer time	----
Public Education Program ***	----
CSA 152 Administration Fee (6%)	----
TOTAL PROJECTED APPROPRIATIONS	----

* Illustrative budget format. Line items may vary with Cities.
** A brief narrative and cost breakdown to each appropriation.
*** NPDES Public Education as provided by Flood Control/County.

SCHEDULE OF EVENTS *

January	
2	Cities and County begin CSA 152/NPDES budget process for upcoming fiscal year.
15	County provides updated BAU summary to first year CSA 152 Cities.
20	County provides statement of accounts to each City for first tax collection period of fiscal year (December). Statement reflects year to date CSA 152 revenue collected from each City and its zone of benefit (incorporated city boundaries).
30	City prepares and submits to County a statement of expenses for City CSA 152/NPDES program.
February	
10	County receives expense statement of Cities and effects reimbursement to Cities. Reimbursement is limited to the amount of City CSA 152 revenue collected less County expenses as outlined in CSA 152 agreement. County shall submit to City on a quarterly basis County expenses for inclusion in City expense statement.
15	Deadline for City to notify County of proposed increase in City CSA 152 assessment rate.
March	
1	Cities and County finalize individual CSA 152 budgets and proposed BAU assessment rates.
10	Deadline for first year CSA Cities or Cities with CSA rate increase to submit information for CSA legal mailing of estimated assessments. Required information includes times, dates, appropriate addresses of public forum/offices including phone numbers and proposed BAU rate of City.
15	City CSA 152 budgets due to County for consolidation of overall CSA 152 budget.
15	County conducts BAU computer and print services of CSA legal mailings for first year CSA Cities and Cities with rate increases.
April	
1	County submits total CSA 152 budget for review and inclusion into overall County Budget.
10	Legal mailing date for estimated assessments on parcels for any new or proposed increases in City CSA 152 rates. County provides list of assessor parcel numbers and estimated assessments to those CSA Cities with new/increased rates.
10	Second installment of taxes/assessments due.

May	
1	County provides Cities with second statement of accounts for year to date City CSA 152 revenue collected.
10	Cities prepare and submit statement of expenses for reimbursement of CSA 152/NPDES program costs.
15	Cities with proposed increased CSA 152 assessments over the current year hold public forums to address City constituents and questions.
20	County reviews/approves expense statement of Cities and effects reimbursement to Cities.
June/July	County Board of Supervisors conducts public hearings on CSA assessments rates including CSA 152 rates or proposed rate increases. Changes may occur to CSA rates at discretion of Board.
July	
15	Reconciliation of statement of accounts for County and each CSA 152 City (zone of benefit). Balanced statement reflects total revenue collected for prior fiscal year. Cities may apply for balance to cover reimbursement of underfunded City NPDES expenses or balance is carried forward into next fiscal year within CSA 152 City account (zone of benefit).
July/August	County Board approves final County budget including CSA budgets. Budgets may change at the discretion of the Board.
September	First County and City tax/assessments bills of the fiscal year are mailed.
October	
15	Cities provided with update BAU summary and list of assessor parcel numbers and actual assessments.
October	Cities respond to taxpayer requests for parcel re-assessments or re-evaluations and forward recommendations and corrections to County.
November	
1	City provides BAU and assessor parcel corrections to County for updating in file.
December	
10	First installment of taxes and assessments due/collected by County for current fiscal year.

* Use schedule for CSA 152 planning purposes.

CITY OF BANNING
STAFF REPORT

TO:	**CITY COUNCIL**
FROM:	**Douglas Schulze, City Manager**
PREPARED BY:	**Nate Smith, Deputy Director of Public Works/City Engineer** **Art Vela, Director of Public Works**
MEETING DATE:	**January 14, 2025**
SUBJECT:	**Consideration of Resolution 2025-03, Awarding a Professional Services Agreement to CASC Engineering Consulting, Inc. for National Pollutant Discharge Elimination System (NPDES) Inspections and Environmental Compliance Services in the Amount of $40,049**

RECOMMENDATION:

Adopt Resolution 2025-03.

BACKGROUND:

The National Pollutant Discharge Elimination System (NPDES) is a federally mandated program to control non-point sources of runoff pollution. The NPDES program is part of the Clean Water Act enacted by Congress in 1987. The California Regional Water Quality Control Board, Colorado River Basin, Region No. 7, in implementing the U.S. Environmental Protection Agency's storm water NPDES permit program, requires that the Districts and Incorporated Cities within the Whitewater River Basin obtain a joint permit to discharge storm water into the various storm channels and washes throughout the Whitewater River Watershed area. The Riverside County Flood Control and Water Conservation District (RCFC&WCD) and Riverside County are acting as the Lead Agency with the City of Banning being a co-permittee, along with the various other agencies and municipalities located within the Whitewater River Basin. This current Permit was adopted by the Regional Board on June 20, 2013, expired on June 19, 2018 and has been negotiated and worked on with the affected parties over the past six years. A new permit (2025 NPDES Permit) that has been negotiated with the Regional Board is in review. It is anticipated to be adopted by the end of FY 2024/2025 and will take effect 90 days later.

The City of Banning is required, through Best Management Practices (BMPs), to implement practices within our community which reduce pollutants entering into the storm drain system to the maximum extent practicable. The major components of the existing and 2025 NPDES Permit to implement the BMPs include: project management, attendance at Desert Task Force meetings, record keeping and Annual Report preparation; illegal dumping and illicit connection detection, inspection, spill prevention and cleanup activities; commercial and industrial facilities inspections (about 80 per year) and the review of all City issued business licenses for SB 205 compliance; implementing land development and plan review procedures including plan check, preparing Conditions of Approval, reviewing erosion control plans and WQMPs and ensuring post construction self-inspections are performed annually by required businesses; enforcing and implementing construction activities requirements of City and private development projects including construction site inspections, review of developer's BMPs, erosion control plans and SWPPPs (Stormwater Pollution Prevention Plans), and ensuring compliance with the Regional Board's Construction General Permit requirements; maintaining City facilities, including the City Corporate and Water Yards and Fire Station, and storm drains and performing inspections and

maintenance, removing trash and debris from the storm drain system, and from roads through street sweeping; and implementing public education and outreach programs by providing brochures to the public at City events and at the public counter, to businesses and contractors through inspections and storm water training of municipal staff.

The main new requirements of the 2025 NPDES Permit are:
- Asset Management
- Fiscal Cost Analysis/Cost Reporting
- Urban Pesticides
- Trash Amendment/Trash Capture Device Installation
- New Construction General Permit
- Continued SB 205 Compliance, business license verification of SIC Codes

The NPDES program is managed in-house by the Public Works Department, Engineering Division staff with the exception of WQMP plan checks and storm water compliance inspections for commercial and industrial businesses. The Public Works Inspector used to perform these inspections when there were thirty or so per year. About ten (10) years ago after the 2013 NPDES Permit was implemented, more businesses were required to be inspected and thus a consultant was needed to assist with this additional workload. The Public Works Inspector still performs all of the required NPDES construction inspections, which totaled 58 this past fiscal year.

The City is co-permittee on NPDES Permit No. R7-2013-0011 in the Whitewater River Region and the Permit requirements are explained in the Storm Water Management Plan. The County Department of Environmental Health (DEH) issues Hazardous Material Permits to facilities that are required to be inspected by the City either annually or every three years. Additionally, retail food service facilities with Food Establishment Permits must be inspected once per Permit term. Facilities with Regional Board issued Industrial General (IG) Permits require annual inspections and SB205 business license review (checking SIC codes) to ensure IG Permit compliance is also required. It is estimated 120 or so NPDES commercial and industrial inspections will be required this calendar year, due to many three- and five-year inspections being due.

Consultant Contract

A Request for Proposals (RFP) 24-084, “NPDES (National Pollutant Discharge Elimination System) Inspections and Environmental Compliance Services” was prepared to hire an environmental engineering consultant firm. On September 27, 2024, Purchasing Division staff released the RFP through the Open Gov electronic bidding program notifying qualified firms of the opportunity to provide proposals. The RFP was advertised in the Press Enterprise on October 2, 2024, shown as Attachment 2. The Scope of Work provides for performing the NPDES inspection per the City’s inspection form at the frequency described in the NPDES Permit and updating and maintaining the current Spreadsheet and providing this to the Project Manager monthly. There is an additional Task 2. Environmental Compliance Services, that will be used for unanticipated work on an as needed basis.

The deadline for submitting proposals was November 4, 2024 and three (3) firms responded with submittals. An evaluation committee consisting of three (3) City staff members, evaluated the three (3) proposals that were received based on qualifications of key personnel, experience in performing NPDES storm water related inspections under the Regional Board No. 7 issued NPDES Permit, approaches in providing the scope of work services, references, and price proposals.

Listed below are the three (3) firms that submitted proposals in order of the total combined score received from the three (3) evaluators:

Consultant	Total Score
CASC Engineering and Consulting, Inc.	91.33
G&G Environmental Compliance, Inc. LLC	88.33

Alisto Engineering Group	67.33

CASC Engineering Consulting, Inc. received the highest score, and their Proposal and Fee Proposal are shown as Attachments 3 and 4, respectively. The company is a reputable, qualified firm that has successfully provided these services, and they continue to do so, for several cities within the same Regional Board No. 7 issued NPDES Permit as Banning, and as a result, staff recommends the contract award to CASC Engineering Consulting, Inc. in the amount of $40,049.

JUSTIFICATION:

The current NPDES Permit No. R7-2013-0011 and upcoming 2025 NPDES Permit require businesses within the City with County DEH and State Water Resources Control Board (SWRCB) issued Permits be inspected for stormwater compliance to ensure that potential pollutants do not drain into the storm drain system. A consultant firm is needed to perform these inspections for the City to ensure compliance with the NPDES Permit.

FISCAL IMPACT:

The Public Works Department, Streets Division, assists with the implementation and Engineering Division staff manages the NPDES program in-house. Consultants are utilized for Water Quality Management Plan and Erosion Control Plan review (the developer pays these fees through deposits) and for NPDES storm water and industrial waste inspections (with a fee of $158 charged per inspection). Storm water program responsibilities are completed by about ten (10) Public Works Department staff members on a part-time and as-needed basis, but there are no full-time staff assigned to the program.

In anticipation of the upcoming new 2025 NPDES Permit cost/fiscal reporting requirements, a new stormwater fund, Fund 105, was created to track expenses. A budget transfer and appropriation in the amount of $40,049 from the Streets Fund to Account No. 105-6100-455.33-11 (Professional Services) is needed to fund the Professional Services Agreement. The Agreement term is up to five years, based upon satisfactory performance each year. A “not to exceed” total five year contract amount of $240,000 is requested to assist with each year’s required NPDES inspections, which may increase under the new 2025 NPDES Permit, and Task 2 Environmental Compliance Services, projects such as updating the City and Water Yard’s Facility Pollution Prevention Plans, and any unanticipated work that could not be done in house, if needed.

The requested appropriation and transfer of funds does not impact the General Fund.

ALTERNATIVES:

If the City Council elects to not approve this Resolution, then to maintain compliance with the NPDES Permit, additional staff resources will have to be trained and diverted from other necessary City tasks. The inspection fee is partially offset from an authorized inspection fee on the Public Works Fee Schedule.

BUDGETED?:

No

CONTRACT/AGREEMENT:

Yes

ATTACHMENTS:

1. Resolution 2025-03, CASC NPDES.docx
2. Exhibit A C01107 - CASC PSA.pdf
3. Att. 2 - Press Enterprise Proof of Ad, 10.2.24.pdf
4. Att. 3 - CASC Proposal.pdf
5. Att. 4 - CASC, Detailed Cost Estimate, Bid Sheet.pdf

RESOLUTION 2025-03

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BANNING, CALIFORNIA, AWARDING A PROFESSIONAL SERVICES AGREEMENT FOR NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM INSPECTIONS AND ENVIRONMENTAL COMPLIANCE SERVCIES TO CASC ENGINEERING CONSULTING, INC. IN THE AMOUNT OF $40,049

WHEREAS, the National Pollutant Discharge Elimination System (NPDES) is a federally mandated program to control non-point sources of runoff pollution and the NPDES program is part of the Clean Water Act enacted by Congress in 1987. The California Regional Water Quality Control Board, Colorado River Basin, Region No. 7, in implementing the U.S. Environmental Protection Agency's storm water NPDES permit program, requires that the Districts and Incorporated Cities within the Whitewater River Basin obtain a joint permit to discharge storm water into the various storm channels and washes throughout the Whitewater River Watershed area; and

WHEREAS, the Riverside County Flood Control and Water Conservation District (RCFC&WCD) and Riverside County are acting as the Lead Agency with the City of Banning being a co-permittee, along with the various other agencies and municipalities located within the Whitewater River Basin; and

WHEREAS, the City is co-permittee on NPDES Permit No. R7-2013-0011 in the Whitewater River Region and the Permit requirements are explained in the Storm Water Management Plan, including commercial and industrial stormwater compliance inspections; and

WHEREAS, the County Department of Environmental Health (DEH) issues Hazardous Material Permits to facilities that are required to be inspected by the City either annually or every three years. Additionally, retail food service facilities with DEH issued Food Establishment Permits must be inspected once per Permit term. Facilities with Regional Board issued Industrial General (IG) Permits require annual inspections and SB205 business license review (checking SIC codes) to ensure IG Permit compliance is also required; and

WHEREAS, on September 27, 2024 a Request for Proposals (RFP) No. 24-084 was released to hire an environmental engineering consultant firm. The Scope of Work provides for performing the NPDES commercial and industrial storm water compliance inspections using the City's inspection form at the frequency described in the NPDES Permit, providing outreach of BMP materials to businesses, updating and maintaining the current Spreadsheet of businesses, and providing this to the Project Manager monthly; and

WHEREAS, an evaluation committee consisting of three (3) City staff members, evaluated the three (3) proposals that were received based on qualifications of key personnel, experience in performing NPDES storm water related inspections under the Regional Board No. 7 issued NPDES Permit, approaches in providing the scope of work services, references, and price proposals; and

WHEREAS, CASC Engineering Consulting, Inc. had the highest combined score from the three evaluators and is a reputable qualified firm that is currently providing these services to several cities within the same Whitewater River Region NPDES Permit as Banning, and they have extensive NPDES Permit experience and as a result, staff recommends the contract be awarded to CASC Engineering Consulting, Inc.; and

WHEREAS, the expenditure will be funded with a budget appropriation and transfer from the Streets Fund to a new Stormwater Account, 105-6100-455.3311 (Professional Services) in the amount of $40,049.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Banning as follows:

SECTION 1. The City Council approves the Professional Services Agreement with CASC Engineering Consulting, Inc. for a one-year term in an amount of $40,049 and subsequent amendments to extend the Agreement for up to four additional year terms upon satisfactory performance, with a total not-to-exceed amount of $240,000 over five (5) years.

SECTION 2. The City Council authorizes the City Manager to make non-substantive changes to the Professional Services Agreement and to execute the Professional Services Agreement with CASC Engineering Consulting, Inc. on behalf of the City Council.

SECTION 3. The City Council authorizes the City Manager, or designee, to make necessary budget adjustments, appropriations, and transfers related to this resolution.

SECTION 4. The City Clerk shall certify to the adoption of this resolution and shall cause a certified resolution to be filed in the book of original resolutions.

PASSED, APPROVED AND ADOPTED this 14th day of January, 2025.

Sheri Flynn, Mayor
City of Banning

ATTEST:

Caroline Patton, Administrative City Clerk
City of Banning

APPROVED AS TO FORM:

John Pinkney, City Attorney

CERTIFICATION:

I, Caroline Patton, Administrative City Clerk of the City of Banning, California, do hereby certify that the foregoing Resolution 2025-03, was duly adopted by the City Council of the City of Banning, California, at a regular meeting thereof held on the 14th day of January 2025 by the following vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

_____

Caroline Patton, Administrative City Clerk
City of Banning, California

Exhibit A
Professional Services Agreement with CASC Engineering Consulting, Inc.

AGREEMENT FOR PROFESSIONAL SERVICES (C01107) FOR NPDES INSPECTION AND ENVIRONMENTAL COMPLIANCE SERVICES BY AND BETWEEN CITY OF BANNING AND CASC ENGINEERING AND CONSULTING, INC.

THIS AGREEMENT FOR PROFESSIONAL SERVICES (herein "Agreement") is made and entered into this day: _____, ("Effective Date") by and between the **CITY OF BANNING,** a California municipal corporation ("City") and CASC Engineering and Consulting, Inc., a California Corporation, ("Consultant"). City and Consultant are sometimes hereinafter individually referred to as "Party" and hereinafter collectively referred to as the "Parties."

RECITALS

A. City has sought a Request for a Proposal (RFP #24-084) for the performance of the services for NPDES Inspection and Environmental Compliance Services and as further defined and described particularly in Article 1 of this Agreement.

B. Consultant, following submission of a proposal for the performance of the services defined and described particularly in Article 1 of this Agreement, was selected by City to perform those services.

C. The Parties desire to formalize the selection of Consultant for performance of those services defined and described particularly in Article 1 of this Agreement and desire that the terms of that performance be as particularly defined and described herein.

D. Pursuant to the City of Banning's Municipal Code, City has authority to enter into this Agreement.

NOW, THEREFORE, in consideration of the mutual promises and covenants made by the Parties and contained herein and other consideration, the value and adequacy of which are hereby acknowledged, the Parties agree as follows:

ARTICLE 1. SERVICES OF CONSULTANT

1.1 Scope of Services.

In compliance with all terms and conditions of this Agreement, Consultant shall provide those services specified in the "Scope of Services" attached hereto as **Exhibit A** and incorporated herein by this reference, which services may be referred to herein as the "Services" hereunder. As a material inducement to City entering into this Agreement, Consultant represents and warrants that it has the qualifications, experience, and facilities necessary to properly perform the Services required under this Agreement in a thorough, competent, and professional manner, and is experienced in performing the Services contemplated herein. Consultant shall at all times faithfully, competently and to the best of its ability, experience and talent, perform all Services described herein. Consultant covenants that it shall follow the highest professional standards in performing the Services required hereunder and that all materials will be of good quality, and fit

for the purpose intended. For purposes of this Agreement, the phrase "highest professional standards" shall mean those standards of practice recognized by one or more first-class firms performing similar work under similar circumstances.

1.2 Contract Documents and Exhibits.

This Agreement includes the Request for Proposal and Consultant's accepted proposal ("Contract Documents"), both of which are on file with the City and incorporated herein by this general reference as though fully set forth herein. **Exhibit A** (Scope of Services), **Exhibit B** (Special Requirements), **Exhibit C** (Schedule of Compensation), and **Exhibit D** (Schedule of Performance) also constitute a part of this Agreement and are incorporated into this Agreement by this reference. Except as set forth in Section 1.10 regarding **Exhibit B**, this Agreement controls over the Contract Documents and the provisions in **Exhibits A, B** and **C**.

1.3 Compliance with Law.

Consultant shall keep itself informed concerning all ordinances, resolutions, statutes, rules, and regulations of City and any Federal, State or local governmental entity having jurisdiction in effect at the time service is rendered, and shall render all Services hereunder in accordance therewith.

1.4 Licenses, Permits, Fees and Assessments.

Consultant shall obtain and maintain during the term of this Agreement, at its sole cost and expense, all necessary licenses, permits, certificates and approvals required by law for the performance of Services under this Agreement, including a City business license. Consultant shall have the sole obligation to pay for all fees, assessments and taxes, plus applicable penalties and interest, which may be imposed by law and which arise from or are necessary for Consultant's performance of the Services required by this Agreement. Consultant shall indemnify, defend and hold harmless City, its officers, employees or agents, against all such fees, assessments, taxes, penalties or interest levied, assessed or imposed against City hereunder.

1.5 Familiarity with Services.

By executing this Agreement, Consultant warrants that Consultant: (i) has thoroughly investigated and considered the Scope of Services to be performed, (ii) has carefully considered how the Services should be performed, and (iii) fully understands the facilities and any difficulties and restrictions attending performance of the Services under this Agreement. If the Services involve work upon any site, Consultant warrants that Consultant has or will investigate the site and is or will be fully acquainted with the conditions existing therein, prior to commencement of Services hereunder. Should Consultant discover any latent or unknown conditions, which will materially affect the performance of the Services hereunder, Consultant shall immediately inform City of such fact and shall not proceed except at Consultant's risk until written instructions are received from the Contract Officer (defined in Section 1.12. A).

1.6 Prevention of Loss and Damages.

Consultant shall adopt reasonable methods during the Term (defined in Section 3.4) to furnish continuous protection to the work product, and the equipment, materials, papers, documents, plans, studies and/or other components thereof to prevent losses or damages, and shall be responsible for all such damages, to persons or property, until acceptance of the Services by City, except such losses or damages as may be caused by City's own negligence.

1.7 Further Responsibilities of Parties.

Both Parties agree to use reasonable care and diligence to perform their respective obligations under this Agreement. Both Parties agree to act in good faith to execute all instruments, prepare all documents and take all actions as may be reasonable necessary to carry out the purposes of this Agreement. Unless hereafter specified, neither Party shall be responsible to perform the Services of the other.

1.8 Additional Services.

City shall have the right at any time during the performance of the Services, without invalidating this Agreement, to order extra services beyond that specified in the Scope of Services or to make changes by altering, adding to or deducting from the Services. No such extra services may be undertaken unless a written order is first given by the Contract Officer to Consultant, which written order incorporates therein an adjustment in (i) the Contract Sum (as defined in Section 2.1), and/or (ii) the Schedule of Performance, (as defined in Section 3.2), and which written order is approved in writing by Consultant. Any increase in compensation of up to ten percent (10%) of the Contract Sum, or $25,000, whichever is less; or in the Schedule of Performance of up to one hundred eighty (180) days may be approved by the Contract Officer. Any greater increases, taken either separately or cumulatively, must be approved by City Council. It is expressly understood by Consultant that the provisions of this Section shall not apply to Services which are specifically set forth in the Scope of Services or which are reasonably contemplated therein. Consultant hereby acknowledges that it accepts the risk that the Services to be provided pursuant to the Scope of Services may be more costly or time consuming than Consultant anticipates and that Consultant shall not be entitled to additional compensation therefor.

1.9 Facilities and Equipment.

Except as otherwise provided, Consultant shall, at its own cost and expense, provide all facilities and equipment necessary to perform the Services required by this Agreement. City shall make available to Consultant only physical facilities such as desks, filing cabinets, and conference space ("City Facilities"), as City deems, in its sole discretion, to be reasonably necessary for Consultant's use while consulting with City employees and reviewing records and the information in possession of City. The location, quality, and time of furnishing City Facilities shall be in the sole discretion of City. In no event shall City be required to furnish any facilities that may involve incurring any direct expense, including but not limited to a computer, long distance telephone, network data, internet or other communication charges, vehicles and reproduction facilities.

1.10 Special Requirements.

Additional terms and conditions of this Agreement, if any, which are made a part hereof are set forth in the "Special Requirements" attached hereto as **Exhibit B** and incorporated herein by this reference. In the event of a conflict between the provisions of **Exhibit B** and any other provisions of this Agreement, the provisions of **Exhibit B** shall govern.

1.11 Corrections.

In addition to the indemnification obligations set forth in Article 4, and Sections 1.4, 1.13, 5.3, 5.4, and 6.3, Consultant shall correct, at its expense, all errors in the Services which may be disclosed during City's review of Consultant's report or plans. Should Consultant fail to make such correction(s) in a reasonably timely manner, such correction(s) may be made by City, and the cost thereof shall be charged to Consultant. In addition to all other available remedies, City may deduct the cost of such correction(s) from any retention amount held by City, or may withhold payment otherwise owed Consultant under this Agreement up to the amount of the cost of correction(s), as provided in Section 6.3.

1.12 Party Representatives.

A. Contract Officer: For the purposes of this Agreement, the Contract Officer shall be the City Manager, or such other person designated in writing by the City Manager ("Contract Officer"). Unless otherwise specified herein, any approval of City required hereunder shall mean the approval of the Contract Officer. The Contract Officer shall have authority, if specified in writing by the City Manager, to sign all documents on behalf of City required hereunder to carry out the terms of this Agreement.

B. Principals and Personnel of Consultant.

1) Consultant Representative: The following principal of Consultant is hereby designated as being the Consultant Representative authorized to act on Consultant's behalf regarding the Services specified herein and make all decisions in connection therewith:

Name	Title
Rick Sidor	President

It is expressly understood that the experience, knowledge, capability and reputation of the foregoing Consultant Representative were a substantial inducement for City to enter into this Agreement. Therefore, the foregoing Consultant Representative shall be responsible during the term of this Agreement for directing all activities of Consultant and devoting sufficient time to personally supervise the Services hereunder. All personnel of Consultant, and any authorized agents, shall at all times be under the exclusive direction and control of the Consultant Representative. For purposes of this Agreement, the foregoing Consultant Representative may not be replaced nor may their responsibilities be substantially reduced or reassigned by Consultant without the express written approval of City. It shall be Consultant's responsibility to assure that the Contract Officer is kept informed of the progress of the performance of the Services, and Consultant shall refer any decisions which must be made by City to the Contract Officer.

2) Consultant's Personnel: Consultant has, or will secure at its own expense, all personnel required to perform the Services required under this Agreement. All of the Services required under this Agreement shall be performed by Consultant or under its supervision, and all personnel engaged in the Services shall be qualified to perform such Services. Consultant shall make every reasonable effort to maintain the stability and continuity of Consultant's staff and sub-contractors, if any, assigned to perform the Services required under this Agreement. Consultant shall notify City of all changes in Consultant's staff and sub-contractors, if any, assigned to perform the Services required under this Agreement, prior to and during any such performance. In the event that City, in its sole discretion, at any time during the term of this Agreement, desires to reassign any staff or sub-contractor of Consultant, City shall give notice as set forth in Section 8.1. Consultant shall, immediately upon the receipt of the notice to re-assign staff from City, reassign such person or persons.

1.13 Independent Contractor.

A. Consultant is an independent contractor and not an employee of City. Consultant shall have no power to incur any debt, obligation, or liability on behalf of City. All Services provided pursuant to this Agreement shall be performed by Consultant or under its supervision. Consultant will determine the means, methods, and details of performing the Services. Any additional personnel performing Services under this Agreement on behalf of Consultant shall also not be employees of City and shall at all times be under Consultant's exclusive direction and control. Consultant shall pay all wages, salaries, and other amounts due such personnel in connection with their performance of Services under this Agreement and as required by law. Consultant shall be responsible for all reports and obligations respecting such additional personnel, including, but not limited to: social security taxes, income tax withholding, unemployment insurance, disability insurance, and workers' compensation insurance.

B. Consultant shall indemnify and hold harmless City and its elected officials, officers, employees, servants, designated volunteers, and agents serving as independent contractors in the role of City officials, from any and all liability, damages, claims, costs and expenses of any nature to the extent arising from Consultant's personnel practices. City shall have the right to offset against the amount of any fees due to Consultant under this Agreement any amount due to City from Consultant as a result of Consultant's failure to promptly pay to City any reimbursement or indemnification arising under this Section.

1.14 Prohibition Against Subcontracting or Assignment.

The experience, knowledge, capability and reputation of Consultant, the Consultant Representative and employees were a substantial inducement for City to enter into this Agreement. Therefore, Consultant shall not contract with any other entity to perform in whole or in part the Services required hereunder without the express written approval of City. In addition, neither this Agreement nor any interest herein may be transferred, assigned, conveyed, hypothecated or encumbered voluntarily or by operation of law, whether for the benefit of creditors or otherwise, without the prior written approval of City. Transfers restricted hereunder shall include the transfer to any person or group of persons acting in concert of more than twenty-five percent (25%) of the present ownership and/or control of Consultant, taking all transfers into account on a cumulative basis. In the event of any such unapproved transfer, including any bankruptcy proceeding, this

Agreement shall be void. No approved transfer shall release Consultant or any surety of Consultant of any liability hereunder without the express consent of City.

1.15 Debarment or Suspension.

Consultant represents and warrants that, as of the Effective Date of this Agreement, Consultant is not debarred or suspended pursuant to any applicable Federal or State law providing for the debarment of contractors. Consultant shall not perform the Services with any subcontractor that has been debarred or suspended pursuant to any applicable Federal or State law providing for the debarment. Consultant and its subcontractors shall not be debarred or suspended throughout the Term of this Agreement pursuant to any applicable Federal or State law providing for the debarment of contractors. If Consultant or any subcontractor becomes debarred or suspended during the Term of this Agreement, Consultant shall immediately notify City.

ARTICLE 2. COMPENSATION AND METHOD OF PAYMENT.

2.1 Contract Sum.

Subject to any limitations set forth in this Agreement, as full compensation for Services satisfactorily rendered, City shall pay Consultant at the hourly rates set forth in the "Schedule of Compensation" attached hereto as **Exhibit C** and incorporated herein by this reference. In no event shall Consultant be paid more than Forty Thousand Two Hundred Ninety-Nine Dollars ($40,299.00) (the "Contract Sum"). The Contract Sum shall include the attendance of Consultant at all project meetings reasonably deemed necessary by City. Coordination of the performance of the Services with City is a critical component of the Services. If Consultant is required to attend additional meetings to facilitate such coordination, Consultant shall not be entitled to any additional compensation for attending those meetings.

2.2 Method of Compensation.

The method of compensation may include: (i) a lump sum payment upon completion of the Services, (ii) payment in accordance with specified tasks or the percentage of completion of the Services, (iii) payment for time and materials based upon Consultant's rates as specified in the Schedule of Compensation, provided that time estimates are provided for the performance of sub tasks, but not exceeding the Contract Sum or (iv) such other methods as may be specified in the Schedule of Compensation.

2.3 Reimbursable Expenses.

City shall only reimburse Consultant for those actual and necessary expenses expressly set forth in **Exhibit C**. Reimbursable expenses may include reimbursement for actual and necessary expenditures for reproduction costs, telephone expenses, and travel expenses approved by the Contract Officer in advance, or actual sub-contractor expenses of an approved sub-contractor pursuant to Section 1.14, and only if specified in the Schedule of Compensation.

2.4 Unauthorized Services and Expenses.

City will not pay for any Services or reimburse for any expenses incurred which are not specified in the Scope of Services, unless authorized in writing as set forth in Section 1.8 of this Agreement. City shall make payment for such authorized additional Services and expenses in accordance with Article 2 of this Agreement.

2.5 Invoices.

Each month Consultant shall furnish to City an original invoice for all Services performed and expenses incurred during the preceding month. Each such invoice shall contain all of the information set forth in Section III of **Exhibit C** to this Agreement. By submitting an invoice for payment under this Agreement, Consultant is certifying compliance with all provisions of the Agreement. Consultant shall not invoice City for any duplicate Services performed by more than one person.

City shall independently review each invoice submitted by Consultant to determine whether the Services performed and expenses incurred are in compliance with the provisions of this Agreement. City will use its best efforts to cause Consultant to be paid within thirty (30) days of receipt of Consultant's correct and undisputed invoice, except as to any charges for Services performed or expenses incurred by Consultant which are disputed by City, or as provided in Section 6.3. In the event any charges or expenses are disputed by City, the original invoice shall be returned by City to Consultant for correction and resubmission. Review and payment by City of any invoice provided by Consultant shall not constitute waiver of any rights or remedies provided herein or any applicable law.

2.6 Waiver.

Payment to Consultant for Services performed pursuant to this Agreement shall not be deemed to waive any defects in Services performed by Consultant.

ARTICLE 3. PERFORMANCE SCHEDULE

3.1 Time of Essence.

Time is of the essence in the performance of this Agreement; provided, however, that the foregoing shall not be construed to limit or deprive a Party of the benefits of any grace or use period allowed in this Agreement.

3.2 Schedule of Performance.

Consultant shall commence the Services pursuant to this Agreement upon receipt of a written notice to proceed and shall perform all Services within the time period(s) established in the "Schedule of Performance" attached hereto as **Exhibit D** and incorporated herein by this reference.

3.3 Force Majeure.

The time period(s) specified in the Schedule of Performance for performance of the Services rendered pursuant to this Agreement may be extended because of any delays due to

unforeseeable causes beyond the control and without the fault or negligence of Consultant. Such unforeseeable consequences include, but are not restricted to, acts of God or public enemy, unusually severe weather, fires, earthquakes, floods, epidemics, quarantine restrictions, riots, strikes, freight embargoes, wars, litigation, and/or acts of any governmental agency, including City, if Consultant shall within ten (10) days of the commencement of such delay notify the Contract Officer in writing of the causes of the delay. The Contract Officer shall ascertain the facts and the extent of delay, and extend the time for performing the Services for the period of the enforced delay when and if in the judgment of the Contract Officer such delay is justified, subject to the provisions of Section 1.8. The Contract Officer's determination (or the City Council's determination, in the event the period of enforced delay exceeds the period specified in Section 1.8) shall be final and conclusive upon the Parties to this Agreement. In no event shall Consultant be entitled to recover damages against City for any delay in the performance of this Agreement, however caused; Consultant's sole remedy shall be the extension of the Agreement pursuant to this Section.

3.4 Term.

The Term of this Agreement shall be from the Effective Date through January 31, 2026 with an option to renew for four (4) one-year terms, unless sooner terminated as provided in Article 6 of this Agreement or extended as provided in Sections 1.8 and 3.3 of this Agreement. Maximum term and any subsequent amendment or modification shall not exceed five (5) years.

ARTICLE 4. INSURANCE AND INDEMNIFICATION

4.1 Minimum Scope and Limits of Insurance.

Consultant shall procure and at all times during the term of this Agreement carry, maintain, and keep in full force and effect, insurance as follows:

A. Commercial General Liability Insurance with a minimum limit of $1,000,000.00 per occurrence for bodily injury, personal injury and property damage and a general aggregate limit of $2,000,000.00 per project or location. If Consultant is a limited liability company, the commercial general liability coverage shall be amended so that Consultant and its managers, members, affiliates, employees, agents and other persons necessary or incidental to its operation are insureds.

B. Automobile Liability Insurance for any owned, non-owned or hired vehicle used in connection with the performance of this Agreement with a combined single limit of $1,000,000.00 per accident for bodily injury and property damage. If Consultant does not use any owned, non-owned or hired vehicles in the performance of Services under this Agreement, Consultant shall obtain a non-owned auto endorsement to the Commercial General Liability policy.

C. Workers' Compensation Insurance as required by the State of California and Employer's Liability Insurance with a minimum limit of $1,000,000.00 per accident for bodily injury or disease. If Consultant has no employees while performing Services under this Agreement, workers' compensation policy is not required; however, Consultant shall execute a declaration that it has no employees.

D. Professional Liability/Errors and Omissions Insurance with minimum limits of $1,000,000.00 per claim and in the aggregate.

4.2 Acceptability of Insurers.

The insurance policies required under this Article shall be issued by an insurer admitted to write insurance in the State of California with a rating of A:VII or better in the latest edition of the A.M. Best Insurance Rating Guide. Self-insurance shall not be considered to comply with the insurance requirements under this Article.

4.3 Additional Insured.

The commercial general and automobile liability policies shall contain an endorsement naming City, its officers, employees, agents and volunteers as additional insureds.

4.4 Primary and Non-Contributing.

The insurance policies required under this Article shall apply on a primary non-contributing basis in relation to any other insurance or self-insurance available to City. Any insurance or self-insurance maintained by City, its officers, employees, agents or volunteers, shall be in excess of Consultant's insurance and shall not contribute with it.

4.5 Consultant's Waiver of Subrogation.

The insurance policies required under this Article shall not prohibit Consultant and Consultant's employees, agents or sub-contractors from waiving the right of subrogation prior to a loss. Consultant hereby waives all rights of subrogation against City.

4.6 Deductibles and Self-Insured Retentions.

Any deductibles or self-insured retentions must be declared to and approved by City. At City's option, Consultant shall either reduce or eliminate the deductibles or self-insured retentions with respect to City; or Consultant shall procure a bond guaranteeing payment of losses and expenses.

4.7 Cancellations or Modifications to Coverage.

Consultant shall not cancel, reduce or otherwise modify the insurance policies required by this Article during the term of this Agreement. The commercial general and automobile liability policies required under this Agreement shall be endorsed to state that should the issuing insurer cancel the policy before the expiration date, the issuing insurer will endeavor to mail 30 days' prior written notice to City. If any insurance policy required under this Article is canceled or reduced in coverage or limits, Consultant shall, within two (2) Business Days (as defined in Section 8.12) of notice from the insurer, phone, fax or notify City via certified mail, return receipt requested, of the cancellation of or changes to the policy.

4.8 City Remedy for Noncompliance.

If Consultant does not maintain the policies of insurance required under this Article in full force and effect during the term of this Agreement, or in the event any of Consultant's policies do not comply with the requirements under this Article, City may either immediately terminate this Agreement or, if insurance is available at a reasonable cost, City may, but has no duty to, take out the necessary insurance and pay, at Consultant's expense, the premium thereon. Consultant shall promptly reimburse City for any premium paid by City, or City may withhold amounts sufficient to pay the premiums from payments due to Consultant.

4.9 Evidence of Insurance.

Prior to the performance of Services under this Agreement, Consultant shall furnish the City Clerk with a certificate or certificates of insurance and all original endorsements evidencing and effecting the coverages required under this Article. The endorsements are subject to City's approval. Consultant may provide complete, certified copies of all required insurance policies to City. Consultant shall maintain current endorsements on file with the City Clerk. Consultant shall provide proof to the City Clerk that insurance policies expiring during the term of this Agreement have been renewed or replaced with other policies providing at least the same coverage. Consultant shall furnish such proof at least two (2) weeks prior to the expiration of the coverages.

4.10 Indemnity Requirements not Limiting.

Procurement of insurance by Consultant shall not be construed as a limitation of Consultant's liability or as full performance of Consultant's duty to indemnify City under this Agreement.

4.11 Sub-contractor Insurance Requirements.

Consultant shall require each of its sub-contractors that perform Services under this Agreement to maintain insurance coverage that meets all of the requirements of this Article.

4.12 Indemnification, Hold Harmless, and Duty to Defend.

A. Indemnification of City.

1) To the fullest extent permitted by law, Consultant shall, at its sole cost and expense, defend, hold harmless and indemnify City and its elected officials, officers, attorneys, agents, employees, designated volunteers, successors, assigns and those City agents serving as independent contractors in the role of City officials (collectively "Indemnitees"), from and against any and all damages, costs, expenses, liabilities, claims, demands, causes of action, proceedings, expenses, judgments, penalties, liens, and losses of any nature whatsoever, including fees of accountants, attorneys, or other professionals and all costs associated therewith and the payment of all consequential damages (collectively "Liabilities"), at law or in equity, whether actual, alleged or threatened, which arise out of, are claimed to arise out of, pertain to, or relate to the acts or omissions of Consultant, its officers, agents, servants, employees, sub-contractors, materialmen, consultants or their officers, agents, servants or employees (or any entity or individual that Consultant shall bear the legal liability thereof) in the performance of this Agreement, including the Indemnitees' active or passive negligence, except for Liabilities arising

from the sole negligence or willful misconduct of the Indemnitees as determined by court decision or by the agreement of the Parties. Consultant shall defend the Indemnitees in any action or actions filed in connection with any Liabilities with counsel of the Indemnitees' choice, and shall pay all costs and expenses, including all attorneys' fees and experts' costs actually incurred in connection with such defense. Consultant shall reimburse the Indemnitees for any and all legal expenses and costs incurred by Indemnitees in connection therewith.

2) Consultant shall pay all required taxes on amounts paid to Consultant under this Agreement, and indemnify and hold City harmless from any and all taxes, assessments, penalties, and interest asserted against City by reason of the independent contractor relationship created by this Agreement. Consultant shall fully comply with the workers' compensation law regarding Consultant and Consultant's employees. Consultant shall indemnify and hold City harmless from any failure of Consultant to comply with applicable workers' compensation laws. City may offset against the amount of any fees due to Consultant under this Agreement any amount due to City from Consultant as a result of Consultant's failure to promptly pay to City any reimbursement or indemnification arising under this subparagraph A.2.

3) Consultant shall obtain executed indemnity agreements with provisions identical to those in this Article from each and every sub-contractor or any other person or entity involved by, for, with or on behalf of Consultant in the performance of this Agreement. If Consultant fails to obtain such indemnity obligations, Consultant shall be fully responsible and indemnify, hold harmless and defend the Indemnitees from and against any and all Liabilities at law or in equity, whether actual, alleged or threatened, which arise out of, are claimed to arise out of, pertain to, or relate to the acts or omissions of Consultant's sub-contractor, its officers, agents, servants, employees, sub-contractors, materialmen, consultants or their officers, agents, servants or employees (or any entity or individual that Consultant's sub-contractor shall bear the legal liability thereof) in the performance of this Agreement, including the Indemnitees' active or passive negligence, except for Liabilities arising from the sole negligence or willful misconduct of the Indemnitees as determined by court decision or by the agreement of the Parties.

B. Workers' Compensation Acts not Limiting. Consultant's indemnifications and obligations under this Article, or any other provision of this Agreement, shall not be limited by the provisions of any workers' compensation act or similar act. Consultant expressly waives its statutory immunity under such statutes or laws as to City, its officers, agents, employees and volunteers.

C. Insurance Requirements not Limiting. City does not, and shall not, waive any rights that it may possess against Consultant because of the acceptance by City, or the deposit with City, of any insurance policy or certificate required pursuant to this Agreement. The indemnities in this Article shall apply regardless of whether or not any insurance policies are determined to be applicable to the Liabilities, tax, assessment, penalty or interest asserted against City.

D. Survival of Terms. Consultant's indemnifications and obligations under this Article shall survive the expiration or termination of this Agreement.

ARTICLE 5. RECORDS, REPORTS, AND RELEASE OF INFORMATION

5.1 Service Records.

Consultant shall keep, and require sub-contractors to keep, such ledgers, books of accounts, invoices, vouchers, canceled checks, reports, studies or other documents relating to the disbursements charged to City and Services performed hereunder (the "Service Records"), as shall be necessary to perform the Services required by this Agreement and enable the Contract Officer to evaluate the performance of such Services. Any and all such Service Records shall be maintained in accordance with generally accepted accounting principles and shall be complete and detailed. The Contract Officer shall have full and free access to such Service Records at all times during normal business hours of City, including the right to inspect, copy, audit and make copies and transcripts from such Service Records. Such Service Records shall be maintained for a period of three (3) years following completion of the Services hereunder, and City shall have access to such Service Records in the event any audit is required. In the event of dissolution of Consultant's business, custody of the Service Records may be given to City, and access shall be provided by Consultant's successor in interest ("Consultant's Successor"). If custody of the Service Records is given to Consultant's Successor, Consultant shall give written notice to City of the transfer of the Service Records to Consultant's Successor. The notice shall include contact information (address and telephone number) for Consultant's Successor, and access shall be provided to City by Consultant's Successor.

5.2 Reports.

Consultant shall periodically prepare and submit to the Contract Officer such reports concerning the performance of the Services required by this Agreement as the Contract Officer shall require. Consultant hereby acknowledges that City is greatly concerned about the cost of Services to be performed pursuant to this Agreement. For this reason, Consultant agrees that if Consultant becomes aware of any facts, circumstances, techniques, or events that may or will materially increase or decrease the cost of the Services contemplated herein, Consultant shall promptly notify the Contract Officer of that fact, circumstance, technique or event and the estimated increased or decreased cost related thereto.

5.3 Ownership of Documents.

All drawings, specifications, maps, designs, photographs, studies, surveys, data, notes, computer files, reports, records, documents and other materials (the "Consultant Documents") prepared by Consultant, its employees, sub-contractors and agents in the performance of this Agreement shall be the property of City and shall be delivered to City upon request of the Contract Officer or upon the termination of this Agreement. Consultant shall have no claim for further employment or additional compensation as a result of the exercise by City of its full rights of ownership use, reuse, or assignment of the Consultant Documents hereunder. Any use, reuse or assignment of such completed Consultant Documents for other projects and/or use of uncompleted Consultant Documents without specific written authorization by Consultant will be at City's sole risk and without liability to Consultant, and Consultant's guarantee and warranties shall not extend to such use or assignment. Consultant may retain copies of such Consultant Documents for its own use. Consultant shall have an unrestricted right to use the concepts embodied therein. All

sub-contractors shall provide for assignment to City of all Consultant Documents prepared by them; and in the event Consultant fails to secure such assignment, Consultant shall indemnify City for all damages resulting therefrom.

5.4 Confidentiality and Release of Information.

A. All information gained or work product produced by Consultant in performance of this Agreement shall be considered confidential, unless such information is in the public domain or already known to Consultant. Consultant shall not release or disclose any such information or work product to persons or entities other than City without prior written authorization from the Contract Officer.

B. Consultant, its officers, employees, agents or sub-contractors, shall not, without prior written authorization from the Contract Officer or unless requested by the City Attorney, voluntarily provide documents, declarations, letters of support, testimony at depositions, response to interrogatories or other information concerning the Services performed under this Agreement. Response to a subpoena or court order shall not be considered "voluntary" provided Consultant gives City notice of such court order or subpoena.

C. If Consultant, or any officer, employee, agent or sub-contractor of Consultant, provides any information or work product in violation of this Agreement, then City shall have the right to reimbursement and indemnity from Consultant for any damages, costs and fees, including attorneys' fees, caused by or incurred as a result of Consultant's conduct.

D. Consultant shall promptly notify City should Consultant, its officers, employees, agents or sub-contractors be served with any summons, complaint, subpoena, notice of deposition, request for documents, interrogatories, request for admissions or other discovery request, court order or subpoena from any Party regarding this Agreement and the Services performed thereunder. City retains the right, but has no obligation, to represent Consultant or be present at any deposition, hearing or similar proceeding. Consultant agrees to cooperate fully with City and to provide City with the opportunity to review any response to discovery requests provided by Consultant. However, this right to review any such response does not imply or mean the right by City to control, direct, or rewrite the response.

ARTICLE 6. ENFORCEMENT OF AGREEMENT AND TERMINATION

6.1 California Law.

This Agreement, and any dispute arising from the relationship between the Parties to this Agreement, shall be interpreted, construed and governed both as to validity and to performance of the Parties in accordance with the laws of the State of California. Legal actions concerning any dispute, claim or matter arising out of or in relation to this Agreement shall be instituted in the Superior Court of the County of Riverside, State of California, or any other appropriate court in such county, and Consultant covenants and agrees to submit to the personal jurisdiction of such court in the event of such action. In the event of litigation in a U.S. District Court, venue shall lie exclusively in the Central District of California, in Riverside.

6.2 Disputes; Default.

A. In the event that City determines Consultant is in default under the terms of this Agreement, City shall have no obligation or duty to continue compensating Consultant for any Services performed after the date of default. In addition to the provisions of Section 4.8, and the right to terminate pursuant to Section 6.7, if the City Manager determines that Consultant is in default in the performance of any of the terms or conditions of this Agreement, City may serve Consultant with written notice of the default. Consultant shall have ten (10) calendar days after service upon it of the notice in which to cure the default by rendering a satisfactory performance. In the event that Consultant fails to cure its default within such period of time, City may, notwithstanding any other provision of this Agreement, terminate this Agreement without further notice and without prejudice to any other remedy to which it may be entitled at law, in equity or under this Agreement.

B. In the event of termination pursuant to this Section, City may take over the Services and prosecute the same to completion by contract or otherwise, and Consultant shall be liable to the extent that the total cost for completion of the Services required hereunder exceeds the compensation herein stipulated (provided that City shall use reasonable efforts to mitigate such damages), and City may withhold any payments to Consultant for the purpose of set-off or partial payment of the amounts owed City as provided in Section 6.3.

6.3 Retention of Funds.

Consultant hereby authorizes City to deduct from any amount payable to Consultant (whether or not arising out of this Agreement): (i) any payment amount of which may be in dispute hereunder or which is necessary to compensate City for any losses, costs, liabilities, or damages suffered by City, (ii) all amounts retained pursuant to the provisions of Section 4.8, (iii) all amounts for which City may be liable to third parties, by reason of Consultant's acts or omissions in performing or failing to perform Consultant's obligation under this Agreement, and (iv) all payments due or that become due to Consultant during the period that Consultant or any of its sub-contractors fail to maintain any required insurance in full force and effect, until notice is received by City that the required insurance has been restored to full force and effect and that the premiums therefore have been paid for a period satisfactory to City, as provided in Section 4.9, above. In the event that any claim is made by a third party, the amount or validity of which is disputed by Consultant, or any indebtedness shall exist which shall appear to be the basis for a claim of lien, City may withhold from any payment due, without liability for interest because of such withholding, an amount sufficient to cover such claim. The failure of City to exercise such right to deduct or to withhold shall not, however, affect the obligations of Consultant to insure, indemnify, and protect City as elsewhere provided herein.

6.4 Waiver.

Waiver by any Party to this Agreement of any term, condition, or covenant of this Agreement shall not constitute a waiver of any other term, condition, or covenant. Waiver by any Party of any breach of the provisions of this Agreement shall not constitute a waiver of any other provision or a waiver of any subsequent breach or violation of any provision of this Agreement. Acceptance by City of any Services by Consultant shall not constitute a waiver of any of the

provisions of this Agreement. No delay or omission in the exercise of any right or remedy by a non-defaulting Party on any default shall impair such right or remedy or be construed as a waiver. Any waiver by either Party of any default must be in writing, and shall not be a waiver of any other default concerning the same or any other provision of this Agreement.

6.5 Rights and Remedies are Cumulative.

Except with respect to rights and remedies expressly declared to be exclusive in this Agreement, the rights and remedies of the Parties are cumulative and the exercise by either Party of one or more of such rights or remedies shall not preclude the exercise by it, at the same or different times, of any other rights or remedies for the same default or any other default by the other Party.

6.6 Legal Action.

In addition to any other rights or remedies, either Party may take legal action, in law or in equity, to cure, correct or remedy any default, to recover damages for any default, to compel specific performance of this Agreement, to obtain declaratory or injunctive relief, or to obtain any other remedy consistent with the purposes of this Agreement. Notwithstanding any contrary provision herein, Consultant must file a statutory claim pursuant to Government Code Sections 905 et seq. and 910 et seq., in order to pursue a legal action against City under this Agreement.

6.7 Termination Prior to Expiration of Term.

This Article 6 shall govern any termination of this Agreement except as specifically provided in Section 6.2 for termination for default of Consultant. City reserves the right to terminate this Agreement at any time, with or without cause, upon thirty (30) days' written notice to Consultant, except that where termination is due to the fault of Consultant, the period of notice may be a shorter time as may be determined by the Contract Officer. In addition, Consultant reserves the right to terminate this Agreement at any time, with or without cause, upon sixty (60) days' written notice to City, except that where termination is due to the fault of City, the period of notice may be a shorter time as Consultant may determine. Upon receipt of any notice of termination, Consultant shall immediately cease all Services hereunder except such as may be specifically approved by the Contract Officer. Except where Consultant has initiated termination, Consultant shall be entitled to compensation for all Services rendered prior to the effective date of the notice of termination and for any Services authorized by the Contract Officer thereafter in accordance with the Schedule of Compensation or such as may be approved by the Contract Officer, except as provided in Section 6.3. In the event Consultant has initiated termination, Consultant shall be entitled to compensation only for the reasonable value of the work product actually produced hereunder. In the event of termination without cause pursuant to this Section, the terminating Party need not provide the non-terminating Party with the opportunity to cure pursuant to Section 6.2.

6.8 Attorneys' Fees.

In any litigation or other proceeding by which a Party seeks to enforce its rights under this Agreement (whether in contract, tort or both) or seeks a declaration of any rights or obligations under this Agreement, the prevailing Party in such action or proceeding, in addition to any other

relief which may be granted, whether legal or equitable, shall be entitled to reasonable attorneys' fees. Attorneys' fees shall include attorney's fees on any appeal, and in addition the Party entitled to attorneys' fees shall be entitled to all other reasonable costs for investigating such action, taking depositions and discovery and all other necessary costs the court allows which are incurred in such litigation. All such fees shall be deemed to have accrued on commencement of such action and shall be enforceable whether or not such action is prosecuted to judgment.

ARTICLE 7. CITY OFFICERS AND EMPLOYEES: NON-DISCRIMINATION

7.1 Non-liability of City Officers and Employees.

No officer or employee of City shall be personally liable to Consultant, or Consultant's Successor, in the event of any default or breach by City or for any amount which may become due to Consultant or Consultant's Successor, or for breach of any obligation of the terms of this Agreement.

7.2 Conflict of Interest.

Consultant covenants that neither it, nor any officer or principal of its firm, has or shall acquire any interest, directly or indirectly, which would conflict in any manner with the interests of City or which would in any way hinder Consultant's performance of Services under this Agreement. Consultant further covenants that in the performance of this Agreement, no person having any such interest shall be employed by it as an officer, employee, agent or sub-contractor without the express written consent of the Contract Officer. Consultant agrees to at all times avoid conflicts of interest or the appearance of any conflicts of interest with the interests of City in the performance of this Agreement.

No officer or employee of City shall have any direct or indirect financial interest in this Agreement within the scope of Government Code section 1090, nor shall any such officer or employee make, participate in making, or use his or her official position to influence, any City decision relating to the Agreement which has a material financial effect on his or her financial interests or the financial interests of any corporation, partnership or association in which he or she is, directly or indirectly, interested, in violation of any State statute or regulation. Consultant warrants that it has not paid or given, and will not pay or give any third party any money or other consideration for obtaining this Agreement.

Consultant and its officers, employees, associates and sub-contractors, if any, shall comply with all conflict of interest statutes of the State of California applicable to Consultant's Services under this Agreement, including the Political Reform Act (Gov. Code § 81000, et seq.) and Government Code Section 1090. During the term of this Agreement, Consultant may perform similar services for other clients; but Consultant and its officers, employees, associates and sub-contractors shall not, without the Contract Officer's prior written approval, perform services for another person or entity for whom Consultant is not currently performing services that would require Consultant or one of its officers, employees, associates or sub-contractors to abstain from a decision under this Agreement pursuant to a conflict of interest statute. Consultant shall incorporate a clause substantially similar to this Section into any subcontract that Consultant executes in connection with the performance of this Agreement.

7.3 Covenant Against Discrimination.

Consultant covenants that, by and for itself, its heirs, executors, assigns, and all persons claiming under or through them, that there shall be no discrimination against or segregation of, any person or group of persons on account of race, color, creed, religion, sex, gender, sexual orientation, marital status, national origin, or ancestry in the performance of this Agreement. Consultant shall take affirmative action to insure that applicants are employed, and that employees are treated during employment, without regard to their race, color, creed, religion, sex, marital status, national origin, or ancestry, or other protected class.

7.4 Unauthorized Aliens.

Consultant hereby promises and agrees to comply with all of the provisions of the Federal Immigration and Nationality Act, 8 U.S.C.A. §§ 1101, et seq., as amended, and in connection therewith, shall not employ unauthorized aliens as defined therein. Should Consultant so employ such unauthorized aliens for the performance of Services covered by this Agreement, and should the any liability or sanctions be imposed against City for such use of unauthorized aliens, Consultant hereby agrees to and shall reimburse City for the cost of all such liabilities or sanctions imposed, together with any and all costs, including attorneys' fees, incurred by City.

ARTICLE 8. MISCELLANEOUS PROVISIONS

8.1 Notices.

Any notice, demand, request, document, consent, approval, bill, invoice, report or other communication required or permitted under this Agreement shall be in writing and conclusively deemed effective: (a) on confirmed delivery by courier service or overnight delivery service during Consultant's and City's regular business hours; or (b) three (3) Business Days after deposit in the United States mail, by certified or registered mail, and addressed to the Party to be notified as set forth below:

If to City	Attn: Nathan Smith Deputy Director of Public Works City of Banning 99 East Ramsey Street Banning, California 92220 Email: nsmith@banningca.gov
If to Consultant:	Attn: Rick Sidor President/Owner CASC Engineering and Consulting, Inc. 77564 County Club Drive, Suite 211 Palm Desert, CA 92211 Email: rsidor@cascinc.com

8.2 Interpretation.

The terms of this Agreement shall be construed in accordance with the meaning of the language used and shall not be construed for or against either Party by reason of the authorship of this Agreement or any other rule of construction which might otherwise apply.

8.3 Counterparts.

This Agreement may be executed in counterparts, each of which shall be deemed to be an original, and such counterparts shall constitute one and the same instrument.

8.4 Integration; Amendment.

This Agreement, and all exhibits referred to in this Agreement, constitute the final, complete and exclusive statement of the terms of the agreement between the Parties pertaining to the subject matter of this Agreement and supersede all other and cancels any and all previous negotiations, arrangements, agreements and understandings, if any, between the Parties, and none shall be used to interpret this Agreement. No Party has been induced to enter into this Agreement by, nor is any Party relying on, any representation or warranty except those expressly set forth in this Agreement. No amendment to or modification of this Agreement, nor any provision or breach hereof waived, shall be valid unless made in writing and approved by Consultant and by City Council. The Parties agree that this requirement for written modifications cannot be waived and that any attempted waiver shall be void.

8.5 Severability.

In the event that any one or more of the phrases, sentences, clauses, paragraphs, or sections contained in this Agreement shall be declared invalid or unenforceable by a valid judgment or decree of a court of competent jurisdiction, such invalidity or unenforceability shall not affect any of the remaining phrases, sentences, clauses, paragraphs, or sections of this Agreement which are hereby declared as severable and shall be interpreted to carry out the intent of the Parties hereunder unless the invalid provision is so material that its invalidity deprives either Party of the basic benefit of their bargain or renders this Agreement meaningless.

8.6 Mutual Cooperation.

A. City's Cooperation. City shall provide Consultant with all pertinent data, documents and other requested information as is reasonably available for Consultant's proper performance of the Services required under this Agreement.

B. Consultant's Cooperation. In the event any claim or action is brought against City relating to Consultant's performance of Services rendered under this Agreement, Consultant shall render any reasonable assistance that City requires.

8.7 No Third Party Beneficiaries Intended.

This Agreement is made solely for the benefit of the Parties to this Agreement and their respective successors and assigns, and no other person or entity may have or acquire a right by virtue of this Agreement.

8.8 Final Payment Acceptance Constitutes Release.

The acceptance by Consultant of the final payment made under this Agreement shall operate as and be a release of City from all claims and liabilities for compensation to Consultant for anything done, furnished or relating to Consultant's Services. Acceptance of payment shall be any negotiation of City's check or the failure to make a written extra compensation claim within ten (10) calendar days of the receipt of that check. However, approval or payment by City shall not constitute, nor be deemed, a release of the responsibility and liability of Consultant, its employees, sub-contractors and agents for the accuracy and competency of the information provided and/or Services performed; nor shall such approval or payment be deemed to be an assumption of such responsibility or liability by City for any defect or error in the Services prepared by Consultant, its employees, sub-contractors and agents.

8.9 Non-Appropriation of Funds.

Payments to be made to Consultant by City for Services performed within the current fiscal year which are within the current fiscal budget and within an available, unexhausted fund. In the event that City does not appropriate sufficient funds for payment of Consultant's Services beyond the current fiscal year, this Agreement shall cover payment for Consultant's Services only to the conclusion of the last fiscal year in which City appropriates sufficient funds and shall automatically terminate at the conclusion of such fiscal year.

8.10 Headings.

The headings in this Agreement are included solely for convenience of reference and shall not affect the interpretation of any provision of this Agreement or any of the rights or obligations of the Parties to this Agreement.

8.11 Word Usage.

Unless the context clearly requires otherwise, (a) the words "shall," "will" and "agrees" are mandatory and "may" is permissive; (b) "or" is not exclusive; and (c) "includes" or "including" are not limiting.

8.12 Business Days.

"Business Days" refers to days that the Banning City Hall is open for business.

8.13 Corporate Authority.

The persons executing this Agreement on behalf of the Parties hereto warrant that (i): such Party is duly organized and existing, (ii) they are duly authorized to execute and deliver

this Agreement on behalf of that Party, (iii) by so executing this Agreement, such Party is formally bound to the provisions of this Agreement, and (iv) the entering into this Agreement does not violate any provision of any other Agreement to which that Party is bound. This Agreement shall be binding upon the heirs, executors, administrators, successors and assigns of the Parties.

8.14 Electronic Signatures.

Each Party may adopt as its signature an electronic identification consisting of a symbol or code that is affixed to or contained in each document transmitted by such Party ("electronic signature"). The Parties hereto herby agree that electronic signatures are acceptable, shall have the same force and effect under the law as original wet signatures, and shall be sufficient to verify that the Parties have executed this Agreement and such other documents transmitted by the Parties.

[SIGNATURES ON FOLLOWING PAGE]

IN WITNESS WHEREOF the Parties hereto have executed this Agreement the day and year first hereinabove written.

CITY OF BANNING		CONSULTANT	
Douglas Schulze, City Manager	Date	NAME: TITLE:	Date
		NAME: TITLE:	Date
ATTEST:			
Caroline Patton Administrative City Clerk	Date	Tax ID No. Address:	
APPROVED AS TO FORM:			
City Attorney	Date	City Council Approval: _____	

NOTE: PROOF OF AUTHORITY TO BIND CONTRACTING PARTY REQUIRED. APPROPRIATE ATTESTATIONS SHALL BE INCLUDED AS MAY BE REQUIRED BY THE BYLAWS, ARTICLES OF INCORPORATION, OR OTHER RULES OR REGULATIONS APPLICABLE TO CONSULTANT'S BUSINESS ENTITY.

EXHIBIT "A"
SCOPE OF SERVICES

I. Consultant will perform the following Services in connection with providing NPDES Inspection and Environmental Compliance Serivces prepared in connection therewith:

II. As part of the Services, Consultant will prepare and deliver the following tangible work products and services to City:

A. STATEMENT OF UNDERSTANDING AND APPROACH

GENERAL APPROACH

Casc is known for our ability to quickly respond and adapt to a variety of NPDES-related services requested by our clients. This is attributed to our technically seasoned and dedicated staff who place the City's needs as priority. Casc has reviewed and acknowledges the Scope of Work listed in the RFP and provides the following generalized summary approach.

Project Management: With over 20 years of professional experience, Joyce Goode will serve as the Consultant NPDES Project Manager for the City. She has proven herself to be an expert in NPDES permits and a dedicated Project Manager for the City and will be the main point of contact for City staff. To provide certainty for immediate response to City requests, Casc will continue to implement a parallel style of program management to serve the City.

- ***Parallel Program Management:*** Casc proposes Parallel Program Management. This provides continual internal contact between the Project Manager and Technical Director, Melanie Sotelo. Working as a team, they are always available to meet the needs of the City via text, phone call, video conference or email, allowing for immediate response for service requests or questions/concerns.

Casc will serve the City as a "one-stop shop" for NPDES compliance.

This type of Program Management will allow Casc to serve the City as a "one-stop shop" for NPDES compliance. Our full-service water quality team is available to support the Project Manager and Technical Director to meet the needs of the City.

I. INSPECTION PROGRAM

GENERAL PROCESS

Casc's inspectors currently provide inspection services for thousands of commercial, industrial, and restaurant facilities as well as inspection services for IC/ID investigations, construction inspections, and municipal facility inspections. Casc has a positive record of working with the business community to verify that facilities comply with permit requirements. Casc's inspectors are experts in compliance requirements of the MS4 Permit, the Construction General Permit and the Industrial General Permit.

Services proposed include inspection services for Industrial/ SB205, Commercial, and Casc's proposed stormwater inspection general process is detailed below.

Inspection Program Administration: The approach taken in conducting NPDES-related inspections (commercial, industrial/SB205, and restaurant) is generally the same, with subtle differences. Therefore, Casc will continue the following general inspection approach that has been fine tuned for conducting stormwater-related inspections.

- ***Establish Inspection Schedule:*** Casc will obtain current inspection inventories from the City. The current inventory identified in the RFP cites 80 facilities would need inspections per fiscal year. Casc assumes 13 of these facilities are industrial based on a review of SMARTS. Casc assumes the remaining facilities are commercial or restaurants. If the City does not have an existing inventory, Casc will use the City's business listing and Riverside County datafiles to identify facilities that require an inspection per the SWMP. Development of the inspection inventory will not be included in the inspection costs for this task. Costs associated with the development of the inspection inventory will be included in the Environmental Compliance Special Services task. Casc will review the available inspection history of the current inventory

and schedule inspections per SWMP requirements (e.g., twice a permit term or once per permit term. Development and maintenance of the inspection schedule includes the following for consideration:

⇒ ***Identify Inspection Development Type:*** Casc will review the type of inspection, the inspection schedule/frequency, and the scope of required NPDES-related inspections. Identify geographically similar sites to increase the number of inspections performed daily, thereby reducing overall inspection completion timelines.

⇒ ***Consider peak business hours:*** Inspections will be scheduled to avoid peak business hours.

⇒ ***Language barriers:*** For business operators and construction sites where language barriers have the potential to cause a gap in communication regarding compliance, Casc has several bilingual inspectors to complete the inspections. Casc will also provide, as available, translated educational materials and pamphlets. Casc can also assist in the development of translated materials for the City per the City's adopted policy requiring dual-language translation of documents and information distributed regarding educational brochures and outreach materials.

⇒ ***Team Assignments:*** The Project Manager will assign and schedule inspections to appropriately credentialed staff (e.g., P.E., EIT, QSD, QSP, QISP, CPSWQ) depending on the scope of inspection service required. The assigned inspectors will dress professionally and conduct themselves in a manner appropriate for conducting activities as representatives of the City.

- ***Inspection Preparation:*** Assigned inspectors will utilize available documentation apps to review the existing information depending on inspection type such as the project's plan information, previous inspection reports, SMARTS database, compliance history, and project notes.
- ***Perform Inspections:*** The inspector will arrive and walk the facility to observe facility layout, BMP installation, interceptors, and/or facility activities, existing and potential compliance issues, and discharges, if any. The inspector will provide verbal and educational pamphlets during the inspections. If the inspector observes any noncompliance issues, the inspector will discuss the issues with the site representative and provide recommendations for compliance.
- ***Documentation:*** The inspector will complete the inspection form using ArcGIS Survey123 that has been developed using the standardized forms in the SWMP. Use of Survey123 increases efficiency and workflow by providing the Project Management team with immediate access to the inspections. The inspections will note observations, compliance issues, and provide recommendations to the facility on how to achieve compliance with Permit requirements. Inspection reports will be generated with photographs of the inspections and provided to the facility owners/operators for their records via email or mail.
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public and/or the environment are observed, including illicit connections, or illegal discharges, the City will be contacted immediately.

- ***Notifications and Reporting:*** Since inspections are done in real time using Survey123, inspectors are able to notify the Program Manager via text or phone call as needed and the Project Manger is able to review findings and report areas of concerns to the City without delay. Casc will continue this approach to guarantee that notifications and reporting are enforced.
- ***Deliverables:*** All inspection reports will be delivered in a pdf format and shared to the City via a OneDrive or other City preferred share folder. All inspection reports will be uploaded the share folder weekly. All inspection data will be uploaded to the share folder at the end of the contract term in csv file format.

ADDITIONAL PROCESS FOR COMMERCIAL/INDUSTRIAL INSPECTIONS

Casc will conduct the inspections to assist the City with fulfilling requirements of the Permit and SWMP. Casc will provide stormwater inspections of other facilities that pose a threat to stormwater in addition to commercial/industrial facilities as required.

Commercial/industrial inspections will also include the following steps:

- The inspector will field verify if the businesses are still operating. If businesses are no longer in operation, the inspector will update the inventory database to reflect an inspectable business is no longer at the location, or will update the database with a new facility.
- Industrial facilities subject to coverage under the Industrial General Permit (IGP) will be identified and the inspector will verify the facility operator has a current Waste Discharge Identification Number (WDID) or a current No Exposure Certification (NEC). If the industrial facility has not obtained IGP coverage, the inspector will notify the owner or owner's representative and provide information on obtaining coverage.

ADDITIONAL PROCESS FOR RESTAURANT INSPECTIONS

Most restaurant facilities have interceptors to separate fats, oils, and grease prior to entering the City's sewer system. If these interceptors are not maintained properly, sanitary sewer overflows (SSOs) can occur which can potentially impact the City's MS4. If a restaurant is unable to provide maintenance records of the interceptor at the time of the inspection or during the follow-up inspection, Casc will notify the City of the potential concern.

II. ENVIRONMENTAL COMPLIANCE SPECIAL SERVICES

Casc will provide General NPDES Program Services as on an as needed basis as requested by the City. Task orders shall be prepared If a task item is needed, a Scope of Work would be written, and the consultant asked to provide a Cost Proposal at that time. The total hours for these services will not exceed 50 hrs/year. Requested services will be covered by utilizing the team members that are strong in each area indicated in the Scope of Services. A generalized discussion of task items is summarized below:

Coordination and Administrative Items: Casc shall develop a task order upon the execution of the contract to address the following items:

- ***Kickoff Meeting:*** Casc will work directly with the City to coordinate a virtual kickoff meeting to establish contacts, review the parameters of the Scope, and discuss the development of as needed task orders.
- ***Inspection Inventory Development:*** Casc has assisted multiple cities in the develop inspection inventories to comply with the requirements of the MS4 Permit and SWMP. Casc will coordinate with the City to obtain a current business license listing. If needed, Casc will also analyze County DEH datafiles provided by the City. Our team will analyze each facility to identify businesses that require inspection, as well as potential

IGP coverage. Casc will also provide support to the Business License Department to recommend facilities that need to be reported to the Board as potential IGP non-filers. Casc will also review the City's active business license listing and identify businesses that need to be inspected per the requirements of the SWMP.

- Administrative tasks: Administrative tasks shall include, but is not limited to, monthly billing, project oversight, and as needed assistance to the City for NPDES related inquiries.

Additional Compliance Special Services: Casc can provide additional optional support services on an as needed basis. Optional support services may include, but not limited to:

- **Reports and Technical Studies, etc.:** Casc will be able to assist the City with work on required reports, such as updates to the City's FPPPs, SOPs, SWPPPs, WQMPS, and updates to Trash Amendment items
- **Annual Reporting:** Casc has extensive experience in MS4 Permit Annual Report preparation and understands that providing the City time for review and comment on the internal draft of the report is essential. Casc will continue to provide suggested input and/or edits of proposed material to be submitted to the Regional Board. Further, Casc will work with City staff to obtain information required for reporting. Casc will then prepare the Annual Report with two (2) internal draft review periods consisting of two (2) weeks, to allow sufficient review time.
- ***NPDES Permit Renewals:*** Casc represents current clients in the WWR region with MS4 Permit negotiations. Because of Casc's status with CASQA, Casc also works with permit writers to influence language planned in the upcoming draft Permits.
- **Inspection Fee Program:** Casc has assisted several cities in the development of a fee study for implementation of the fee program for NPDES inspections. Casc can assist the City with verifications, both by desktop and during inspections, to properly prioritize businesses and update and maintain the City's master list. Casc has established efficient coordination with the City's Business License Department.
- **Regulatory Audits:** Casc has extensive experience assisting other agencies with regulatory audits. Casc will draw on this experience to assist the City as needed with Permit-compliance audits. Casc has years of positive experience working with the Colorado River Regional Board staff, understanding that Regional Board audits typically focus on particular elements of the MS4 Permit stormwater programs, and will provide the following support:
    - ⇒ Work with City staff to obtain information and data required for the audit;
    - ⇒ Preparation or completion of any pre-inspection questionnaires and/or forms;
    - ⇒ Assistance during the audit process; and
    - ⇒ Assistance with response to audit findings and gathering support information.
- **Training:** Casc has a positive reputation in conducting annual workshops to train City and County staff, as well as contract staff responsible for NPDES requirement implementation. Casc recognizes that these annual training sessions can be repetitive to most staff. Casc will work diligently to provide informative and interactive trainings that are focused to specifically meet the needs of the audience to promote compliance with stormwater requirements. Casc has provided training in a number of formats including one-on-one mentoring, classroom, tailgate or virtual sessions to previous and current clients. In addition to these types of training, Casc has experience in developing bulletins and training sheets for City staff. Casc has the ability maintain all training records, update City training databases, and verify that staff is up to date on current regulations. Additionally, *with CGP and IGP Trainers of Record on Casc's team*, optional training

opportunities are also available to the City, such as QSD or QISP trainings and compliance with the 2022 CGP.

PROJECT SCHEDULE

DEVELOPMENT OF TASK ORDER 1

Within one week of the execution of the contract, Casc will develop Task Order 1 for NPDES Inspections, as well as Coordination and Administrative Items.

KICK-OFF MEETING

Within one week after receipt of executed Task Order 1, the management team will coordinate a kick-off meeting. The Kick-off meeting will establish points of contact and protocols essential to the implementation of a successful project. This kick-off meeting will be conducted via Teams or Zoom and will cover both the program administration activities and the inspection program activities. The purpose of the meeting is to identify and document communication protocols, points of contact, and the City's specific approach and policies relative to administration activities, design review expectations, inspections, reporting and other compliance assistance activities to be performed under this contract.

INSPECTION PROGRAM

Analysis and development of the inspection inventory shall begin within one week of receiving the City's business license listing and other datafiles. This process typically takes two to three weeks. Inspections will begin one week after the development of the inventory. Inspections will be conducted weekly for the duration of the term of the contract.

ADDITIONAL ENVIRONMENTAL COMPLIANCE SPECIAL SERVICES

As these tasks are requested by the City, Casc will develop schedules based on the complexity of the task. Schedules for requested tasks will be approved by the City.

III. In addition to the requirements of Parts I and II of this Scope of Services, during the performance of the Services, Consultant will keep City appraised through periodic status reports regarding the performance of the Services under this Agreement as set forth below and in Section 5.2, by the following means:

a. In-person meetings and/or teleconferences.

b. Email updates/questions to applicant team and City while reviews are underway.

c. Conference calls.

IV. All work product is subject to review and acceptance by City. If the City determines that any work product is unacceptable, for any reason, it must be revised by Consultant without additional charge to City until found satisfactory and accepted by City.

EXHIBIT "B"
SPECIAL REQUIREMENTS

TERMS FOR COMPLIANCE WITH CALIFORNIA LABOR LAW REQUIREMENTS

1. This Agreement calls for services that, in whole or in part, constitute "public works" as defined in Division 2, Part 7, Chapter 1 (commencing with Section 1720) of the California Labor Code ("Chapter 1"). Further, Consultant acknowledges that this Agreement is subject to (a) Chapter 1 and (b) the rules and regulations established by the Department of Industrial Relations ("DIR") implementing such statutes. Therefore, as to those Services that are "public works," Consultant shall comply with and be bound by all the terms, rules and regulations described in 1(a) and 1(b) as though set forth in full herein.

2. California law requires the inclusion of specific Labor Code provisions in certain contracts. The inclusion of such specific provisions below, whether or not required by California law, does not alter the meaning or scope of Section 1 above.

3. Consultant shall be registered with the Department of Industrial Relations in accordance with California Labor Code Section 1725.5, and has provided proof of registration to City prior to the Effective Date of this Agreement. Consultant shall not perform work with any subcontractor that is not registered with DIR pursuant to Section 1725.5. Consultant and subcontractors shall maintain their registration with the DIR in effect throughout the duration of this Agreement. If the Consultant or any subcontractor ceases to be registered with DIR at any time during the duration of the project, Consultant shall immediately notify City.

4. Pursuant to Labor Code Section 1771.4, Consultant's Services are subject to compliance monitoring and enforcement by DIR. Consultant shall post job site notices, as prescribed by DIR regulations.

5. Pursuant to Labor Code Section 1773.2, copies of the prevailing rate of per diem wages for each craft, classification, or type of worker needed to perform the Agreement are on file at City Hall and will be made available to any interested party on request. Consultant acknowledges receipt of a copy of the DIR determination of such prevailing rate of per diem wages, and Consultant shall post such rates at each job site covered by this Agreement.

6. Consultant shall comply with and be bound by the provisions of Labor Code Sections 1774 and 1775 concerning the payment of prevailing rates of wages to workers and the penalties for failure to pay prevailing wages. The Consultant shall, as a penalty to City, forfeit $200.00 for each calendar day, or portion thereof, for each worker paid less than the prevailing rates as determined by the DIR for the work or craft in which the worker is employed for any public work done pursuant to this Agreement by Consultant or by any subcontractor.

7. Consultant shall comply with and be bound by the provisions of Labor Code Section 1776, which requires Consultant and each subcontractor to: keep accurate payroll records and verify such records in writing under penalty of perjury, as specified in Section 1776; certify and make such payroll records available for inspection as provided by Section 1776; and inform City of the location of the records.

8. Consultant shall comply with and be bound by the provisions of Labor Code Sections 1777.5, 1777.6 and 1777.7 and California Administrative Code Title 8, Section 200 et seq. concerning the employment of apprentices on public works projects. Consultant shall be responsible for compliance with these aforementioned Sections for all apprenticeable occupations. Prior to commencing work under this Agreement, Consultant shall provide City with a copy of the information submitted to any applicable apprenticeship program. Within 60 days after concluding work pursuant to this Agreement, Consultant and each of its subcontractors shall submit to City a verified statement of the journeyman and apprentice hours performed under this Agreement.

9. The Consultant shall not perform Work with any Subcontractor that has been debarred or suspended pursuant to California Labor Code Section 1777.1 or any other federal or state law providing for the debarment of contractors from public works. The Consultant and Subcontractors shall not be debarred or suspended throughout the duration of this Agreement pursuant to Labor Code Section 1777.1 or any other federal or state law providing for the debarment of contractors from public works. If the Consultant or any subcontractor becomes debarred or suspended during the duration of the project, the Consultant shall immediately notify City.

10. Consultant acknowledges that eight hours labor constitutes a legal day's work. Consultant shall comply with and be bound by Labor Code Section 1810. Consultant shall comply with and be bound by the provisions of Labor Code Section 1813 concerning penalties for workers who work excess hours. The Consultant shall, as a penalty to City, forfeit $25.00 for each worker employed in the performance of this Agreement by the Consultant or by any subcontractor for each calendar day during which such worker is required or permitted to work more than eight hours in any one calendar day and 40 hours in any one calendar week in violation of the provisions of Division 2, Part 7, Chapter 1, Article 3 of the Labor Code. Pursuant to Labor Code section 1815, work performed by employees of Consultant in excess of eight hours per day, and 40 hours during any one week shall be permitted upon public work upon compensation for all hours worked in excess of eight hours per day at not less than one and one-half times the basic rate of pay.

11. California Labor Code Sections 1860 and 3700 provide that every employer will be required to secure the payment of compensation to its employees. In accordance with the provisions of California Labor Code Section 1861, Consultant hereby certifies as follows:

> "I am aware of the provisions of Section 3700 of the Labor Code which require every employer to be insured against liability for workers' compensation or to undertake self-insurance in accordance with the provisions of that code, and I will comply with such provisions before commencing the performance of the work of this contract."
>
> **Date**_____ **Signature**_____

12. For every subcontractor who will perform work on the project, Consultant shall be responsible for such subcontractor's compliance with Chapter 1 and Labor Code Sections 1860 and 3700, and Consultant shall include in the written contract between it and each subcontractor a copy of those statutory provisions and a requirement that each subcontractor shall comply with those statutory provisions. Consultant shall be required to take all actions necessary to enforce such contractual provisions and ensure subcontractor's compliance, including, without limitation, conducting a periodic review of the certified payroll records of the subcontractor and upon becoming aware of the failure of the subcontractor to pay his or her workers the specified prevailing rate of wages. Consultant shall diligently take corrective action to halt or rectify any failure.

EXHIBIT "C"
SCHEDULE OF COMPENSATION

I. Consultant shall perform the following tasks ("Tasks") at the following rates as attached as Exhibit C-1:

II. Within the budgeted amounts for each Task, and with the approval of the Contract Officer, funds may be shifted from one Task sub-budget to another so long as the Contract Sum is not exceeded per Section 2.1, unless Additional Services are approved per Section 1.8.

III. City will compensate Consultant for the Services performed upon submission of a valid invoice. Each invoice is to include:

A. Line items for all personnel describing the Services performed, the number of hours worked, and the hourly rate.

B. Line items for all materials and equipment properly charged to the Services.

C. Line items for all other approved reimbursable expenses claimed, with supporting documentation.

D. Line items for all approved sub-contractor labor, supplies, equipment, materials, and travel properly charged to the Services.

EXHIBIT "C-1"
CONSULTANT'S BILLING RATE AND TASK SCHEDULE

Task 1: NPDES Inspections Cost Proposal

A budget has been developed for Task 1, with a total not exceeding **$17,779.00**. Casc estimates are based on the unit rates and estimated inspection needs provided in the table below.

The services of Casc will be invoiced monthly.

Task 1 Activity	# of Facilities to be Inspected	Unit Cost	Estimated Task Costs
Commercial/ Hazardous and Restaurant/ Food Inspections	67	$194.00	$12,998.00
Industrial/ SB205 Inspections (Casc estimates based on data from SMARTS)	13	$257.00	$3,341.00
Follow Up Inspections (Casc estimates %15 of total inspection inventory)	12	$120.00	$1,440.00
		Estimated Total	**$17,779.00**

Task 2: Environmental Compliance Special Services Hourly Rate Schedule

Per Section IV.B of the RFP issued by the City; a cost proposal is not required for Task 2. Task 2 will be completed on a time and materials basis, as needed. A Task Order outlining the Scope of Work and Cost Proposal for as needed services shall be prepared and provided to the City. Task 2 will not exceed 50 hours/year.

The table below provides an hourly rate schedule for the 2024-2025 Fiscal Year.

2024-2025 FISCAL YEAR RATE SCHEDULE

Technical Director	$226.00
Project Manager	$175.00
Asst Project Manager	$145.00
Sr. Engineer	$175.00
Assistant Engineer	$155.00
Senior Inspector	$145.00
Field Inspector/ Program Support	$130.00
GIS Specialist	$120.00
Project Coordinator	$100.00

REIMBURSABLE EXPENSES

The following expenses will be billed at cost plus 15% unless otherwise noted:

Permits, Applications, and Fees: Includes fees for Notices of Intent (NOI), Notices of Termination (NOT), application fees, submittal fees, permit fees, and other fees required as part of the project and not paid directly by Client.

Reproduction Services: Includes blueprinting, copying, printing, and plotting. In-house plots will be billed at $6.00 per sheet for each client set and for a final in-house review set. B&W / Color copies: $0.08 / $0.90 for 8.5 X 11 and $0.20 / $1.20 for 11 X 17.

Rental Fees: This includes rental fees paid by the firm, including required vehicles, equipment, and tools required to complete the work.

Commercial Delivery Services: Including Express Mail, Federal Express, UPS and independent courier services.

In-House Pick-Up and Delivery Services: When provided by the firm, these services will be billed at $50.00 per hour plus current IRS mileage reimbursement rates per mile round trip, with no additional markup.

Travel Expenses: Includes travel expenses incidental to performing the work, including airfare, parking, tolls, taxi, lodging, etc. Vehicle mileage will be charged at the current IRS mileage reimbursement rate per mile, without any additional markup. Travel time for professional and administrative staff will be

billed per the hourly fee rate schedule with no additional markup and survey crews will be billed at ***$60 per hour, per 2-man crew***.

NOTES:

Prevailing Wage: Projects and/or portions thereof designated by Client to be subject to Prevailing Wage shall be billed at the Prevailing Wage rate, plus a multiplier of approximately 3.4 for overhead and profit. The Prevailing Wage rate shall be based upon the Wage Rate Determination issued by California's Director of Industrial Relations for the locality and employee classification at the time the work is performed. Please contact Casc for specific project prevailing wage rates.

Waiver of Subrogation: When the client requires a Waiver of Subrogation for Workman's Compensation Insurance, the Client will be required to pay the additional insurance premium. **The approximate amount for the waiver is $250 per year.**

Litigation Support and Expert Witnesses shall be at 2.0 times the above-noted hourly rates.

Annual Increase in Rate: Casc increases its rates annually, usually at the beginning of a calendar year. A new fee rate schedule will be provided.

EXHIBIT "D"
SCHEDULE OF PERFORMANCE

I. **Consultant shall perform all Services timely, and deliver the specified tangible work products to City in accordance with the schedule on the City's NPDES inspection form at the frequency descrfiptd in the NPDES Permit and updating and maintaining the current spreadsheet, provided to the City monthly. Environmental Compliance services to be provided as needed.**

II. **The Contract Officer may approve extensions for performance of the Services in accordance with Sections 1.8 and 3.3.**

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Account Number:	5209534
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Publication:	The Press-Enterprise
Publication Dates:	10/02/2024
Total Amount:	$131.48
Payment Amount:	$0.00
Amount Due:	$131.48
Notice ID:	LWFkPBJ1ztCiqdAO2Rh7
Invoice Text:	CITY OF BANNING Request for Proposal Advertisement RFP # 24-084 Project: RFP 24-084 NPDES Inspections and Environmental Compliance Services. Bids due online only, BEFORE 11:59pm Local time on November 4, 2024, Visit the City's online bidding website for inquiries, details, instructions, and bid openings at: \www.banningca.gov/bids.

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99 East Ramsey Street
Banning, California 92220

Publication: The Press-Enterprise

PROOF OF PUBLICATION OF

Ad Desc: 0011695087

FILE NO. 0011695087

PROOF OF PUBLICATION

I am a citizen of the United States. I am over the age of eighteen years and not party to or interested in the above-entitled matter. I am an authorized representative of THE PRESS-ENTERPRISE, a newspaper of general circulation, printed and published daily in the County of Riverside, and which newspaper has been adjudicated a newspaper of general circulation by the Superior Court of the County of Riverside, State of California, under date of April 25, 1952, Case Number 54446, under date of March 29, 1957, Case Number 65673, under date of August 25, 1995, Case Number 267864, and under date of September 16, 2013, Case Number RIC 1309013; that the notice, of which the annexed is a printed copy, has been published in said newspaper in accordance with the instructions of the person(s) requesting publication, and not in any supplement thereof on the following dates, to wit:

10/02/2024

I certify (or declare) under the penalty of perjury that the foregoing is true and correct.

Date: October 2, 2024.
At: Riverside, California

Christine Gonzalez

Signature

CITY OF BANNING Request for Proposal Advertisement RFP # 24-084 Project: RFP 24-084 NPDES Inspections and Environmental Compliance Services. Bids due online only, BEFORE 11:59pm Local time on November 4, 2024, Visit the City's online bidding website for inquiries, details, instructions, and bid openings at: \www.banningca.gov/bids.
The Press-Enterprise
Published: 10/2/24

A. STATEMENT OF UNDERSTANDING AND APPROACH

GENERAL APPROACH

Casc is known for our ability to quickly respond and adapt to a variety of NPDES-related services requested by our clients. This is attributed to our technically seasoned and dedicated staff who place the City's needs as priority. Casc has reviewed and acknowledges the Scope of Work listed in the RFP and provides the following generalized summary approach.

Project Management: With over 20 years of professional experience, Joyce Goode will serve as the Consultant NPDES Project Manager for the City. She has proven herself to be an expert in NPDES permits and a dedicated Project Manager for the City and will be the main point of contact for City staff. To provide certainty for immediate response to City requests, Casc will continue to implement a parallel style of program management to serve the City.

- ***Parallel Program Management:*** Casc proposes Parallel Program Management. This provides continual internal contact between the Project Manager and Technical Director, Melanie Sotelo. Working as a team, they are always available to meet the needs of the City via text, phone call, video conference or email, allowing for immediate response for service requests or questions/concerns.

Casc will serve the City as a "one-stop shop" for NPDES compliance.

This type of Program Management will allow Casc to serve the City as a "one-stop shop" for NPDES compliance. Our full-service water quality team is available to support the Project Manager and Technical Director to meet the needs of the City.

I. INSPECTION PROGRAM

GENERAL PROCESS

Casc's inspectors currently provide inspection services for thousands of commercial, industrial, and restaurant facilities as well as inspection services for IC/ID investigations, construction inspections, and municipal facility inspections. Casc has a positive record of working with the business community to verify that facilities comply with permit requirements. Casc's inspectors are experts in compliance requirements of the MS4 Permit, the Construction General Permit and the Industrial General Permit.

Services proposed include inspection services for Industrial/ SB205, Commercial, and Casc's proposed stormwater inspection general process is detailed below.

Inspection Program Administration: The approach taken in conducting NPDES-related inspections (commercial, industrial/SB205, and restaurant) is generally the same, with subtle differences. Therefore, Casc will continue the following general inspection approach that has been fine tuned for conducting stormwater-related inspections.

- ***Establish Inspection Schedule:*** Casc will obtain current inspection inventories from the City. The current inventory identified in the RFP cites 80 facilities would need inspections per fiscal year. Casc assumes 13 of these facilities are industrial based on a review of SMARTS. Casc assumes the remaining facilities are commercial or restaurants. If the City does not have an existing inventory, Casc will use the City's business listing and Riverside County datafiles to identify facilities that require an inspection per the SWMP. Development of the inspection inventory will not be included in the inspection costs for this task. Costs associated with the development of the inspection inventory will be included in the Environmental Compliance Special Services task. Casc will review the available inspection history of the current inventory

and schedule inspections per SWMP requirements (e.g., twice a permit term or once per permit term. Development and maintenance of the inspection schedule includes the following for consideration:

⇒ ***Identify Inspection Development Type:*** Casc will review the type of inspection, the inspection schedule/frequency, and the scope of required NPDES-related inspections. Identify geographically similar sites to increase the number of inspections performed daily, thereby reducing overall inspection completion timelines.

⇒ ***Consider peak business hours:*** Inspections will be scheduled to avoid peak business hours.

⇒ ***Language barriers:*** For business operators and construction sites where language barriers have the potential to cause a gap in communication regarding compliance, Casc has several bilingual inspectors to complete the inspections. Casc will also provide, as available, translated educational materials and pamphlets. Casc can also assist in the development of translated materials for the City per the City's adopted policy requiring dual-language translation of documents and information distributed regarding educational brochures and outreach materials.

⇒ ***Team Assignments:*** The Project Manager will assign and schedule inspections to appropriately credentialed staff (e.g., P.E., EIT, QSD, QSP, QISP, CPSWQ) depending on the scope of inspection service required. The assigned inspectors will dress professionally and conduct themselves in a manner appropriate for conducting activities as representatives of the City.

- ***Inspection Preparation:*** Assigned inspectors will utilize available documentation apps to review the existing information depending on inspection type such as the project's plan information, previous inspection reports, SMARTS database, compliance history, and project notes.
- ***Perform Inspections:*** The inspector will arrive and walk the facility to observe facility layout, BMP installation, interceptors, and/or facility activities, existing and potential compliance issues, and discharges, if any. The inspector will provide verbal and educational pamphlets during the inspections. If the inspector observes any noncompliance issues, the inspector will discuss the issues with the site representative and provide recommendations for compliance.
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- ***Kickoff Meeting:*** Casc will work directly with the City to coordinate a virtual kickoff meeting to establish contacts, review the parameters of the Scope, and discuss the development of as needed task orders.
- ***Inspection Inventory Development:*** Casc has assisted multiple cities in the develop inspection inventories to comply with the requirements of the MS4 Permit and SWMP. Casc will coordinate with the City to obtain a current business license listing. If needed, Casc will also analyze County DEH datafiles provided by the City. Our team will analyze each facility to identify businesses that require inspection, as well as potential

IGP coverage. Casc will also provide support to the Business License Department to recommend facilities that need to be reported to the Board as potential IGP non-filers. Casc will also review the City's active business license listing and identify businesses that need to be inspected per the requirements of the SWMP.

- Administrative tasks: Administrative tasks shall include, but is not limited to, monthly billing, project oversight, and as needed assistance to the City for NPDES related inquiries.

Additional Compliance Special Services: Casc can provide additional optional support services on an as needed basis. Optional support services may include, but not limited to:

- **Reports and Technical Studies, etc.:** Casc will be able to assist the City with work on required reports, such as updates to the City's FPPPs, SOPs, SWPPPs, WQMPS, and updates to Trash Amendment items
- **Annual Reporting:** Casc has extensive experience in MS4 Permit Annual Report preparation and understands that providing the City time for review and comment on the internal draft of the report is essential. Casc will continue to provide suggested input and/or edits of proposed material to be submitted to the Regional Board. Further, Casc will work with City staff to obtain information required for reporting. Casc will then prepare the Annual Report with two (2) internal draft review periods consisting of two (2) weeks, to allow sufficient review time.
- ***NPDES Permit Renewals:*** Casc represents current clients in the WWR region with MS4 Permit negotiations. Because of Casc's status with CASQA, Casc also works with permit writers to influence language planned in the upcoming draft Permits.
- **Inspection Fee Program:** Casc has assisted several cities in the development of a fee study for implementation of the fee program for NPDES inspections. Casc can assist the City with verifications, both by desktop and during inspections, to properly prioritize businesses and update and maintain the City's master list. Casc has established efficient coordination with the City's Business License Department.
- **Regulatory Audits:** Casc has extensive experience assisting other agencies with regulatory audits. Casc will draw on this experience to assist the City as needed with Permit-compliance audits. Casc has years of positive experience working with the Colorado River Regional Board staff, understanding that Regional Board audits typically focus on particular elements of the MS4 Permit stormwater programs, and will provide the following support:
    - ⇒ Work with City staff to obtain information and data required for the audit;
    - ⇒ Preparation or completion of any pre-inspection questionnaires and/or forms;
    - ⇒ Assistance during the audit process; and
    - ⇒ Assistance with response to audit findings and gathering support information.
- **Training:** Casc has a positive reputation in conducting annual workshops to train City and County staff, as well as contract staff responsible for NPDES requirement implementation. Casc recognizes that these annual training sessions can be repetitive to most staff. Casc will work diligently to provide informative and interactive trainings that are focused to specifically meet the needs of the audience to promote compliance with stormwater requirements. Casc has provided training in a number of formats including one-on-one mentoring, classroom, tailgate or virtual sessions to previous and current clients. In addition to these types of training, Casc has experience in developing bulletins and training sheets for City staff. Casc has the ability maintain all training records, update City training databases, and verify that staff is up to date on current regulations. Additionally, *with CGP and IGP Trainers of Record on Casc's team*, optional training

opportunities are also available to the City, such as QSD or QISP trainings and compliance with the 2022 CGP.

PROJECT SCHEDULE

DEVELOPMENT OF TASK ORDER 1

Within one week of the execution of the contract, Casc will develop Task Order 1 for NPDES Inspections, as well as Coordination and Administrative Items.

KICK-OFF MEETING

Within one week after receipt of executed Task Order 1, the management team will coordinate a kick-off meeting. The Kick-off meeting will establish points of contact and protocols essential to the implementation of a successful project. This kick-off meeting will be conducted via Teams or Zoom and will cover both the program administration activities and the inspection program activities. The purpose of the meeting is to identify and document communication protocols, points of contact, and the City's specific approach and policies relative to administration activities, design review expectations, inspections, reporting and other compliance assistance activities to be performed under this contract.

INSPECTION PROGRAM

Analysis and development of the inspection inventory shall begin within one week of receiving the City's business license listing and other datafiles. This process typically takes two to three weeks. Inspections will begin one week after the development of the inventory. Inspections will be conducted weekly for the duration of the term of the contract.

ADDITIONAL ENVIRONMENTAL COMPLIANCE SPECIAL SERVICES

As these tasks are requested by the City, Casc will develop schedules based on the complexity of the task. Schedules for requested tasks will be approved by the City.

B. COMPANY INFORMATION



77564 Country Club Drive, Suite 211, Palm Desert, CA

LOCAL ORGANIZATION STRUCTURE/KEY CONTACT

Name:	Casc Engineering and Consulting, Inc.
Type:	Corporation
State of Incorporation:	California
Contact Person:	Joyce Goode
Cell Phone:	(909) 557-0276
Email:	jgoode@cascinc.com

FIRM'S BACKGROUND AND QUALIFICATIONS

COMPANY BACKGROUND

Casc was established in 1993 to provide professional consulting services to government agencies, utility districts, and the building industry. This includes water quality, environmental, landscape architecture, civil engineering, land use planning, training, drone, and GIS services to our diverse public and private client base. Our NPDES regulatory compliance projects include municipal program development, program management, permit renewal assistance, storm water monitoring, industrial/commercial inspections, post-construction BMP design and operation, plan checking, drone services with certified pilots, biological studies, GIS and database support, training, and storm water program staff augmentation. For each project, we assemble a multi-disciplinary team selected to address our clients' specific needs. Together, we identify, analyze and develop solutions to tackle challenges regarding storm water regulatory compliance.

We currently operate from five offices serving Southern California—Colton, Palm Desert, Temecula, Irvine, and Glendora—and also have an office in Tyler, Texas. We currently employ over 75 professionals and are a certified small business.

LEADERSHIP IN THE WATER QUALITY FIELD



Casc is a leader in the storm water profession. Our staff continues to serve in prominent positions for leading storm water professional organizations: Melanie Sotelo currently serves as a Director for the California Stormwater Quality Association (CASQA), is Co-Chair of the CASQA Construction subcommittee, and is also the Administration Vice-President for the International Erosion Control Association (IECA) Western Chapter. Our staff have been directly involved in developing standard-setting guidance for storm water BMPs including CASQA's Best Management Practices Handbooks, the first edition of Caltrans' Storm Water Quality Handbooks, and BASMAA's "Using Site Design Techniques to Meet Development Standards for Stormwater Quality – A Companion Document to Start at the Source." In 2017, Casc led the development of three standard-setting reports for CASQA including "LID Technical Standards Review—Bioretention and Standards Review," "LID Technical Standards Review—Permeable Pavement Details and Standards Review," and "LID Technical Standards Review—Future efforts related to LID." This information is important because participating in these leadership roles brings the Casc team to the table with regulators and permit writers, working to influence permit language while establishing important relationships for liaison support.



LOCAL EXPERTISE

Casc's experience with the Coachella Valley Co-Permittees includes providing stormwater training to municipal staff on the Whitewater River NPDES Permit requirements; providing the City of Palm Springs with full stormwater program management services; training Riverside County's NPDES Coordinator; providing QSD/QSP training to County staff; providing several cities with stormwater inspection support services, including the cities of Palm Springs, Cathedral City, Palm Desert, and La Quinta; preparing Regional Board approved Final Jurisdictional Maps related to the Statewide Trash Amendment requirements; preparing work plans required by regulators; development of the region's LID BMP Design Handbook; participating in the Co-Permittee Desert Task Force; and assisting with MS4 Permit renewal assistance and negotiations. NPDES Program Management and Administration

Casc provides both comprehensive MS4 program management and staff augmentation. Casc has provided MS4 Program Management services to Palm Springs, Riverside County Transportation Department, and the cities of Industry, Hemet, and Temecula. Casc currently provides or has provided staff augmentation services where Casc staff work from agency offices to manage or assist in implementation of the agency's storm water program. Casc provided staff augmentation services for the Riverside County Transportation Department, the County of San Bernardino, Los Angeles County Department of Public Works, the City of Highland, the City of Industry, the City of Moreno Valley, and the City of Redlands. Our services cover program development, program management, compliance review and assessments, training, annual reports, commercial/industrial inspections, BMP inspections, construction inspections, public information and outreach, and City representation at co-permittee meetings.

NPDES INSPECTIONS

Since 2003, Casc has been providing food service, hazardous material facility, commercial/industrial, construction, and BMP inspections to cities throughout Southern California to meet the varied requirements of the MS4 NPDES permits in the counties of Riverside, San Diego, Orange, Los Angeles, and San Bernardino. Responsibilities have included tracking and inspecting hundreds of commercial/industrial facilities per agency, troubleshooting grease control devices and other BMP failures, facility prioritization, database research, educational material development and distribution, and GIS/photomapping of illicit connection/illegal discharge locations. Depending on jurisdictional requirements, non-compliance was followed up with enforcement actions in accordance with the agency's stormwater ordinance, including assisting the city in writing Notices of Non-Compliance and referrals to the Regional Water Quality Control Board as required for compliance with the Industrial General Permit, Construction General Permit, SWMP, and SB205.

NPDES TRAINING

Casc has been a training consultant to the Riverside County Municipal Stormwater Management Program continuously since 2004. The Program covers all three NPDES permits in the county: the Whitewater River, Santa Ana River, and Santa Margarita River watersheds. Casc has been responsible for developing course content and tests, conducting the training sessions, and coordinating the delivery of the training program with the District. Casc has also been a consultant to San Bernardino County and its MS4 Permittees, providing training in WQMP review and preparation, and transportation project Low Impact Development.

The expertise of the firm in the NPDES arena is underscored by the third party training certifications/approvals held by several Casc staff: the Construction General Permit Trainer-of-Record authorized to provide QSD and QSP training, and the Industrial General Permit Trainer-of-Record authorized to provide QISP training.

SUMMARY OF CASC'S NPDES SERVICES

MUNICIPAL NPDES PROGRAM DEVELOPMENT AND IMPLEMENTATION

- ⇒ Stormwater Quality Management Program Permit implementation and compliance
- ⇒ Intra-department/agency coordination
- ⇒ Public Agency Activities Program
- ⇒ Development planning
- ⇒ Construction/Commercial/Industrial facility inspection programs
- ⇒ Facility prioritization
- ⇒ Public Information and Education Outreach program implementation
- ⇒ Co-permittee representation at mandated meetings
- ⇒ Plan review
- ⇒ GIS/GPS mapping
- ⇒ Water quality training
- ⇒ Illicit connection/illegal discharge investigations
- ⇒ Review of SWPPPs and SUSMP submittals
- ⇒ LID/Green Streets

NPDES INSPECTION PROGRAMS

- ⇒ Construction sites
- ⇒ Industrial and Commercial facilities
- ⇒ City maintenance facilities
- ⇒ Food service establishments
- ⇒ Fats, Oils, and Grease (FOG)
- ⇒ New and Redevelopment sites
- ⇒ Illicit connection/illegal discharge
- ⇒ Post-Construction BMPs
- ⇒ Inlet inspections

WATER QUALITY TRAINING

- ⇒ Storm Water Basics for Field Managers
- ⇒ WQMP/SUSMP and Post Construction BMPs
- ⇒ Industrial/Commercial Inspections
- ⇒ Construction Site Inspections
- ⇒ SWPPP/WPCP Preparation
- ⇒ BMP Field Demonstration
- ⇒ Sampling and Analysis

WATER QUALITY MANAGEMENT PLANS

- ⇒ Watershed analysis
- ⇒ Preliminary & final plan development
- ⇒ Complete hydrological calculations
- ⇒ Post-construction BMP design
- ⇒ Post-construction BMP field inspection
- ⇒ WQMP/SUSMP preparation
- ⇒ Plan review
- ⇒ Development of LID Ordinance
- ⇒ Development of Green Streets Policy
- ⇒ Development of WMP and IMP
- ⇒ Participation in EWMP and CIMP development
- ⇒ Coordination of shared monitoring for IMPs/ CIMPs
- ⇒ TMDL Compliance Report preparation
- ⇒ Pollutant modeling and load reduction analysis
- ⇒ BMP selection for TMDL milestone achievement

STORM WATER POLLUTION PREVENTION PLAN (SWPPP) PREPARATION/REVIEW

- ⇒ Construction
- ⇒ Commercial/Industrial
- ⇒ Municipal and institutional facilities

BEST MANAGEMENT PRACTICES (BMP)

- ⇒ Inspection
- ⇒ Design/PS&E
- ⇒ Evaluation
- ⇒ Application

STORM WATER SAMPLING AND ANALYSIS

- ⇒ Construction site
- ⇒ Municipal
- ⇒ Commercial/Industrial
- ⇒ Pilot studies
- ⇒ Report preparation
- ⇒ TMDLs
- ⇒ ASBS sites
- ⇒ SW Characterization

PARTIAL LIST OF GOVERNMENT WATER QUALITY CLIENTS

- County of Riverside
- Riverside County Flood Control District
- City of Palm Springs
- City of Cathedral City
- City of Rancho Mirage
- City of La Quinta
- City of Indio
- Coachella Valley Water District
- City of Riverside
- City of Corona
- City of Norco
- City of Moreno Valley
- City of Hemet
- City of Lake Elsinore
- City of Perris
- City of Murrieta
- City of Temecula
- Moreno Valley USD
- Corona Norco USD
- Hemet USD
- Riverside USD
- Perris Union SD
- County of San Bernardino
- San Bernardino Co. Public Works
- City of San Bernardino
- City of Hesperia
- City of Colton
- City of Grand Terrace
- City of Redlands
- City of Highland
- City of Upland
- City of Loma Linda
- City of Yucaipa
- City of Big Bear
- City of Rialto
- City of Fontana
- City of Rancho Cucamonga
- City of Montclair
- City of Ontario
- LA County Department of Public Works
- City of Pomona
- City of El Monte
- City of Industry
- City of Covina
- City of Los Angeles
- City of Anaheim
- City of Yorba Linda
- City of Tustin
- City of San Dimas
- City of Manhattan Beach
- City of Santa Clarita
- City of Pacoima
- Los Angeles USD
- UCLA
- Burbank-Pasadena-Glendale Airport
- Los Angeles World Airports (LAX/VNY/ONT)
- Metropolitan Water District
- County of Orange
- City of Irvine
- City of Costa Mesa
- Santa Ana USD
- Capistrano USD
- John Wayne International Airport
- County of San Diego
- SANBAG
- SANDAG
- City of Sacramento
- City of Elk Grove
- City of Davis
- City of Modesto
- City of Fremont
- Elk Grove USD
- University of California, Berkeley
- Caltrans
- Texas DOT
- Arizona DOT
- March ARB

C. PROJECT TEAM AND ORGANIZATIONAL CHART OF KEY STAFF

Casc offers a highly qualified team of professionals designed to assist the City with NPDES program support services. The proposed key team members and support staff listed here are particularly well-suited for this work given their extensive experience in the storm water industry, their familiarity with state and federal regulations, as well as their current work performing similar duties for many local agencies. Based on the Project Manager's and Key Team's careful evaluation of the Scope of Services, the availability of key team members and support staff is sufficient to meet the needs of the City.

This section serves as an introduction to Casc's team. Team resumes included herein provide more information on experience and qualifications.



Joyce Goode
Project Manager
20 years' experience



Melanie Sotelo
Technical Advisor
35 years' experience



Joe Rosales
Senior Inspector
22 years' experience



Samantha Brewer
Asst. Project Manager
3 years' experience



Michael Gentile
Senior Engineer
33 years' experience



Louis Flores
Program Support/
Field Inspector
15 years' experience



Brian Taylor
Program Support/
Field Inspector
5 years' experience



Coral Fenech
GIS Specialist
15 years' experience

KEY TEAM MEMBERS

Melanie Sotelo, M.S.E., CPMSM, CPSWQ, CPESC, QISP, QSD/P, ToR $_{CGP}$. Melanie will serve as the Technical Director by providing overall stormwater program assessment and implementation support services. Melanie brings over 35 years of experience providing NPDES stormwater program management assistance services. She has served as a contract NPDES Project Manager for Riverside County and is currently providing the County with NPDES support, as well as currently serving as the MS4 Project Manager for the City of Palm Springs. As Project Manager she has completed more than 30 individual projects and/or contracts involving NPDES activities with similar phases and elements of work associated with the proposed scope of work. Recent projects include:

- City of Palm Springs Stormwater Program Management Services
- Riverside County Transportation Department NPDES Coordination and Stormwater Program Support Services
- City of Hemet Stormwater Program Management Assistance
- City of Norco NPDES Program Management Services
- City of Hesperia NPDES Program Management Services
- City of Pomona NPDES Program Management Services
- City of Rancho Mirage NPDES Program Management Services
- Southern California Edison NPDES Support Services
- Lake Elsinore/Canyon Lake TMDL Task Force Support Services
- City of Highland NPDES Support and WQMP Review Services
- San Bernardino County Water Quality Management Plan (WQMP) and Transportation BMP Guidance Training
- Water Quality Management Plan Review Services for the City of Moreno Valley and the City of Montclair

Joyce Goode, CPESC, QSD/P. Joyce will serve as the Project Manager. Her career is focused on NPDES permit compliance and she is an expert in the Industrial General Permit, Construction General Permit, and MS4 Permits. Joyce assists multiple municipalities with their NPDES programs, and she is currently leading teams in the development of GIS-based applications for management of compliance activities to meet the requirements of MS4 Permits.

Samantha Brewer. Samantha will serve as the Assistant Project Manager. She is actively involved with Casc's stormwater group, providing commercial industrial inspections, on-call illicit connection/illegal discharge response services, and construction site SWPPP inspections on SCE and homebuilding projects.

Joe Rosales, CPMSM, CESSWI, QSP, QISP. Joe has extensive experience in regulatory inspections for industrial and commercial facilities in cities throughout Riverside County, including several years in Palm Springs. In addition, he is a skilled graduate civil engineer specializing in hydrology, hydraulics, SWPPPs and WQMPs.

Micheal Gentile, P.E., QSD/P
Mr. Gentile will serve as the Senior Engineer by providing WQMP reviews in a timely manner and can also provide engineering, hydrology, and flood plain mapping support as needed. He currently provides similar services to Riverside County, Cities of Highland and Hemet. Mr. Gentile has more than 30 years of experience in project management, project engineering, design, and production for a wide variety of civil engineering projects.

LIST OF LICENSES AND CERTIFICATIONS

The Casc team holds professional registrations and/or credentials that attest to their knowledge, skills, and abilities so that the City can have exceptional confidence in the team.

NAME	CONTACT NO.	PE	CPMSM	CPSWQ	CPESC	CESSWI	QSD	QSP	QISP	TOR
Melanie Sotelo	909-835-0313		406	913	5693		00225	00225	00685	✓
Joyce Goode	909-557-0276				8448		25905	25905	01315	
Michael Gentile	909-809-0035	58953					01162			
Joe Rosales	909-241-6212		219			1223		00419	01316	
Samantha Brewer	650-766-4321						In progress	In progress		
Louis Flores	909-264-0060					4940		26490	00940	
Brian Taylor	909-553-2600					8126		28241	01317	

Licenses and Certifications
PE– Professional Engineer
GIT – Geologist in Training
CESSWI—Certified Erosion Sediment and Storm Water Inspector

QSD – Qualified SWPPP Developer
QSP – Qualified SWPPP Practitioner
QISP – Qualified Industrial Stormwater Practitioner
TORCGP – Construction General Permit Trainer-of-Record



SUB-CONSULTANT FIRMS

Casc has sufficient resources and expertise within the firm and does not propose to utilize sub-consultant firms.



JOYCE GOODE, CPESC, QSD/P

PROJECT MANAGER

Ms. Goode's career as a Project Manager is focused on NPDES permit compliance and she is an expert in the Industrial General Permit, Construction General Permit, and MS4 Permits. Ms. Goode assists multiple municipalities with managing compliant programs. She is currently leading teams in the development of GIS-based applications for management of NPDES compliance activities to meet the requirements of MS4 Permits.

EDUCATION:
B.S./Environmental Geology / California State University/ San Bernardino, CA

PROFESSIONAL REGISTRATIONS/ AFFILIATIONS:

- Certified Professional in Erosion and Sediment Control (CPESC) No. 8448
- California Stormwater Quality Association - Qualified SWPPP Developer and Qualified SWPPP Practitioner (QSD/P) Certification No. 25905

RELEVANT EXPERIENCE

NPDES Inspections, City of Palm Springs: Ms. Goode is the Assistant Project Manager for the NPDES inspection program for the City of Palm Springs. She organizes and utilizes resources to complete tasks to comply with regulatory requirements for all Riverside County MS4 Whitewater River Region compliance-related inspections: commercial, industrial, municipal, IC/ID and construction. She uses local, state and federal databases to identify sites that meet the criteria for inspections under current permitting requirements. Ms. Goode also provides oversight for all inspection staff and program activities. As part of the inspection program, Ms. Goode has assembled and leads a team in the development of a fully interactive inspection program using GIS software. The interactive program integrates GIS-based applications for the collection/editing of map data and form data for all inspections. She works regularly with City staff to provide inspection updates, recommendations regarding NPDES compliance, and reporting data. Ms. Goode develops innovative training classes for the field and classroom environments to educate City and consulting staff on NPDES-related topics.

Commercial/Industrial Inspections, Cathedral City: Ms. Goode was the Assistant Project Manager for the NPDES inspection program for Cathedral City. She attended and led kick-off meetings and progress meetings as needed via conference calls or web based communication platforms. Ms. Goode assisted in the review of the City's Annual Reports during the contract term. She also assisted the City's NPDES coordinator in identifying commercial and industrial businesses within the City's jurisdiction that meet inspection criteria per the MS4 Permit and SWMP. Ms. Goode provided oversight of all inspections and provided updates to the City. She informed the City of potential or immediate threats to water quality. She managed the project budget and prepared monthly progress reports to the City.

Commercial/Industrial Inspections, City of La Quinta: Ms. Goode is Assistant Project Manager for the NPDES inspection program for the City of La Quinta. Ms. Goode evaluated facilities within the City's jurisdiction to determine if the facilities met the inspection criteria per the MS4 Permit and SWMP. She updated the City's inspection inventory with new commercial and industrial businesses and provided recommendations for existing facilities. She also works with the City's NPDES Coordinator to determine which facilities are compliant with the current Permit inspection frequency and which facilities need additional inspections. Ms. Goode developed a 3-year inspection schedule for all inventoried facilities and provides oversight of all inspections

Commercial/Industrial Inspections, City of Temecula: Ms. Goode is the Project Manager for the Commercial and Industrial facilities inspection program for the City of Temecula. She has developed inspection standards that comply with the Riverside County MS4 Permit Santa Margarita Region, the Santa Margarita Watershed Water Quality Improvement Plan, and the City's Jurisdictional Runoff Management Plan (JRMP). Ms. Goode utilizes City databases and GIS software to construct a 5-year inspection program for over 4,000 facilities. As part of the program, Ms. Goode also analyzes the

JOYCE GOODE, CONTINUED

activities of each facility and its proximity to a 303(d)/TMDL listed waterbody to provide recommendations to the City to assist in identifying High Priority facilities.

NPDES Compliance Program, City of Hemet: Ms. Goode is the Assistant Project Manager for the NPDES Compliance Program for the City of Hemet. She has worked closely with the City's NPDES coordinator to develop a compliant commercial and industrial inspection program including a GIS-based interactive inspection program using mobile and web apps that are used by both consulting and City staff. Ms. Goode also attends monthly LE/CL TMDL Task Force meetings and represents the City's interests during TMDL development. She also leads project kick-off meetings and project progress meetings with City staff. She assists in the preparation of the City's Annual Report and she provides on-call assistance with compliance measures related to the MS4 Permit, DAMP, LID and Trash Provision requirements. Ms. Goode also provides evaluations of existing LID and Facility Pollution Prevention Plans and updates as needed. She develops training programs and provides training to City and field staff regarding MS4 compliance. Ms. Goode prepares monthly project reports and manages the overall schedule and budget of the project. She verifies that tasks are completed on time and per contract terms.

Commercial/Industrial and FOG Inspections, City of Montclair: Ms. Goode is the Project Manager for the NPDES Inspection program for the City of Hemet. She works with the City's NPDES coordinator to identify commercial and industrial businesses within the City's jurisdiction that meet inspection criteria per the San Bernardino County Phase I MS4 Permit Santa Ana Region. Ms. Goode trains and assists staff in using the County's stormwater management software to complete inspections and review compliance history of facilities. She also provides oversight for FOG inspections to verify compliance with the City's FOG Program.

NPDES Training Services, Riverside County FC&WCD: Ms. Goode is a trainer for the County's NPDES training program. She assists with coordinating the delivery of the training program with the District, developing course content, and instructing training sessions. Ms. Goode is currently providing training for the Commercial Industrial program for the Santa Ana River Watershed, Santa Margarita Watershed, and the Whitewater River watershed.



MELANIE SOTELO, MSE, CPMSM, CPSWQ, CPESC, QSD/P, QISP, TOR$_{CGP}$

TECHNICAL ADVISOR

Ms. Sotelo has more than 20 years of professional experience including over 12 years in the specialized field of NPDES stormwater permit compliance. She possesses extensive knowledge of California's NPDES Construction, Municipal (MS4), Industrial permits and the Statewide Trash Amendments, and has participated in CASQA's On-Land Visual Assessment Training where she conducted field assessments during the hands-on training. She is responsible for providing guidance in selection and implementation of trash provision compliance activities for several municipalities in the Santa Ana River and the Whitewater River watersheds in Southern California. Ms. Sotelo has worked extensively with the State Water Resources Control Board, the Santa Ana Regional Board, the Colorado River Regional Board, and the Los Angeles Regional Board. She has been a course instructor for classes related to the Construction General Permit, Riverside County Santa Ana River and Whitewater River watersheds' NPDES MS4 Permits, San Bernardino County's NPDES MS4 Permit, and also drafted the City of El Monte's Green Streets Policy and LID Ordinance in compliance with the current Los Angeles NPDES MS4 Permit .

RELEVANT EXPERIENCE

City of Palm Springs Stormwater Project Manager: Casc is currently under contract with the City of Palm Springs for NPDES services, with Ms. Sotelo serving as the City's Storm Water Project Manager. Ms. Sotelo is acting as an extension of staff to provide guidance and implement requirements of the Whitewater River Watershed to ensure the City remains in compliance with its MS4 Permit and Statewide Trash Amendments. She attends Desert Task Force Meetings as a representative of the City. Her duties include oversight of construction inspections, commercial/industrial inspections, municipal staff training, policy and ordinance reviews and modifications, WQMP program guidance, IC/ID notifications and investigations, trash amendment services, and other activities related to general NPDES requirements.

City of Cathedral City and La Quinta: Casc is currently under contract with the cities of Cathedral City and La Quinta to provide NPDES inspection services. Ms. Sotelo serves as the Project Manager for both agencies and is responsible for oversight and resources related to meeting inspection requirements per the WWR MS4 Permit.

City of Hemet Stormwater Program Assistance: Casc is currently under contract with the City of Hemet to provide Stormwater Program Management assistance services. Ms. Sotelo serves as the Project Manager for commercial/industrial and restaurant facility inspections conducted by Casc and City staff. Ms. Sotelo provides oversight and training to City staff, providing ongoing training of existing

EDUCATION:

- M.S. Engineering - Environmental Systems/ University of California Riverside
- B.S. with Honors/ Environmental Science/ University of Phoenix, AZ

PROFESSIONAL REGISTRATIONS/ AFFILIATIONS:

- CASQA Board of Directors (2021-2024); Executive Program Committee (2014-Present); Co-Chair Construction Subcommittee
- International Erosion Control Association, Western Chapter (2018 - Present) – Director, Administrative Vice President
- Certified Professional in Storm Water Quality (CPSWQ) No. 913
- Certified Professional in Erosion and Sediment Control (CPESC) No. 5693
- Certified Professional in Municipal Stormwater Management (CPMSM) No. 406
- California Stormwater Quality Association - Trainer of Record Construction General Permit
- California Stormwater Quality Association - Qualified SWPPP Developer and Qualified SWPPP Practitioner (QSD/P) Certification No. 225
- California Stormwater Quality Association - Qualified Industrial Stormwater Practitioner (QISP) Certification No. 685

MELANIE SOTELO, CONTINUED

staff on the implementation of the Santa Ana River MS4 Permit. Ms. Sotelo represents the City at the Santa Ana River Technical Advisory Committee (TAC) meetings, the SAR/SMR BMP Development Subcommittee meetings, and the Lake Elsinore/Canyon Lake TMDL Task Force. She also provides oversight and guidance of the City's Statewide Trash Amendment planning and mapping activities.

Riverside County Transportation Department NPDES Coordination and Stormwater Program Support Services: Casc is currently under contract with County Transportation to provide Stormwater Program Management Assistance Services. Ms. Sotelo served as Transportation Department's Interim NPDES Coordinator, provided training to the current NPDES Coordination and continues to provide NPDES support to staff on the implementation of County's three NPDES MS4 Permits. Ms. Sotelo is currently representing the Santa Ana River Watershed on the *Public Information and Education Subcommittee*, attends Co-Permittee TAC meetings and upcoming Permit negotiations. She also oversees planning and mapping activities related to the Statewide Trash Amendments.

Lake Elsinore/Canyon Lake TMDL Task Force Support Services: Casc is currently participating in the Lake Elsinore TMDL Task on behalf of the City of Hemet. Casc attends meetings, reviews proposed TMDL modifications, and provides comments and input on language, implementation, approach and methodology, and calculator tools.

Water Quality Management Plan (WQMP) and Transportation BMP Guidance Training, San Bernardino County: As part of Casc's experienced Water Quality Training Team, Ms. Sotelo was responsible for the development and co-presentation of the County's WQMP training for San Bernardino County agencies and the public. Additionally, Ms. Sotelo was responsible for the development of training for the County's Transportation BMP Guidance document that was presented to agency staff. Training covered feasibility determination for implementation of LID BMPs in both public and private projects, including selection of BMPs based on the hierarchy of LID BMP implementation.

Green Streets Policy, Low Impact Development (LID) Ordinance, and Reasonable Assurance Analysis, City of El Monte: Ms. Sotelo served as the team lead for the preparation of the City of El Monte's Green Streets Policy and LID Ordinance. Both ordinances were written to comply with the LA County MS4 NPDES Permit's LID BMP implementation requirements. Language addressed the LID BMP hierarchy including implementation of infiltration and bioretention BMPs before moving on to biofiltration BMPs. Policy and ordinance language also included methodology for determining minimum LID BMP design details and requirements. Ms. Sotelo also assisted the Storm Water Program Manager with calculations and analysis for the City's reasonable assurance analysis for pollutant trends in existing BMPs to determine compliance with target limitations and required mitigation adjustments.

Water Quality Management Plan Review Services for the County of Riverside, City of Highland, City of Moreno Valley, City of Montclair and the City of Hemet: Casc is currently under contract with the County of Riverside, City of Highland, City of Moreno Valley, City of Montclair, and the City of Hemet to provide Water Quality Management Plan (WQMP) Review Services and assistance. Ms. Sotelo is responsible for managing, coordinating, and leading plan check reviews for WQMPs submitted to Riverside County, the City of Highland, and the City of Moreno Valley. She also provides WQMP review assistance to the City of Montclair and the City of Hemet as needed. Ms. Sotelo has conducted over one hundred reviews of Preliminary and Final WQMPs submitted for approval under the guidelines of the California Stormwater Quality Association, the Santa Ana Regional Water Quality Control Board, and the San Diego Regional Water Quality Board.



MICHAEL GENTILE, P.E., QSD/P

SENIOR ENGINEER

Mr. Gentile has nearly 30 years of experience in project management, project engineering, design, and production for a wide variety of civil engineering projects. Mr. Gentile has developed a deep understanding of stormwater permit requirements and regulations and has used this knowledge to benefit public sector clients by helping them achieve and maintain compliance with stormwater requirements. He manages a highly skilled team of reviewers that plan check WQMP and civil improvement plans for Riverside County, City of Moreno Valley, City of Temecula, and others. Mr. Gentile currently provides expert peer review services for various public sector clients and provides WQMP training to Riverside County.

EDUCATION:
B.A ./ Physics / Carleton College / Northfield, MN

PROFESSIONAL REGISTRATIONS/ AFFILIATIONS:

- Professional Civil Engineer California / #058953
- Qualified SWPPP Developer and Qualified SWPPP Practitioner (QSD/P) #01162

RELEVANT EXPERIENCE

Water Quality Management Plan (WQMP) and Hydrology Study Plan Checking, Riverside County: Mr. Gentile manages Casc's plan check team, providing WQMP and hydraulic/hydrology review services for the Riverside County Transportation Department. The review program in Riverside County requires knowledge of stormwater permit requirements in three watersheds: Whitewater River (Colorado River Basin Region 7), Santa Ana River (Santa Ana Region 8), and Santa Margarita River (San Diego Region 9). The plan check team provides collaboration with WQMP applicants, preparers, and county staff to assist in assessing the feasibility, design, and implementation of the LID BMPs to meet permit requirements. WQMP reviews include examination of construction drawings (grading, drainage, street plans, utilities, and landscaping) to verify they align with the approach and design documented within the WQMP. The team also reviews hydrology studies for compliance with the Riverside County Flood Control and Water Conservation District Hydrology Manual, as stormwater retention requirements are part of development requirements in the Coachella Valley.

NPDES Compliance Services - City of Temecula: Mr. Gentile provides valuable assistance to the City of Temecula's implementation of their stormwater program. He has not only reviewed Water Quality Management Plans but has also prepared WQMPs for the City of Temecula for specific public works projects. These plans document the stormwater credits earned under the WQE framework, and Mr. Gentile is currently helping to develop procedures for managing these credits. He has provided guidance on implementation of stormwater requirements for various projects (public and private) throughout the City in support of their NPDES compliance goals.

Statewide Trash Provisions Compliance Services for the City of La Quinta: Mr. Gentile was the project manager responsible for creating a jurisdictional map and method to adhere to statewide trash provisions under Water Code Section 13383. The Colorado Regional Board required the City of La Quinta to submit its compliance method on June 1, 2017. The city opted to have Casc perform trash assessments and develop justifications for equivalent alternative land use as part of its final jurisdictional map development, which Mr. Gentile managed along with a follow-up technical memorandum at the City's request.

Water Quality Management Plan (WQMP) Training, Riverside County: Mr. Gentile has conducted training sessions for Water Quality Management Plans in the Whitewater River Watershed in compliance with the current stormwater permit. The training included sections on Whitewater River watershed characteristics, regulatory framework, WQMP concepts, low impact development, two BMP design examples: infiltration basin and infiltration trench, and BMP operations and maintenance.



JOE ROSALES, CPMSM, CESSWI, QSP
SENIOR INSPECTOR

Mr. Rosales has more than 35 years of professional experience with a municipality, with over 17 years specializing in NPDES compliance. He administered the stormwater program for the City of Montclair. He also served as Chairperson for San Bernardino County's stormwater Public Education subcommittee, and Chairperson for the County's stormwater database, playing an intricate role in revamping the application to better serve all permittees. Mr. Rosales understands firsthand the challenges municipal governments face implementing the NPDES Permit.

EDUCATION:
- Various Coursework, University of California, Riverside

PROFESSIONAL REGISTRATIONS/ AFFILIATIONS:
- CPMSM Certification (CA, No. 219)
- CESSWI Certification (CA, No. 1223)
- QSP Certification (CA, No. 1223)
- Certified Environmental Compliance Inspector Grade 1 (CA, No. 0274119)

RELEVANT EXPERIENCE

City of Palm Springs and Rancho Mirage: Casc is currently under contract with the cities of Palm Springs and Rancho Mirage to provide NPDES inspection services. Mr. Rosales serves as a back-up inspector for both agencies to ensure commercial and construction projects are inline with meeting requirements per the WWR MS4 Permit.

City of Pomona: Casc is currently under contract with the City of Pomona to provide NPDES inspection services and Fats, Oils and Grease (FOG) Program. Mr. Rosales serves as the Lead Inspector for Pomona and is responsible for oversight and resources related to meeting inspection requirements per the Los Angeles MS4 Permit.

City of Rialto: Casc is currently under contract with the City of Rialto to provide Stormwater Program Management assistance services. Mr. Rosales serves as the Assistant Project Manager for commercial/ industrial and restaurant inspections, including Fats, Oil and Grease (FOG) Program interceptor inspections conducted by Casc and City staff. Mr. Rosales provides oversight and training to City staff, providing ongoing training of existing staff on the implementation of the Santa Ana River MS4 Permit and the Statewide General Waste Discharge Requirements for Sanitary Sewer Systems Order NO. 2006 -0003-DWG. Mr. Rosales represents the City at San Bernardino County's Permittee General Meetings, and the Public Education subcommittee.

NPDES Inspections, Montclair, CA: Mr. Rosales supervised industrial/commercial inspectors and has an exemplary reputation as a "field trainer" for commercial and industrial inspections. He conducted thousands of industrial/commercial inspections, and also served as a SWPPP inspector, stormwater treatment device installation inspector associated with the WQMP, and post-construction BMP inspector.

Stormwater Project Manager, Montclair, CA: Mr. Rosales assisted with implementation of the NPDES Permit for the City of Montclair. He updated, revised and created municipal ordinances to comply with all federal and state stormwater regulations. He also assisted with the review of CEQA documents to ensure compliance with all federal, state, and local stormwater regulations. He established and oversaw a Water Quality Management Plan program for the City to guarantee compliance with federal, state, and local laws. He also developed and managed the City's stormwater budget to ensure compliance with permits and to maintain the City's financial stability. He helped create the Comprehensive Bacteria Reduction Plan for the Dry Weather Flow TMDL and implemented a plan to demonstrate that the City of Montclair was a non-significant discharger to the Santa Ana River. Additionally, he set up the Illicit Connection/Illegal Discharge (IC/ID) program for the City and developed an educational program for the residents.



LOUIS FLORES, CESSWI, QSP/D, QISP

PROGRAM SUPPORT/FIELD INSPECTOR

Louis Flores joined the Casc Water Quality Department in December 2016. He is a Certified Erosion Sediment and Stormwater Inspector, a Qualified Stormwater Pollution Prevention Plan Practitioner, and a Qualified Industrial Stormwater Practitioner and has over ten years of experience in the engineering, surveying, and construction field. He is currently actively involved with Casc's stormwater group providing commercial industrial inspections, on-call illicit connection/illegal discharge response services, and construction site SWPPP inspections as a City Inspector and as the QSP for construction projects. He educates business owners, industrial business owners and managers, construction site operators, and private homeowners about proper stormwater pollution prevention measures.

EDUCATION:
B.S. / Environmental Science/ University of California - Riverside

PROFESSIONAL CERTIFICATIONS/ AFFILIATIONS:

- Certified Erosion Sediment Stormwater Inspector (CESSWI) No. 4940
- Qualified Stormwater Pollution Prevention Plan Practitioner (QSP) No. 26490
- Qualified Industrial Stormwater Practitioner (QISP) No. 00940
- Cal/OSHA Confined Space Entry

RELEVANT EXPERIENCE

Commercial/Industrial Facility Inspections, City of Palm Springs, Cathedral City, La Quinta, Hemet: Mr. Flores has conducted inspections of Commercial-Industrial Facilities to determine compliance with the local, state, and federal stormwater ordinances. He has evaluated restaurants using fats, oils, and grease, auto repair service facilities, retail gasoline stations, garden nurseries, and industrial facilities for proper stormwater pollution prevention measures. He has inspected and verified BMP design and performance of facilities under the Industrial General Permit and facilities under a No Exposure Certification (NEC). He has reviewed the facilities to be inspected on the State Water Board's Storm Water Multiple Application and Reporting Tracking System (SMARTS) to verify coverage and site history with compliance and previous inspections from the State and Regional Water Boards. He follows up on re-inspection and enforcement actions as necessary.

Construction Site Inspections and Illicit Connection/Illegal Discharge On-Call Response Services, City of Palm Springs: Mr. Flores has conducted inspections of privately owned and City owned construction projects to determine compliance with the City of Palm Springs, the County of Riverside, and State of California Stormwater Ordinances. He evaluates active construction sites for proper stormwater pollution prevention measures and submits findings to the City of Palm Springs and to the site operators. Mr. Flores has responded to dozens of citizen complaints regarding the discharge and illicit connections of the transfer of pollutants and materials in the form of solids and liquids including but not limited to: fats, oils and grease, human waste, construction/building materials, trash, air conditioning condensation, commercial industrial discharge operations, swimming pool and pond maintenance discharge operations, and excessive irrigation water discharge.

NPDES Compliance Field Review Inspections, Corona-Norco Unified School District: Mr. Flores conducts NPDES construction compliance inspections for public school projects for the Corona-Norco Unified School District. He evaluates them for proper stormwater pollution prevention measures and compliance with the state of California Construction General Permit. He reports findings to the construction site superintendents and to the school district.

California Department of Transportation – Monitoring Decommissioning Program, Los Angeles County: Mr. Flores was part of a decommissioning team for the Water Quality Monitoring Program for California Department of Transportation. His duties included collecting field measurements, grab samples, photographic evidence and automated equipment readings of stormwater runoff occurring off Interstate 210 in Sylmar, California.



BRIAN TAYLOR, CESSWI, QISP, QSD/P

PROGRAM SUPPORT/FIELD INSPECTOR

EDUCATION:
B.S. Biochemistry, University of California, Riverside

PROFESSIONAL CERTIFICATIONS/ AFFILIATIONS:
- Certified Erosion Sediment Stormwater Inspector (CESSWI) No. 8126
- Qualified Stormwater Pollution Prevention Plan Practitioner (QSP) No. 28241
- Qualified Industrial Stormwater Practitioner (QISP) No. 01317

Mr. Taylor joined the Casc Water Quality Department in October 2021. He is a Certified Erosion Sediment and Stormwater Inspector, a Qualified Stormwater Pollution Prevention Plan Practitioner, and a Qualified Industrial Stormwater Practitioner. He has previous experience as a Laboratory Research Associate collaborating with the molecular biology team, and assisting with antibody engineering. Since coming to Casc, Mr. Taylor performs a variety of duties in support of water quality. He conducts NPDES inspections for construction, commercial, and industrial facilities, performs on-call illicit connection/illegal discharge response services, and assists stormwater monitoring teams in the field and with reporting.

RELEVANT EXPERIENCE

Commercial/Industrial Facility Inspections, City of Palm Springs: Mr. Taylor carried out inspections of commercial and industrial facilities to enforce stormwater compliance regulations. He assessed businesses, restaurants, and industrial sites to verify proper implementation of stormwater pollution prevention measures. Mr. Taylor documented inspection data, identified violations, and communicated findings to responsible parties. He provided education on effective pollution prevention practices and conducted follow-up inspections as needed. His expertise in enforcing stormwater regulations contributed to safeguarding water resources and maintaining a sustainable environment for the City of Palm Springs.

City of Palm Springs Construction Site Inspections, City of Palm Springs: Mr. Taylor served as a stormwater compliance inspector for construction sites, both private projects and capital improvement planning (CIP). He conducted thorough inspections of construction projects to verify compliance with the City of Palm Springs, County of Riverside, and State of California Stormwater Ordinances. Mr. Taylor assessed active construction sites for the proper implementation of stormwater pollution prevention measures. He documented field data and provided education on effective stormwater pollution prevention practices to the responsible parties. If deficiencies were present he would follow up and re-inspect when necessary.

City of Montclair Construction Site Inspections: Mr. Taylor is a stormwater compliance inspector for privately owned construction sites within the City of Montclair. His responsibilities include conducting thorough inspections to ensure compliance with the Stormwater Ordinances for the City of Montclair, County of San Bernardino, and State of California. Mr. Taylor evaluates active construction sites to verify the implementation of effective stormwater pollution prevention measures. He documents field inspection data and promptly communicates findings to the City of Montclair and site operators. Additionally, he focuses on educating responsible parties about suitable stormwater pollution prevention measures. Mr. Taylor also conducts follow-up inspections as needed to verify ongoing compliance.

QSP Construction Site Inspection Services, Southern California Edison: Mr. Taylor delivers QSP SWPPP Inspection Services for a range of Southern California Edison construction projects. He assesses active construction sites, verifying proper stormwater pollution prevention practices are in place. He identifies and reports BMP deficiencies to on-site construction superintendents and Southern California Edison representative. He collaborates with the project's QSD to file SWPPP amendments, maintaining compliance with regulations.



SAMANTHA BREWER

ASSISTANT PROJECT MANAGER

Ms. Brewer joined Casc Water Quality Department in December 2021. She is currently in the process of obtaining her certification for the QISP and QSP certifications. Ms. Brewer is actively involved with Casc's stormwater group, providing commercial industrial inspections, on-call illicit connection/illegal discharge response services, and construction site SWPPP inspections on SCE and homebuilding projects. She educates business owners, industrial business owners and managers, construction site operators, and private homeowners about proper stormwater pollution prevention measures.

EDUCATION:
B.A. Criminology and Justice Studies / California State University, San Marcos, CA

- California State University San Marcos- Academic Dean's list four consecutive semesters (2018- 2020)
- CSUSM Research Symposium - Awarded for Sociological research presented Spring 2019.

RELEVANT EXPERIENCE

Environmental Analyst, Colton, CA: Ms. Brewer is an office and field team member for private and public water quality clients. She assists with preparing SWPPPs, COIs, and NOTs to meet the terms of the California Construction General Permit (CGP), assists with field inspections, prepares spreadsheets to summarize data, edits prMs. Brewer is a member of the office and field team for private and public water quality clients. Her responsibilities include assisting in the preparation of SWPPPs, COIs, and NOTs to ensure compliance with the terms of the California Construction General Permit (CGP). She also helps with field inspections, prepares spreadsheets to summarize data, edits presentation materials, assists in presenting training modules, and proofreads and edits documents. esentation materials, assists in presenting training modules, and proofreads and edits documents.

Commercial / Industrial Facility Inspections, City of Palm Springs/ City of Palm Desert/ City of Cathedral City: Ms. Brewer has conducted inspections of Commercial-Industrial Facilities to determine compliance with city stormwater ordinances. She has evaluated businesses, restaurants, and commercial/industrial facilities for proper stormwater pollution prevention measures. She recorded field inspection data and submitted findings to the responsible parties. She educated the responsible parties on suitable stormwater pollution prevention housekeeping. measures and followed up on re-inspection if necessary.

Traditional Construction Site Inspections, D R Horton: Ms. Brewer has conducted inspections of Construction sites weekly to determine compliance with state water quality requirements. She inspects each site before a qualifying storm event to ensure proper BMPs are in place. She also inspects during and after each event to verify BMP effectiveness. She has experience verifying weather conditions using the National Oceanic Atmospheric Administration (NOAA) website. She generates reports to record the findings of the inspections and coordinates with project managers to ensure the proper changes are being implemented.

Linear Utility Construction Site Inspections, Southern California Edison: Ms. Brewer conducts weekly site inspections for Southern California Edison Linear Utility pole projects. She ensures proper BMP installation and verifies that soil cover is reinstated after installation has been completed. To supplement the inspections she uses CloudCompli database to generate inspection reports and verify site weather conditions.



CORAL FENECH
GIS SPECIALIST

Ms. Fenech is an expert in the GIS field, utilizing a wide variety of platforms, including ArcGIS software (Pro, Online, Enterprise, Survey123, and Field Maps), and Pro Extensions (3D Analyst, Spatial Analyst, Image Analyst, Data Reviewer, and Workflow Manager), Microsoft Power Automate, Utility Network, Suitability Modeler, Arc Hydro Data Model, Eos Arrow GPS, Juniper Geode GPS, Python, Arcade, SQL, and Smartsheet Project Management Software. Ms. Fenech possesses an extensive understanding of cartographic and graphic design principles for map production in print and online. She is skilled in statistical analysis and geodatabase design, creation, and management. Ms. Fenech has extensive experience in analyzing technical documents and environmental analyses for programmatic-level projects.

EDUCATION:
- B.A./Geography/GIS Certification/ California State University, Long Beach
  - ♦ Special Topics Study in Remote Sensing and Digital Image Processing
- ESRI Instruction Led Training
  - ♦ Using ArcGIS for Water Utility Workflows—August 2016
  - ♦ User Workflows for ArcGIS Online Organizations—August 2016.

PROFESSIONAL REGISTRATIONS, TRAINING, CERTIFICATES, LICENSES & AFFILIATIONS:
- California Public Utilities Commission (CPUC) Certified
- Women Business Enterprise (WBE)

AREAS OF EXPERTISE:
- Geographic Information System Mapping Technology (GIS)
- Coordinating with Engineers and interpreting As-Built Drawings
- Adept in cartography and map production
- Generating figures and analysis for CEQA/NEPA documents
- GPS equipment and applications
- Applications that support spatial and statistical analysis

RELEVANT EXPERIENCE:

City of Montclair, National Pollutant Discharge Elimination System (NPDES) Inspection Application, Montclair, CA: Ms. Fenech developed the NPDES Inspection Application for the City of Montclair. The application is used for inspections and reporting in various areas including Commercial/ Industrial/Restaurant, Construction, Post Construction, Municipal Facilities, and IC/ID Investigations. She utilized ArcGIS Survey123 Connect and XLSForm development to create smart forms with automation that link to the Field Maps Application and Survey123, with report templates generated in Survey123. Once completed, Ms. Fenech transferred the NPDES Inspection Application to the City of Montclair ArcGIS Online Organization for the City to manage.

City of Norco, National Pollutant Discharge Elimination System (NPDES), Riverside County, CA: Ms. Fenech built the GIS schema in ArcGIS Desktop Advanced to seamlessly integrate into City of Norco's GIS-powered Enterprise Asset Management (EAM) software, Lucity (which has since been acquired by CentralSquare) for NPDES compliant data collection. She worked closely with the City and their GIS Consultant to build the NPDES GIS schema and link to their EAM software. She provided workflow documentation and recommendations for collecting NPDES-compliant Commercial/Industrial and Food Facility GIS data. The finalized Geodatabase was then delivered by Ms. Fenech for successful integration into the City's Lucity EAM software.

City of Palm Springs, National Pollutant Discharge Elimination System (NPDES), Riverside County, CA: Ms. Fenech built and managed the GIS database in ArcGIS Desktop Advanced for the Commercial/ Industrial/Food Business Inspections from 2015 to 2019. She created AGOL Web Maps for ArcGIS Collector and generated smart forms in Survey123 Connect using XLSForm with formulas and data validation. She built in the ability to link directly to the NPDES Survey123 forms from data selected in ArcGIS Collector and pass parameters to populate the linked fields in the Survey123 form. She also built report templates in Survey123 for the business inspections and set up weekly automated reporting using Webhooks in Integromet (now known as Make).

D. DISCLOSURES

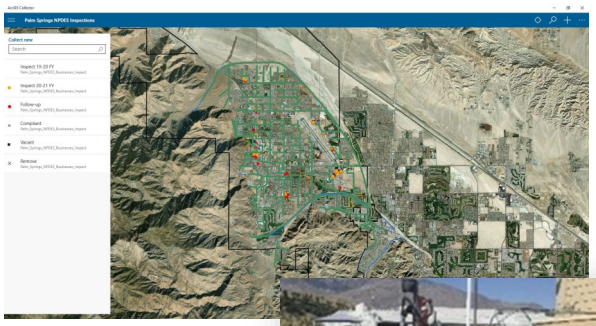
Casc Engineering and Consulting affirms that it does not have any past or current business or personal relationships with any current Banning elected official, appointed official, City employee, or family member of any current Banning elected official, appointed official, or City employee.

E1. RELEVANT PROJECT PROFILES AND CLIENT REFERENCES

INSPECTION OF RESTAURANT, COMMERCIAL, AND INDUSTRIAL FACILITIES
CATHEDRAL CITY, CA

Casc has provided Cathedral City with NPDES restaurant, commercial, and industrial facility inspections in accordance with the Whitewater River Region MS4 Permit requirements and completed inspections in compliance with Permit-required frequency. Inspectors visited identified sites and documented the status of best management practices in place to minimize pollutant discharges to the drainage system. Casc worked with the City to update and maintain the City's current commercial/industrial database to reflect completed inspections and identify facilities for re-inspection.

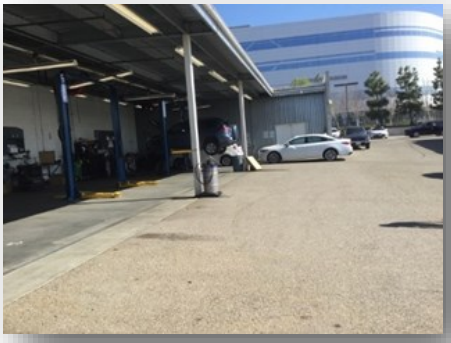
STORMWATER PROGRAM MANAGEMENT
CITY OF PALM SPRINGS, CA





Casc is the City of Palm Springs' Consultant Storm Water Program Manager, responsible for management and implementation of the City's storm water program. Services include providing guidance on LID implementation on new development and redevelopment projects, NPDES municipal training, private construction inspections, IC/ID investigation and reporting documentation, coordination with Desert Task Force Meeting attendance, Trash Amendment compliance activities, MS4 annual reporting, and Report of Waste Discharge efforts related to the Whitewater River MS4 Permit renewal. Additional responsibilities include implementation of the City's construction site program, the commercial/ industrial facilities inspection program, and municipal inspection program. Inspection services include providing construction, commercial, industrial, restaurant, and municipal inspections. With over 375 commercial/industrial facilities subject to the permit requirements, and many additional construction and municipal facilities, Casc developed a database using GIS to organize, prioritize, and track the inspection program. Casc uses ArcGIS Field Maps and Survey123 as their main source of report generation to allow inspectors to use tablets to document inspection results, collect contact information, attach photos, obtain the signature of the facility representative, and immediately email the completed inspection report to the Project Manager and site representative.

INSPECTION OF RESTAURANT, COMMERCIAL, AND INDUSTRIAL FACILITIES
CITY OF LA QUINTA, CA



Casc has been, and is currently, under contract with the City of La Quinta to perform the next round of storm water inspections for restaurant, commercial, and industrial facility. Casc performs water quality inspections of targeted facilities within the City at frequencies established by the MS4 Permit for the Whitewater River Watershed. Casc's responsibilities include reviewing the facility list from the Riverside County Department of Health (DEH), prioritizing facilities to be inspected, preparing inspection schedules, and providing progress reports to the City. Additionally, Casc works with Code Enforcement, identifying sites that require re-inspection by Code officers.

MS4 PERMIT INSPECTIONS AND NPDES SUPPORT SERVICES
PALM DESERT, CA

Since 2021, Casc has provided Palm Desert NPDES inspection services, including for restaurant, commercial, industrial facility and low-priority construction site inspections in accordance with the Whitewater River Region MS4 Permit requirements. Inspections are scheduled by Casc and completed in compliance with Permit-required frequency. Casc compiled a priority list for each inspection type by pulling current WDID information from the SMARTS database for both construction projects and industrial facilities, and coordinating with the City for applicable current and new business licenses. Inspectors visit the selected sites, record their observations, and recommend additional best management practices to minimize pollutant discharges to the drainage system. Casc updated and maintained the City's current commercial/ industrial database to reflect completed inspections and identify facilities that need follow up. Casc also assisted the City by coordinating with code enforcement for Illicit Connection/Illegal Discharge investigations to verify proper escalation of enforcement efforts.

Furthermore, Casc provided support for the City to prepare for and participate in an audit of Palm Desert's MS4 Program when inspected by the Regional Board in Spring 2023. Prior to the audit with the Regional Board, Casc joined Riverside County Watershed Staff Pre-Audit preparation meetings with the City to assist the City in navigating the audit process and understanding of their internal operations. During the audit, Casc kept the process on track by providing valuable insights on what is and is not required by the current permit, and identifying any overreaching expectations by the Regional Board. Casc's contributions were instrumental in facilitating focus on the City's process and how their program successfully meets the audit objectives.

NPDES PROGRAM MANAGEMENT
RIVERSIDE COUNTY TRANSPORTATION DEPARTMENT



Casc currently assists the County of Riverside's Transportation Department with compliance activities related to the County's three MS4 permits in the Santa Ana River, Whitewater River and Santa Margarita River watersheds. Activities include staff augmentation of an Interim NPDES Coordinator, assistance with annual report preparation, monitoring of outfalls, QSP inspections and sampling, TPG reviews for Transportation projects, WQMP reviews for land development projects, compliance assistance with Statewide Trash Provision requirements, and MS4 permit negotiations. Additionally, Casc prepared the County's responses to the Regional Board's 13383 letters, coordinated with the County for completion of GIS preliminary mapping, and is currently coordinating with the County for preparation of standard designs for connector pipe screen devices. Additionally, Casc has staff who are trained in on-land visual assessments and plans to assist the County in conducting assessments for proposed alternative land use areas.

INSPECTION PRIORITIZATION, COMMERCIAL/INDUSTRIAL INSPECTIONS
CITY OF EL MONTE, CA

Casc has provided the City of El Monte with NPDES compliance assistance in response to the last two permit renewals providing a variety of services including program development and policy reviews, field inspections, plan checking, training, GIS database development, and preparation of a Watershed Management Program and an Integrated Monitoring Program (IMP). Casc was responsible for implementing all requirements pertaining to the inspection of commercial/industrial facilities as described and mandated by the MS4 Permit. Duties included facility prioritization, database development and maintenance, research, scheduling, public information/educational material development and distribution, SWPPP review, as well as conducting over 500 commercial/industrial facility inspections.

MS4 NPDES INSPECTION PROGRAM
CITY OF HEMET, CA



Casc is assisting the City of Hemet with NPDES program implementation activities, including program management, facility evaluations, commercial-industrial inspections, and previously provided WQMP and drainage document reviews. Casc works with the City to provide assistance with MS4 Permit compliance, TMDL compliance, TMDL task force attendance, Public Education Subcommittee participation, and annual reporting documentation.

For the commercial/industrial inspections, Casc works closely with the City's NPDES coordinator to identify commercial and industrial businesses within the City's jurisdiction that meet inspection criteria per the Riverside County Phase I MS4 Permit Santa Ana Region, and Drainage Area Management Plan. Inspectors visit each site, documenting the status of best management practices to minimize pollutant discharges to the drainage system. To facilitate digital inspections and import them into Hemet's Public Works' tracking software, Casc assembled a team to develop a GIS-based interactive inspection program used by inspectors and City staff. This interactive program is compatible with the City's database system, ensuring that all inspection information is imported and reflected in the City's software. Additionally, Casc conducts webinar training programs tailored for the City's inspection program and provides field training for inspectors and City staff.

MS4 NPDES INSPECTION PROGRAM
CITY OF TEMECULA, CA

Casc provides industrial and commercial inspections for the City in accordance with their Municipal Separate Storm Sewer System (MS4) permit and their storm water ordinance. Inspections include observing best management practices at facilities used for protecting storm water runoff and verifying that facilities that require coverage under the Industrial General Permit have the required WDID and SWPPP on site.

For high-priority inspections, generally industrial and selected commercial facilities, the inspector uses EnerGov software in the field to schedule and document facility inspections. These inspections are conducted on a per-facility basis. For medium and low-priority inspections, the inspector conducts drive-by reviews. Casc utilizes the City's database applications, EnerGov and IG Inspect, a web-based mapping interface, as an organizational and scheduling tool, and to see which facilities have been inspected, need to be inspected, and require follow-up. Inspectors use the tools to schedule facility inspections, based on the priority level of the facility, for the most efficient and effective workflow.

INDUSTRIAL/COMMERCIAL FACILITY INSPECTION PROGRAM
CITY OF IRWINDALE, CA

Casc has provided the City of Irwindale with NPDES compliance services during the current MS4 permit term. Services have included oversight of permit programs (minimum control measures), coordination of shared Receiving Water monitoring, and performing 300 industrial/commercial facility inspections and development of the associated database. Casc also provided training to City staff related to the Industrial/Commercial Facilities Program and general MS4 permit requirements.

Using business license data provided by the City, Casc developed and prioritized a list of facilities for the Industrial/Commercial Facilities Database including a GIS map of the facility locations. Casc developed an inspection form for inspectors and then conducted inspections at approximately 300 identified industrial/commercial facilities to verify the implementation of Best Management Practices (BMPs), eliminate illicit connections and/or discharges, and verify permit coverage.

E2. CLIENT REFERENCES

CLIENT	CONTACT INFORMATION	SERVICES
Cathedral City	John Corella, P.E. Director of Engineering/ Public Works (760) 770-0327 jcorella@cathedralcity.gov	NPDES MS4 Inspection Program and NPDES Support Services (2018-Present)
City of Palm Springs	Rick Minjares Engineering Associate (760) 323-8523 x8741 rick.minjares@palmspringsca.gov	NPDES Program Management (2016-Present)
City of La Quinta	Amy Yu Associate Engineer (760) 777-7047 ayu@laquintaca.gov	Industrial, Commercial, and Restaurant Inspection Program (2019-Present)
City of Palm Desert	Melanie Perry Senior Management Analyst (760)776-6424 mperry@palmdesert.gov	NPDES MS4 Inspection Program and NPDES Support Services (2020-Present)
Riverside County Transportation Department	Jan Bulinski Senior Planner (951) 955-6859 jbulinski@rivco.org	NPDES Program Management (2007-Present)
City of Hemet	Daniel Cortese Management Assistant/ NPDES (951) 765-3712 DCortese@cityofhemet.org	NPDES MS4 Inspection Program (2016-Present)
City of Temecula	Annie Bostre-Le Public Works Stormwater Manager (951) 308-6387 annie.bostrele@temeculaca.gov	Industrial and Commercial Inspection Program (2017-Present)



RFP 24-084, NPDES INSPECTIONS AND ENVIRONMENTAL COMPLIANCE

Please complete the Cost Summary/Bid Sheet below with the stated estimated inspections.
The actual number of inspections required for 2025 will be determinded during the year.
All work will be performed per the Scope of Work (SOW) found in RFP No. 24- 084.

The Tasks, Staff titles/classifications, hourly rates and costs along with the number of hours shall be included to complete. Also include ODCs, such as mileage.
If you feel a Task or subtask is necessary and not on this sheet, please add it with the staff hours and total costs for the City's consideration.

TASK NO.	TASK CATEGORY/DESCRIPTION	Project Manager, $175.00	Asst Project Manager, $145.00	Project Coordinator, $100.00	TOTAL HOURS	SUBTOTAL LABOR COSTS	ODCs	TOTAL/ UNIT* COST	ESTIMATED ANNUAL QUANTITY	TOTAL AMOUNT
TASK 1	PROJECT MANAGEMENT									
	Kick Off meeting, held virtually	1	1		2	$320.00		$320.00	N/A	$320.00
	Project Management (invoices, general NPDES support, monthly updates, etc.)	12	32	12	56	$7,940.00		$7,940.00	N/A	$7,940.00
	NPDES and SB205 Inspection Master List, update, maintain (data entry)	4	20		24	$3,600.00		$3,600.00	N/A	$3,600.00
								SUBTOTAL TASK 1:		
TASK 2	NPDES INSPECTIONS									
	Food Facility Inspection, including Outreach of BMP materials							$194.00	25	$4,850.00
	Hazardous Permit (COUNTY DEH issued) Inspection, including Outreach of BMP materials							$194.00	60	$11,640.00
	IG Permit Inspection, including Outreach of BMP materials							$257.00	12	$3,084.00
	QA/QC (included in Project Management)									
								SUBTOTAL TASK 2:		
TASK 3	SB205 COMPLIANCE INSPECTIONS									
	Inspection based on Business License SIC code, including Outreach of SB205 and BMP materials							$257.00	20	$5,140.00
	QA/QC (included in Project Management)									
								SUBTOTAL TASK 3:		
TASK 4	FOLLOWUP/COMPLIANCE INSPECTION									
	Followup ReInspection, Complete Inspection Form, photos							$120.00	20	$2,400.00
	Issue written warning (Assumes 5 written warnings)	1	5		6	$900.00		$900.00	N/A	$900.00
	Issue NOV (Assumes 1)	1			1	$175.00		$175.00	N/A	$175.00
	QA/QC (included in Project Management)									
								SUBTOTAL TASK 4:		

RATES IN THE COST ESTIMATE SHEET AND PROPOSAL WILL BE FOR THE 2024-2025 AND 2025-2026 FISCAL YEARS

TOTAL : $40,049.00

CITY OF BANNING
STAFF REPORT

TO: **CITY COUNCIL**

FROM: **Douglas Schulze, City Manager**

PREPARED BY: **Stephanie Sirls, Transit Manager**
Art Vela, Director of Public Works

MEETING DATE: **January 14, 2025**

SUBJECT: **Consideration of Resolution 2025-04, Approving Amendment No. 2 to the Design-Build Agreement with EFS West for the Compressed Natural Gas Fueling Station for an Additional Amount of $730,398 for a Second Compressor**

RECOMMENDATION:

Adopt Resolution 2025-04.

BACKGROUND:

The City owns and operates a CNG fueling facility located at the Corporate Yard (176 E. Lincoln Street). The facility was commissioned in 2004 and serves the City's fleet (i.e. transit buses and dump truck) and the Banning Unified School District (BUSD) bus fleet.

At the time of commissioning the CNG facility was available 24 hours a day, 7 days per week to the general public and to other agencies such as, Morongo Band of Mission Indians, Caltrans, County of Riverside and Waste Management. The public access has been closed for over five years due to complications with the CNG fueling station.

The existing CNG fueling facility is several years beyond its useful life, is constantly under repair and parts have become increasingly difficult to purchase and in some cases are obsolete. As a result, the City of Banning released a Request for Proposals (RFP 23-034) for a CNG Fueling Station Design-Build project June 5, 2023. On September 12, 2023, the Council unanimously approved the project be awarded to EFS West Inc. of Valencia for being the highest ranked firm to complete the design and construct the City's new CNG fueling facility.

The scope of work included the completion of the project design, engineering, permits, grading, construction, material, labor, testing, verification, procurement, commissioning, and installation of all equipment. To date, final design is almost 100% complete.

As part of the RFP, the City included three (3) additive bid alternate items. EFS West, Inc. bid on the three items as follows:

Additive Bid Alternate	Price
Second CNG Compressor	$895,000
Standby Diesel Generator	$260,549
Second Fuel Island	$278,361

City staff has successfully secured additional funding from the Riverside County Transportation Commission (RCTC) through the FY 2024/2025 SRTP process for the purchase of the second CNG compressor and the standby diesel generator. City Council adopted Resolution 2024-188 approving Amendment No. 1 for the purchase of a standby diesel generator December 10th, 2024. As discussed in that same staff report, staff is now asking City Council to approve Amendment No. 2 for the purchase and installation of the second compressor as ongoing negotiations amongst staff and EFS West resulted in revised, and more competitive, pricing being provided. As the result, EFS West's quote for the second compressor was reduced from the original amount of $895,000 to $730,398.

JUSTIFICATION:

The addition of a second compressor increases the station's fueling capacity while providing increased efficiency and resiliency. As outlined in the September 12, 2023, staff report (Resolution No. 2023-155), staff requested and were subsequently granted additional STA funding for a second compressor based on this need for resiliency and increased efficiencies.

FISCAL IMPACT:

The current adopted budget for Fiscal Year 2024/2025 includes a budgeted amount of $900,000 for the second compressor in Account No. 610-5800-331.90-56. The project is fully funded by State Transit Assistance (STA) funds as programmed in the City's approved Short Range Transit Plan (SRTP).

ALTERNATIVES:

Do not adopt the resolution and provide alternative direction to staff.

BUDGETED?:

Yes

CONTRACT/AGREEMENT:

Yes

ATTACHMENTS:

1. Resolution 2025-04, EFS West CNG Station.docx
2. Exhibit A - Amend No.2 to the DBA with EFS West.docx
3. EFS 2nd Compressor Proposal.pdf
4. 9.12.23 Staff Report Awarding CNG Station to EFS.pdf
5. 12.10.24 Staff Report Approving EFS Amendment 1.pdf

RESOLUTION 2025-04

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BANNING, CALIFORNIA, APPROVING AMENDMENT NO. 2 TO THE DESIGN-BUILD AGREEMENT WITH EFS WEST FOR THE COMPRESSED NATURAL GAS FUELING STATION FOR AN ADDITIONAL AMOUNT OF $730,398 FOR A SECOND COMPRESSOR

WHEREAS, the City owns and operates a Compressed Natural Gas (CNG) fueling facility located at the Corporate Yard (176 E. Lincoln Street), which serves the City's fleet and the Banning Unified School District (BUSD) bus fleet; and

WHEREAS, the existing CNG fueling facility is several years beyond its useful life, has been under constant repair, and parts have become increasingly difficult to procure; and

WHEREAS, on September 12, 2023, the City Council awarded the Design-Build project for the new CNG fueling facility to EFS West Inc. following a competitive Request for Proposals (RFP 23-034); and

WHEREAS, as part of the RFP, three additive bid alternate items were included, with EFS West providing a bid for a second compressor in the amount of $730,398; and

WHEREAS, on December 10, 2024 City Council adopted Resolution 2024-188 approving Amendment No. 1 to the Design-Build Agreement with EFS West for the CNG Fueling Station for an additional amount of $260,549 for a standby diesel generator; and

WHEREAS, a second compressor is essential to increase the station's fueling capacity while providing increased efficiency and resiliency and the City successfully secured funding from the Riverside County Transportation Commission (RCTC) for the purchase of the second compressor; and

WHEREAS, the City's current adopted budget for Fiscal Year 2024/2025 includes a budgeted amount of $900,000 for the second compressor in Account No. 610-5800-331.90-56, which is fully funded by State Transit Assistance (STA) funds.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Banning as follows:

SECTION 1. The City Council hereby approves Amendment No. 2 to the Design-Build Agreement with EFS West for the CNG Fueling Station, authorizing an additional amount of $730,398 for a second compressor.

SECTION 2. The City Council authorizes the City Manager, or designee, to make necessary budget adjustments, appropriations, and transfers related to the Design-Build Agreement with EFS West for the CNG Fueling Station.

SECTION 3. The City Council authorizes the City Manager to make necessary non-substantive changes and to execute Amendment No. 2 with EFS West.

SECTION 4. The City Clerk shall certify to the adoption of this resolution and shall cause a certified resolution to be filed in the book of original resolutions.

PASSED, APPROVED AND ADOPTED this 14th day of January 2025.

Sherri Flynn, Mayor
City of Banning

ATTEST:

Caroline Patton, Administrative City Clerk
City of Banning

APPROVED AS TO FORM:

John Pinkney, City Attorney

CERTIFICATION:

I, Caroline Patton, Administrative City Clerk of the City of Banning, California, do hereby certify that the foregoing Resolution 2025-04, was duly adopted by the City Council of the City of Banning, California, at a regular meeting thereof held on the 14th day of January 2025 by the following vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

Caroline Patton, Administrative City Clerk
City of Banning, California

EXHIBIT A
Amendment No. 2 to Agreement with EFS West

AMENDMENT NO. 2 TO THE DESIGN-BUILD AGREMENT (C00803) FOR COMPRESSED NATURAL GAS (CNG) FUELING STATION PROJECT BY AND BETWEEN CITY OF BANNING AND EFS WEST

THIS AMENDMENT NO. 2 TO THE DESIGN-BUILD AGREEMENT FOR SERVICES ("Amendment No. 2") by and between the **CITY OF BANNING** ("Owner") and EFS WEST, a California Corporation ("Design-Builder") is effective as of this day: _____.

RECITALS

A. Owner and Design-Builder entered into that certain Contract dated September 12, 2023 for the purpose of providing a Design Build for the Compressed Natural Gas ("CNG") Fueling Station Project ("Agreement") following a Request for Qualifications (RFQ-23-028) and Request for Proposals (RFP-23-034) to Design-Build Entities for Design and Construction of a CNG Fueling Station in the City of Banning as approved by City Council Resolution 2023-155.

B. Owner and Design-Builder have entered into Amendment No. 1 to the Agreement dated December 13, 2024 to modify the Scope of Services, extend the Term of the Agreement to June 30, 2025, and increase the Contract Sum to $3,803,562.00, as approved by City Council Resolution 2024-188.

C. Owner and Design-Builder now desire to amend the Agreement to modify the Scope of Services, extend the Term of the Agreement to June 30, 2026, and increase the Contract Sum to $4,533,960.00.

The Parties therefore agree follows:

1. Amended Terms. The Agreement is hereby amended as follows:

1.1 The Scope of Services as set forth in Section 3.1 of and Exhibit A to the Agreement is hereby amended to include the Services set forth in Attachment 1, attached hereto and incorporated herein.

1.2 The maximum compensation for the Services performed pursuant to this Amendment No. 2 shall not exceed Seven Hundred Thirty Thousand Three Hundred Ninety-Eight Dollars ($730,398.00) thereby increasing the Contract Sum, as set forth in Section 5.1 of the Agreement, to Four Million Five Hundred Thirty-Three Thousand Nine Hundred Sixty Dollars ($4,533,960.00).

1.3 The Term of the Agreement, as set forth in Section 4.2 of the Agreement, is hereby extended as follows:

4.2 Contract Times

B. Phase 2 – Completion Stage: June 30, 2026

C. Phase 3 - Removal of Existing Facilities Stage: June 30, 2026

unless sooner terminated or extended as provided in the Agreement.

2. Miscellaneous Provisions

2.1 Continued Effect of Agreement. Except as amended by this Amendment No.2, all provisions of the Agreement shall remain unchanged and in full force and effect. From and after the date of this Amendment No. 2, whenever the term "Agreement" appears in the Agreement, it shall mean the Agreement, as amended by Amendment Nos. 1 and 2. In the event of a conflict between the provisions of this Amendment No. 2 and the provisions of the Agreement as amended by Amendment Nos. 1 and 2, this Amendment No. 2 shall control.

2.2 Consideration for Amendment. The parties hereby agree that they have each received adequate and independent consideration for the modifications to the Agreement set forth in this Amendment No. 2.

2.3 Authority. The persons executing this Amendment No. 2 on behalf of the parties hereto warrant that (i) such party is duly organized and existing, (ii) they are duly authorized to execute and deliver this Amendment No. 2 on behalf of said party, (iii) by so executing this Amendment No. 2, such party is formally bound to the provisions of this Amendment No. 2, and (iv) entering into this Amendment No. 2 does not violate any provision of any other agreement to which said party is bound.

2.4 Counterparts. This Amendment No. 2 may be signed in any number of counterparts, each of which will be an original, but all of which together will constitute one instrument.

2.5 Electronic Signatures. Each Party may adopt as its signature an electronic identification consisting of a symbol or code that is affixed to or contained in each document transmitted by such Party ("electronic signature"). The Parties hereto herby agree that electronic signatures are acceptable, shall have the same force and effect under the law as original wet signatures, and shall be sufficient to verify that the Parties have executed this Agreement and such other documents transmitted by the Parties.

[*SIGNATURE PAGE FOLLOWS*]

The Parties are signing this Amendment No. 2 on the date stated in the introductory clause.

OWNER: CITY OF BANNING	DESIGN-BUILDER: EFS WEST
Douglas Schulze, City Manager	NAME: TITLE:
City Council Approval: _____	NAME: TITLE:
ATTEST:	
Caroline Patton Administrative City Clerk	
APPROVED AS TO FORM:	

NOTE: PROOF OF AUTHORITY TO BIND CONTRACTING PARTY REQUIRED. APPROPRIATE ATTESTATIONS SHALL BE INCLUDED AS MAY BE REQUIRED BY THE BYLAWS, ARTICLES OF INCORPORATION, OR OTHER RULES OR REGULATIONS APPLICABLE TO DESIGN-BUILDER'S BUSINESS ENTITY.

ATTACHMENT 1

EFS WEST

PLANNING • DESIGN • CONSTRUCTION

28472 Constellation Road, Valencia, CA 91355

November 6, 2024

City of Banning

Subject Add Alternatives #1 rev

Gentlemen:

EFS West is pleased to submit this proposal showing the cost break down for alternatives #1, for the design build CNG upgrade project for the City of Banning CA.

Our bid proposal included the following alternatives

Alternative #1 Purchase and installation of second CNG compressor for $730,398. The costs include the following,

1. Added Design, Engineering, and permitting requirements. =$7,500.
2. Compressor, additional motor controls, factory and onsite testing,

   Includes,

   Compressor, Motor control Cabinet, controls, manuals = $326,201

   Commissioning, testing. = $38,100
3. Costs for additional material including electrical, mechanical.

   Cost for second move, Wire, Breaker, and connections =$52,000
4. Costs for additional labor for installation, testing,

   Includes

   Labor, Subsistence, Lodging =$110,250

   Equipment, Crane, Freight =$39,700
5. 18% Overhead & Profit =$103,275
6. Tax 7.75% =$25,280
7. Bonds and Insurance 4% =$28,092

If you have any questions on our proposal, or require additional information, please do not hesitate to contact me at (661) 705-8264 / 818-235-6283 or at Von.regli@efswest.com

Sincerely,
EFS West Inc.
Von Regli
Sr Project Manager

PLANNING • DESIGN • CONSTRUCTION
28472 Constellation Road, Valencia, CA 91355

November 6, 2024

City of Banning

Subject Add Alternatives #1 rev

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   Includes,
   Compressor, Motor control Cabinet, controls, manuals = $326,201
   Commissioning, testing. = $38,100
3. Costs for additional material including electrical, mechanical.
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   Labor, Subsistence, Lodging =$110,250
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If you have any questions on our proposal, or require additional information, please do not hesitate to contact me at (661) 705-8264 / 818-235-6283 or at Von.regli@efswest.com

Sincerely,
EFS West Inc.
Von Regli
Sr Project Manager

CITY OF BANNING
STAFF REPORT

TO: **CITY COUNCIL**

FROM: **Douglas Schulze, City Manager**

PREPARED BY: **Art Vela, Director of Public Works**

MEETING DATE: **September 12, 2023**

SUBJECT: **Consideration of Resolution 2023-155, Awarding a Design-Build Agreement to EFS West for the Compressed Natural Gas Fueling Station in the Amount of $3,543,013 and Approving a 10% Contingency for a Total Project Budget of $3,897,314 and Approving Amendment 3 with STV Incorporated for Support Services in the Amount of $109,000**

RECOMMENDATION:

Staff recommends that the City Council adopt Resolution 2023-155:

1. Approving a Design-Build Agreement for the Compressed Natural Gas (CNG) Fueling Station to EFS West of Valencia, California in the amount of $3,543,013 and approving a 10% contingency in the amount of $354,301 for a total project budget of $3,897,314 and rejecting all other bids.

2. Approving Amendment 3 with STV Incorporated for Support Services in the Amount of $109,000.

3. Authorizing the City Manager or his designee to make necessary budget adjustments, appropriations and transfers related to the Design-Build Agreement for the CNG Fueling Station and to approve change orders within the 10% contingency.

4. Authorize the City Manager to execute the Design-Build Agreement with EFS West of Valencia, California for CNG Fueling Station and Amendment 3 to the Professional Services Agreement with STV Incorporated.

BACKGROUND:

The City owns and operates a CNG fueling facility located at the Corporate Yard (176 E. Lincoln Street). The facility was commissioned in 2004 and serves the City's fleet (i.e. transit buses and dump truck) and the Banning Unified School District (BUSD) bus fleet.

The BUSD has dedicated slow fill supply lines and dispensers from the City's CNG fueling facility to their property located adjacent and to the east of the City's Corporate Yard. The dedicated supply lines and dispensers allow the BUSD bus fleet to refill overnight.

At the time of commissioning the CNG facility was available 24 hours a day, 7 days per week to the general public and to other agencies such as, Morongo Band of Mission Indians, Caltrans, County of Riverside and Waste Management. The public access has been closed for over a year due to complications with the CNG fueling station.

The existing CNG fueling facility is several years beyond it's useful life, is constantly under repair and parts are becoming increasingly difficult to purchase. If the facility were to go down the City's CNG fleet would have to travel to either Redlands, Moreno Valley or Palm Springs to refuel.

Additionally, the Public Works Department Transit Division recently completed a zero-emission bus (ZEB) transition study to create a plan for a 100% zero-emission fleet by 2040 as required by the Innovative Clean Transit (ICT) regulation enacted by the California Air Resources Board (CARB). The ZEB transition study indicates that the City will continue to have CNG vehicles until 2039, see page 26 of the attached ZEB Rollout Plan.

The City of Banning entered into a Professional Services Agreement with STV Incorporated (STV) on June 25, 2021. STV's scope of work was to update an existing set of bridging documents (30% design) for a design-build solicitation to construct a new CNG fueling station. STV's engineer was the engineer of record for the original set of bridging documents developed in 2019. Staff is also recommending approval of Amendment 3 to retain STV services during the remaining design phase and the construction phase.

The City finalized the bridging documents and released an Request for Proposals (RFP-23-034) on June 5, 2023. A mandatory pre-proposal meeting was held on June 15, 2023 to go over the scope of work, deadlines and to answer any questions from prospective bidders. As a result of the Request for Proposals, the City received two proposals. An evaluation committee was assembled to score each proposal based on qualifications of the primary team member and team, statement of understanding, responsiveness, and price proposal. The resulting evaluation scores are as follows:

Contractor	**Score (out of 100)**
EFS West, Inc.	87.5
Opal Fuels	74.0

As a result, staff recommends that the Design-Build Agreement be awarded to EFS West, Inc. of Valencia, California, in the amount of $3,543,013.

If awarded, staff anticipates the work to commence in October, 2023 and to be completed in December, 2024.

The scope of work includes the completion of the project design, engineering, permits, grading, construction, material, labor, testing, verification, procurement, commissioning, and installation of all equipment.

Design components for the CNG fueling station include single tower dryer with manually activated regeneration, CNG compressor, coalescing filter assembly, priority/sequential control valve panel, 3-bank cascade storage, fast-fill dispenser, fuel management system, time-fill posts, time-fill meters for City and BUSD daily fuel dispensing, defueling panel, compressed air system, and station master control system. Design shall include demolition and construction of new perimeter wall, grading and paving to accommodate the new public dispensers.

JUSTIFICATION:

As noted in the ZEB Transition Study, the City will continue to have CNG vehicles as part of the City's transit fleet for the next 16 years. The existing fueling facility is several years beyond it's useful life and in need of replacement.

The results of a RFP indicate that EFS West, Incorporated is the highest ranked firm to complete the design and construct the City's new CNG fueling facility.

Support services are needed from STV Incorporated during the design phase of the project. STV will, as the engineer of record, will act as the project manager, review submittals (e.g. design, equipment, construction), respond to Request for Information (RFIs), attend progress meetings, provide onsite construction observations, develop deficiency list (punchlist), review test results and assist in the project closeout.

FISCAL IMPACT:

The recommended Design-Build Agreement with EFS West, Inc. is for an amount of $3,543,013. Staff requests a 10% contingency in the amount of $354,301 for any unforeseen conditions or circumstances. The total construction project budget, including the Construction Agreement and contingency, is for an amount of $3,897,314.

Amendment 3 with STV Incorporated is for an amount of not-to-exceed $109,000.

The total project budget (construction and support services) is $4,006,314.

The current adopted budget for Fiscal Year 2023/2024 includes a budgeted amount of $4,200,000 in Account No. 610-5800-434.90-56. The project is fully funded by State Transit Assistance (STA) funds as programmed in the City's approved Short Range Transit Plan (SRTP). There is a total of $4,050,000 currently programmed for the CNG fueling station project via the SRTP.

As part of the RFP, the City included three (3) additive bid alternate items. EFS West, Inc. bid on the three items as follows:

Additive Bid Alternate	**Price**
1. Second CNG Compressor	$895,000
2. Standby Diesel Generator	$260,549
3. Second Fuel Island	$278,361

The additive bid alternate items are listed in order of priority.

At this time the City does not have the funding to add any of the additive bid alternate items. During the development of the next year's SRTP, staff will request additional STA funding for the additional items and if granted, staff will request City Council's authority to add the additional bid items.

Lastly, the new CNG fueling facility will be an asset assigned to the Transit Division. Revenues generated by fuel sales to BUSD and the public will be allocated to the Transit Division and used to meet the City's farebox recovery match of ten percent (10%), which is estimated at $200,000 for fiscal year 2024. At times it is necessary to transfer General Funds to the Transit Division in order to meet it's farebox recovery match. The CNG fueling facility revenues will reduce the need for said transfers from the General Fund.

ALTERNATIVES:

1. Adopt Resolution 2023-155 as recommended.
2. Adopt Resolution 2023-155 with modifications.
3. Do not approve Resolution 2023-155 and provide alternative direction to staff.

ATTACHMENTS:

1. Resolution 2023-155
   https://banningca.gov/DocumentCenter/View/13355/Attach-1-Reso-2023-155
2. RFQ CNG Station
   https://banningca.gov/DocumentCenter/View/13356/Attach-2-RFQ-22-028_Design-Build_CNG_Fueling_Station_Project_32323-4
3. EFS Proposal
   https://banningca.gov/DocumentCenter/View/13357/Attach-3-EFS-Proposal
4. STV Fee Proposal
   https://banningca.gov/DocumentCenter/View/13352/Attach-4-STV-Fee-Proposal-Banning-CNG-Station-2023-08-25
5. ICT Rollout Plan
   https://banningca.gov/DocumentCenter/View/13353/Attach-5-City-of-Banning-Final-ICT-Rollout-Plan
6. EFS Draft Agreement
   https://banningca.gov/DocumentCenter/View/13354/Attach-6-DRAFT-EFS-CNG-Facility-Design-Build-Agreement

7. STV Draft Agreement
   https://banningca.gov/DocumentCenter/View/13377/Attach-7-C00714-STV-INCORPORATED-AMENDMENT-3

Approved by:

Douglas Schulze
City Manager

CITY OF BANNING
STAFF REPORT

TO: **CITY COUNCIL**

FROM: **Douglas Schulze, City Manager**

PREPARED BY: **Stephanie Sirls, Transit Manager**
Art Vela, Director of Public Works

MEETING DATE: **December 10, 2024**

SUBJECT: **Consideration of Resolution 2024-188, Approving Amendment No. 1 to the Design-Build Agreement with EFS West for the Compressed Natural Gas Fueling Station for an Additional Amount of $260,549 for a Standby Diesel Generator**

RECOMMENDATION:

Adopt Resolution 2024-188.

BACKGROUND:

The City owns and operates a CNG fueling facility located at the Corporate Yard (176 E. Lincoln Street). The facility was commissioned in 2004 and serves the City's fleet (i.e. transit buses and dump truck) and the Banning Unified School District (BUSD) bus fleet.

At the time of commissioning the CNG facility was available 24 hours a day, 7 days per week to the general public and to other agencies such as, Morongo Band of Mission Indians, Caltrans, County of Riverside and Waste Management. Public access has been closed for over five years due to complications with the CNG fueling station.

The existing CNG fueling facility is several years beyond its useful life, is constantly under repair and parts have become increasingly difficult to purchase and in some cases are obsolete. As a result, the City of Banning released a Request for Proposals (RFP 23-034) for a CNG Fueling Station Design-Build project June 5, 2023. On September 12, 2023, the Council unanimously approved the project be awarded to EFS West Inc. of Valencia, California for being the highest ranked firm to complete the design and construction of the City's new CNG fueling facility.

The scope of work included the completion of the project design, engineering, permits, grading, construction, material, labor, testing, verification, procurement, commissioning, and installation of all equipment. To date, final design is almost 100% complete.

As part of the RFP, the City included three (3) additive bid alternate items. EFS West, Inc. bid on the three items as follows:

Additive Bid Alternate	Price
Second CNG Compressor	$895,000
Standby Diesel Generator	$260,549
Second Fuel Island	$278,361

City staff has successfully secured additional funding from the Riverside County Transportation Commission (RCTC) through the FY 2024/2025 SRTP process for the purchase of the second CNG compressor and the standby diesel generator. Due to an increase in pricing for the second CNG compressor, staff is seeking Council's authority to add only the standby generator to the agreement at this time. Staff will return at a later date with a request to add the second CNG compressor once staff deems the cost reasonable.

JUSTIFICATION:

A backup generator is needed to ensure the CNG station can continue to operate and dispense fuel to essential vehicles in the event of a power outage or other emergency situation. As outlined in the September 12, 2023 staff report, staff requested and were subsequently granted additional STA funding for a standby diesel generator based on the need for resiliency against service interruptions.

FISCAL IMPACT:

The current adopted budget for Fiscal Year 2024/2025 includes a budgeted amount of $265,000 in Account No. 610-5800-434.90-56. The project is fully funded by State Transit Assistance (STA) funds as programmed in the City's approved Short Range Transit Plan (SRTP).

ALTERNATIVES:

Do not adopt Resolution 2024-188 and provide alternative direction to staff. Not approving Resolution 2024-188 would result in not adding a backup power generator to the CNG facility, which provides fuel to the City's transit fleet and others. Additionally, STA funds received for the purpose of funding the addition of an emergency generator may be forfeited.

BUDGETED?:

Yes

CONTRACT/AGREEMENT:

Yes

ATTACHMENTS:

1. Resolution 2024-188, EFS West Amendment CNG Station.docx
2. Amend No.1 to the DBA with EFS West.pdf
3. EFS Quote Generator.pdf
4. CC Resolution No. 2023-155 CNG Station EFS.pdf

CITY OF BANNING
STAFF REPORT

TO:	**CITY COUNCIL**
FROM:	**Douglas Schulze, City Manager**
PREPARED BY:	**Stephanie Sirls, Transit Manager** **Art Vela, Director of Public Works**
MEETING DATE:	**January 14, 2025**
SUBJECT:	**Consideration of Resolution 2025-05, Authorizing the City Manager, or Designee, to Execute a Subrecipient Grant Agreement between the Western Riverside Council of Governments and the City of Banning for Electric Vehicles and Chargers**

RECOMMENDATION:

Adopt Resolution 2025-05.

BACKGROUND:

The California Air Resources Board (CARB) developed the Advanced Technology Demonstration and Pilot Projects (ATDPP) back in 2009. The ATDPP invests public funds into new technologies to help achieve the State's greenhouse gas (GHG) reduction targets.

In March 2024, WRCOG was awarded approximately $1,350,000 in grant funding from CARB and the California Energy Commission (CEC) to support zero-emission vehicle and infrastructure deployment in partnership with the City of Banning, the City of Moreno Valley, Riverside County Purchasing and Fleet Services, and the Riverside County Transportation and Land Management Agency.

The City of Banning participated in WRCOG's effort and requested funding for four plug-in electric vehicles including a paratransit van and three pickup truck and also requested funding for electric vehicle charging infrastructure including four 240-volt chargers and a DC fast charger.

JUSTIFICATION:

A CARB Grant Subrecipient Agreement between WRCOG and the City of Banning is needed to be executed with WRCOG before such funds can be reimbursed through CARB's Advanced Technology Demonstration and Pilot Projects Grant Program. As such, City staff is requesting that the City Council delegate authority to execute this agreement, and any amendments, to the City Manager or his designee.

The grant funding will assist the City's efforts in electrifying it's fleet to meet the State's Advanced Clean Fleet Regulation.

FISCAL IMPACT:

WRCOG will provide a reimbursement of up to $175,430 pursuant to requirements of the Grant Agreement. There is a 1:1 match required that will primarily be covered by the AB 2766 Subvention Fund

(Fund 132) and State Transit Assistance (STA) funds as programmed in the City's approved Short Range Transit Plan. The General Fund will not be impacted as a result of the approval of this resolution.

Future items will be presented to City Council for the purchase of the electric vehicles, at which point the funding sources and amounts will be defined.

ALTERNATIVES:

Do not adopt the resolution and provide alternative direction to staff.

BUDGETED?:

Yes

CONTRACT/AGREEMENT:

Yes

ATTACHMENTS:

1. Resolution 2025-05, WRCOG CARB Grant.docx
2. Exhibit A - Draft ATDPP Subrecipient Agreement - Banning.docx

RESOLUTION 2025-05

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BANNING, CALIFORNIA, AUTHORIZING THE CITY MANAGER TO EXECUTE A SUBRECIPIENT GRANT AGREEMENT BETWEEN THE WESTERN RIVERSIDE COUNCIL OF GOVERNMENTS (WRCOG) AND THE CITY OF BANNING FOR ELECTRIC VEHICLES AND CHARGERS

WHEREAS, Western Riverside Council of Governments (WRCOG) has been awarded funding through the California Air Resources Board's (CARB) Advanced Technology Demonstration and Pilot Projects Grant Program for itself and partnering agencies including the City of Banning; and

WHEREAS, through a Subrecipient Grant Agreement the City will receive up to $175,430 for the purchase of four electric vehicles and charging infrastructure; and

WHEREAS, a Subrecipient Grant Agreement is needed to be executed with WRCOG before such funds can be reimbursed through CARB's Advanced Technology Demonstration and Pilot Projects Grant Program; and

WHEREAS, the City Council wishes to delegate authority to execute required forms, agreements and any amendments thereto to the City Manager or his designee.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Banning as follows:

SECTION 1. The City Council hereby authorizes the City Manager, or designee, to make necessary non-substantive changes, and to execute the Subrecipient Grant Agreement and any amendments thereto with the Western Riverside Council of Governments.

SECTION 2. The City Council authorizes the City Manager, or designee, to make necessary budget adjustments, appropriations, and transfers related to this resolution.

SECTION 3. The City Clerk shall certify to the adoption of this resolution and shall cause a certified resolution to be filed in the book of original resolutions.

PASSED, APPROVED AND ADOPTED this 14th day of January 2025.

Sherri Flynn, Mayor
City of Banning

ATTEST:

Caroline Patton, Administrative City Clerk
City of Banning

APPROVED AS TO FORM:

John Pinkney, City Attorney

CERTIFICATION:

I, Caroline Patton, Administrative City Clerk of the City of Banning, California, do hereby certify that the foregoing Resolution 2025-05, was duly adopted by the City Council of the City of Banning, California, at a regular meeting thereof held on the 14th day of January 2025 by the following vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

Caroline Patton, Administrative City Clerk
City of Banning, California

EXHIBIT A
Western Riverside Council of Governments CARB Grant Subrecipient Agreement

WESTERN RIVERSIDE COUNCIL OF GOVERNMENTS
CARB GRANT
SUBRECIPIENT AGREEMENT

This Subrecipient Agreement ("Agreement") is made and entered into this _____ day of _____, 2024, by and between the Western Riverside Council of Governments, a California public agency ("WRCOG") and [***INSERT NAME***], [***INSERT TYPE OF ENTITY***] ("Subrecipient"). WRCOG and Subrecipient are sometimes individually referred to as "Party" and collectively as "Parties".

RECITALS

A. On [***INSERT DATE***], WRCOG entered into a Grant Agreement, dated [***INSERT DATE***] (the "Grant Agreement") with the California Air Resources Board ("CARB").

B. The purpose of the grant from CARB is to allow WRCOG to support the deployment of zero-emission vehicles and infrastructure throughout Western Riverside County.

C. Subrecipient desires CARB grant funds in order to purchase four electric vehicles for operation in the City fleet.

D. The purpose of this Agreement is to outline the rights and responsibilities of Subrecipient and ensure compliance with CARB guidelines.

NOW THEREFORE, for good and valuable consideration, the receipt of which is hereby acknowledged, it is mutually understood and agreed by WRCOG and Subrecipient as follows:

AGREEMENT

1. Incorporation of Recitals. The recitals set forth above are true and correct and are incorporated into this Agreement as though fully set forth herein.

2. Term and Termination.

(a) Term. This Agreement shall commence on the Effective Date and continue through March 15, 2027, unless the Agreement is previously terminated as provided for herein ("Term")

(b) Termination. WRCOG may terminate or suspend this Agreement, in whole or in part by providing written notice to the other Party at least thirty (30) days prior to the effective date of termination, with or without cause. In cases of an emergency or a breach of this Agreement, this Agreement may be terminated immediately.

3. Subrecipient Implementation of Project .

(a) Project. Subrecipient agrees to provide the services more particularly described in Exhibit "A", attached hereto to this Agreement and incorporated herein by this reference (the

"Project"). The Project shall not be modified without the written consent of both Parties. Subrecipient agrees that any funds provided by WRCOG under this Agreement will be expended only for the purposes and programs described in this Agreement.

(b) Period of Performance. Subrecipient shall complete all the specified services during the period of performance outlined in Exhibit "A".

(c) Disbursements and Accounting.

(i) Disbursements. WRCOG, will reimburse the work of Subrecipient, pursuant to requirements of the Grant Agreement, in an amount not to exceed $131,345.35, (the "Grant Funds") in conformity with the following procedure:

(1) Submission of Disbursement Requests. Subrecipient shall submit electronically to WRCOG, a Disbursement Request containing an itemized statement of costs expended by Subrecipient for the Project. The itemized statement of costs and backup documentation shall include:

a. Receipts or invoices for direct expenses incurred, such as printed materials, advertising costs, room rental fees, and purchase of data collection devices.

b. Subrecipient shall submit the Disbursement Requests no more frequently than monthly and no less frequently than quarterly and shall submit them in accordance with the timeline provided by WRCOG so that WRCOG can coordinate submission of invoices and progress reporting to CARB by required deadlines.

c. Subrecipient shall certify to WRCOG for each Disbursement Request that to the best of its knowledge such Disbursement will not constitute any violation of either the provisions of the Grant Agreement or law, and that Subrecipient will use the Disbursement as indicated in the Disbursement Request.

(2) Within five (5) business days of the receipt of an invoice and accompanying certification, WRCOG shall notify Subrecipient as to what, if any, additional supporting documents it requires.

(3) Within the first week of the following month after receipt of invoice that complies with all applicable regulations, WRCOG shall: (i) disburse as much of the requested funding as it reasonably believes it can disburse without violating the terms of either the grant or of applicable regulations; and shall (ii) notify Subrecipient as to why it reasonably believes that it is unable to disburse some or all requested funds.

(ii) WRCOG shall have no liability to Subrecipient for any refusal to disburse funds so long as WRCOG has a good faith and reasonable belief that such Disbursement would constitute a violation of the terms of the Grant Agreement or law, such as: a milestone has not been accomplished or documented; a required deliverable has not been provided; claimed expenses are not documented, not valid per the budget, or not reasonable.

(iii) Payment (Recapture) on Demand. Subrecipient represents, warrants, and agrees that upon notification by WRCOG or its authorized representative of an overpayment, a wrongful payment, or a violation of or failure to comply with any of the grant or subgrant agreement, contract, voucher or program requirements or obligations, Subrecipient will, without challenge or delay, remit to WRCOG or its authorized representative the requested amount within 60 calendar days from the date of issuance of said notice.

(iv) Separate Accounts. If Subrecipient has received any funds as a grant or subgrant pursuant to a grant or subgrant agreement, then Subrecipient shall not commingle said funds with any other accounts, revenues, grants, donations, or resources except where expressly authorized in this Agreement. Subrecipient will maintain all such grant or subgrant funds in a separate bank account designated specifically for the purposes of carrying out the intent and purpose for which said funds were provided. The bank account must be held in the name of the Subrecipient (the official legal entity's name, and not a dba), and under no other name, person, or entity. Funds received are NOT the assets of the Subrecipient. Grant and subgrant funds shall not be used as collateral for or an obligation to any debt, loan or other commitments of Subrecipient, its officers, agents, assigns, contractors, subcontractors, subgrantees or affiliates. Subrecipient shall ensure that the WRCOG is designated in writing as a third-party beneficiary of and to all such bank accounts in which said funds are maintained or held.

(v) Cooperation with Audits. Subrecipient warrants, represents, and agrees to cooperate fully, without delay, in all audits, inquiries and investigations initiated by or on behalf of WRCOG and/or the State of California concerning or relating to compliance with local, State, or federal air quality laws, or this agreement, including but not limited to timely submission of any and all records requested and full cooperation with any on-site inspections.

(d) Compliance with Laws/Permits. Subrecipient shall, in all activities undertaken pursuant to this Agreement, comply and cause its contractors, agents and employees to comply with the Grant Agreement, all federal, state and local laws, statutes, orders, ordinances, rules, regulations, plans, policies and decrees. Without limiting the generality of the foregoing, Subrecipient, at its sole cost and expense, shall obtain any and all permits which may be required by any law, regulation or ordinance for any activities Subrecipient desires to conduct or have conducted pursuant to this Agreement.

(e) Compliance with Air Quality Laws. Subrecipient understands, acknowledges, and agrees that compliance with all applicable federal, State, and local air quality rules, regulations and statutes is a precondition to the receipt or use of any State funds provided by or through the California Air Resources Board (CARB), and is a continuing obligation for the consecutive five (5) years following receipt of any State funds on a rolling continuous basis. Subrecipient understands, acknowledges and agrees that a failure to comply in whole or in part with any local, State or federal air quality rules, regulations or statutes, or a failure to comply, in whole or in part, with any of the requirements or obligations under the project or program, agreement, contract, subcontract, award, voucher, or grant (as applicable) is, in each instance, a material breach of the conditions under which State funds were provided or made available, and such breach will result in undue hardship and damages to the WRCOG and the State of California some or all of which may be impossible to easily calculate.

4. Reporting Obligations.

(a) Reporting to CARB. Subrecipient understands and agrees that WRCOG is obligated to provide CARB with documentation accounting for the proper expenditure of all Grant Funds. These documents must be submitted by WRCOG at a minimum every 3 months to CARB. Subrecipient agrees to provide the supporting documentation outlined in Section 4(b) of this Agreement to WRCOG in order for WRCOG to carry out these reporting responsibilities.

(b) Supporting Documentation. Subrecipient must submit to WRCOG and maintain substantiating documentation of expenses incurred for technology and implementation costs under this Agreement. WRCOG reserves the right to require Subrecipient to submit itemized invoices (invoices must include enough details to ensure that only eligible costs are paid for), and any other appropriate documentation required by CARB. The following documentation must be provided to WRCOG, as necessary:

(i) Copy of the final itemized vehicle or vessel sales receipt/contract showing delivery confirmation, including documentation of the vehicle identification number (VIN) tag, vessel identification number (VIN), make, model, engine model year (if applicable), vehicle model year, and gross vehicle weight rating (if applicable).

(ii) Copy of itemized equipment and labor expenses.

(iii) Proof of temporary or permanent California vehicle registration for the vehicles.

(iv) Other substantiating documentation such as digital photos of the vehicles or vessels such as VIN tags, odometers; vehicle or vessel certifications such as California Highway Patrol or United States Coast Guard, proof of insurance and types of coverage.

(c) Status Reports. Subrecipient shall submit status reports at least quarterly. These reports must contain the following information:

(i) Project Status Report number, title of Project, name of Subrecipient, date of submission, and Project Grant number.

(ii) Summary of work completed since the last progress report, noting progress toward completion of tasks and milestones identified in the work plan.

(iii) Statement of work expected to be completed by the next progress report.

(iv) Notification of problems encountered and an assessment of their effects on the Project's outcome.

(v) Data collected from vehicles, vessels, equipment, and facilities.

(vi) Schedule of community outreach, workforce development and education conducted, materials used, number of people contacted, and number of participants, where applicable.

(vii) Accounting records, including expenditure and income information, and supporting documentation.

(viii) Itemized invoices (invoices must include enough details to ensure that only eligible costs are paid for), and any other appropriate documentation.

(ix) Discussion of the Project's adherence to the Project timeline.

(x) Other data and analysis as required by CARB.

5. Ownership of Data and Confidentiality.

(a) Ownership of Data. All information or data received or generated by the Subrecipient under this Agreement shall become the property of CARB, CEC, and WRCOG. In information or data received under this Agreement shall be released without the approval of WRCOG and CARB.

(b) Confidentiality. Subrecipient and its employees shall hold all information, deliverables, and work products developed pursuant to this Project, including data records that personally identify or describe an individual or individuals, confidential in perpetuity and shall release it only to WRCOG, in compliance with California Civil Code sections 1798 et seq. and other relevant State or Federal statutes and regulations and CARB policies. Subrecipient shall only make such records available to necessary employees to perform their job duties. Subrecipient shall notify WRCOG promptly in writing of the circumstances surrounding any suspected loss, theft, possession, use, or knowledge of any information, data, or equipment acquired as part of this Project by any person other than those authorized under this Agreement. Subrecipient shall be responsible for any costs incurred by WRCOG or CARB due to a security incident resulting from Subrecipient's failure to perform or negligent acts of its personnel that result in an unauthorized disclosure, release, destruction, loss, theft, or misuse of information or data developed or gathered pursuant to this Project.

6. Breach of Agreement.

(a) Non-performance (Breach) Provisions. Subrecipient agrees that the following is a non-exhaustive list of the circumstances that constitute non-performance (breach) under this Agreement. These circumstances will be solely determined by WRCOG and include, but are not limited to:

(i) Failure to comply with any of the provisions of the Agreement or Grant Agreement, including Exhibits.

(ii) Failure to obligate or expend Grant Funds within established timelines, or failure to show timely interim progress to meet these timelines.

(iii) Insufficient performance or widespread deficiencies with Grant Fund or Project oversight, enforcement, recordkeeping, contracting, inspections, or any other duties.

(iv) Misuse of Grant Funds.

(v) Funding of ineligible activities or other items.

(vi) Exceeding the allowable Grant Fund allotment on an itemized or other basis.

(vii) Insufficient, incomplete, or faulty documentation.

(viii) Failure to provide required documentation or reports requested by WRCOG, CARB, or other State agencies, in a timely manner.

(ix) Poor performance as determined by a review or fiscal audit.

(b) Additional Remedies. In addition to any other requirements and remedies set out elsewhere in this Agreement, upon request by WRCOG, Subrecipient will also perform as follows:

(i) Within 14 calendar days of any request, timely develop and implement a corrective action plan.

(ii) Immediately cease all work and spending, and notify all employees, representatives, agents, officers, and affiliates to immediately cease all work and spending.

(iii) Upon termination of this Agreement or upon issuance of the termination notice (whichever occurs sooner), Subrecipient shall immediately turn over all remaining Grant Funds in its possession or control and all records, personally identifiable information ("PII"), intellectual property, documents, information and data relating to performance, accounting, administration, contracting and management of the Grant Funds and the Project, as well as any other materials requested by WRCOG or as otherwise required by any of the provisions of this Agreement. WRCOG, at its sole discretion, may elect to have any or all of the funding, documentation, intellectual property, and other property transferred to another designee.

(iv) Unless otherwise directed in writing by WRCOG, upon termination of this Agreement or upon issuance of the termination notice (whichever occurs sooner), Subrecipient shall immediately cease all work, and cease all expenditure of Grant Funds.

(v) Unless otherwise directed in writing by WRCOG, upon termination of this Agreement or upon issuance of the termination notice (whichever occurs sooner), Subrecipient shall submit a Grant Disbursement Request and a Status Report covering activities up to and including the termination date. The Status Report shall be subject to review and approval by WRCOG before any final payments are disbursed. Upon receipt of the Grant Disbursement Request, and Status Report, and once all intellectual property and requested data, information and property have been transferred and assigned to WRCOG, WRCOG, at its sole discretion, may make a final payment to the Grantee. This payment shall be for all WRCOG-approved, actually incurred costs that in the opinion of WRCOG are justified. However, the total amount paid shall not exceed the total authorized amount as outlined in this Agreement.

(c) Liquidated Damages. If WRCOG or the State of California determines, within its or their sole and absolute discretion, that Subrecipient is in breach or has breached any obligation

to remain in compliance with any applicable federal, State, or local air quality rules, regulations, and statutes, then Subrecipient, immediately upon demand, will pay WRCOG (or to CARB, as requested), as recaptured funds or liquidated damages, the full amount of all Grant Funds received to date. The Subrecipient agrees that quantifying the losses arising from any breach is inherently difficult insofar as breach may cause the State of California or WRCOG irreparable, serious, or substantial harm or damage, including to taxpayers or to the environment. Subrecipient further stipulates that the agreed upon amount of recaptured funds or liquidated damages is not a penalty, but rather a reasonable measure of damages based upon experience and given the nature of the losses that may result from said breach. The Subrecipient agrees that the recaptured funds or liquidated damages have been computed, estimated, and agreed upon by all Parties and represents an attempt to make a reasonable forecast of probable actual loss because of the difficulty of estimating with exactness the damages which will result. This obligation shall apply even if there is a concurrent noncompliance or violation of air quality rules, regulations or laws caused by a third party. The remedies set out in this paragraph are contractual in nature.

(d) Reservation of Rights. Nothing stated herein above in any way limits, prevents, or precludes the State of California or WRCOG from taking any enforcement action, exercising any police power, or prosecuting any violation of law against Subrecipient, its employees, officers, agents, assigns, representatives, contractors, subcontractors, affiliates, grantees, sub awardees, subgrantees, or any third parties.

7. Conflict of Interest. By entering into this Agreement, Subrecipient certifies, represents and warrants that he, she, it is in compliance with all applicable State and federal conflict of interest laws on the date said grant, award, contract, subcontract, agreement or voucher (as applicable) is signed and shall remain in compliance with all such laws for a period of five (5) consecutive years following receipt of any and all funding amounts on a rolling continuous basis. Subrecipient further certifies, represents, and warrants that he, she, it has no interest, and shall not acquire any interest, direct or indirect, which will conflict with Subrecipient's ability to impartially perform under, or complete the tasks described in, any and all agreements, grants, awards, contracts, subcontracts, vouchers, or programs. The Subrecipient acknowledges, understands, and accepts that Subrecipient must disclose any direct or indirect financial interest or situation which may pose an actual, apparent, or potential conflict of interest. The Subrecipient acknowledges, understands, and accepts that the nature and extent of any actual, apparent, or potential conflict of interest may be a basis for disqualification from receiving any funds. The Subrecipient certifies, represents, and warrants that Subrecipient will immediately advise WRCOG in writing of any potential new conflicts of interest as they arise.

8. Indemnification. To the fullest extent permitted by law, Subrecipient, its contractors, consultants, subcontractors, subconsultants, materialmen, suppliers, workers, successors, volunteers, and assigns (collectively, the "Subrecipient Parties") shall, and hereby does, agree to indemnify, defend, and hold harmless WRCOG; and its elected and appointed officials, officers, directors, employees, agents, volunteers, successors, representatives, and assigns (collectively, the "WRCOG Parties"), from and against all damages, claims, liabilities, settlements, penalties, fines, costs, expenses, losses, or attorney and consultant fees and costs (collectively "Damages") incurred by WRCOG to the extent that the same arise or result from or are caused by the acts or omissions of the Subrecipient Parties in connection with the Project and/or in connection with the exercise of any other rights granted by this Agreement. Subrecipient indemnification

obligations herein shall include, but are not limited to, the following: 1) any and all claims under workers' compensation acts and other employee benefit acts with respect to Subrecipient's employees/volunteers or Subrecipient's employees arising out of the Project, 2) liability for damages for death or bodily injury to person, (3) injury to, loss or theft of property; and 3) any failure or alleged failure to comply with any provision of law.

9. Insurance. Subrecipient shall comply with the insurance provisions attached hereto as Exhibit "B" and incorporated herein by this reference.

10. Miscellaneous Provisions.

(a) Conflict with Grant Agreement. In the event of an inconsistency between this Agreement and the Grant Agreement, the terms of the Grant Agreement shall control.

(b) Amendment. This Agreement may be amended at any time by the mutual consent of the Parties by an instrument in writing signed by both Parties.

(c) Assignment. Subrecipient shall not assign, sublet, or transfer this Agreement or any rights under or interest in this Agreement without the written consent of WRCOG and CARB, which may be withheld for any reason. Any attempt to so assign or so transfer without such consent shall be void and without legal effect and shall constitute grounds for termination. Subcontracts, if any, shall contain a provision making them subject to all provisions stipulated in this Agreement.

(d) Construction; References; Captions. Since the Parties or their agents have participated fully in the preparation of this Agreement, the language of this Agreement shall be construed simply, according to its fair meaning, and not strictly for or against any Party. The captions of the various articles and paragraphs are for convenience and ease of reference only, and do not define, limit, augment, or describe the scope, content, or intent of this Agreement.

(e) Entire Agreement. This Agreement constitutes the entire and integrated agreement with respect to the subject matter hereof and supersedes any and all prior and contemporaneous oral or written negotiations, representations or agreements.

(f) Notices, Demands and Communications Between the Parties. Formal notices, demands and communications between Parties shall be deemed sufficiently given if: (i) by commercial overnight delivery; (ii) by messenger service for immediate personal delivery; or (iii) by electronic transmittal, including electronic mail and/or fax transmissions, subject to written verification of receipt by the receiving party. Such written notices, demands and communications may be sent in the same manner to such other addresses as either Party may from time to time designate by written notice to the other Party.

All notices, demands and communications shall be sent, as follows:

To WRCOG:	To Subrecipient:
Western Riverside Council of Governments	**[***INSERT NAME***]** **[***INSERT ADDRESS***]**

3390 University Avenue, Suite #450
Riverside, CA 92501
Attn: **Taylor York**

Attn: **[***INSERT***]**

Notices shall be deemed effective upon receipt or with respect to electronic transmission, upon receipt of written verification from the receiving party.

(g) Counterparts. This Agreement may be signed in counterparts, each of which shall constitute an original.

(h) Laws and Regulations. Each Party shall keep itself fully informed of and in compliance with all local, state and federal laws, rules and regulations in any manner affecting the performance of this Agreement, and shall give all notices required by law. Each Party shall be liable for all violations of such laws and regulations in connection with this Agreement.

(i) Third Party Beneficiary. Subrecipient acknowledges, accepts, and agrees that the State of California, acting by and through the CARB, is an intended third-party beneficiary to any and all agreements, vouchers, contracts, subcontracts, awards, and grants with WRCOG where any CARB-provided funds are used or applied to pay or reimburse Subrecipient.

(j) Relationship of Parties. The Parties agree and intend that the Parties are independent contracting entities and do not intend by this Agreement to create any partnership, joint venture, or similar business arrangement, relationship or association between them.

(k) Governing Law. This Agreement shall be governed by the laws of the State of California without regard to conflicts of laws principles. Any litigation or other legal proceedings which arise under or in connection with this Agreement shall be conducted in a federal or state court located within or for Riverside County, California.

(l) Waiver. No delay or omission in the exercise of any right or remedy of a non-defaulting Party on any default shall impair such right or remedy or be construed as a waiver. Either Parties' consent or approval of any act by the other Party requiring its consent or approval shall not be deemed to waive or render unnecessary its consent to or approval of any subsequent act of the other Party. Any waiver by either Party of any default must be in writing and shall not be a waiver of any other default concerning the same or any other provision of this Agreement.

(m) Survival. Subrecipient acknowledges, agrees, and accepts that those terms, conditions, provisions, and exhibits which by their nature should survive termination, cancellation or expiration of the grant, award, contract, voucher, subcontract, or agreement, shall so survive, including but not limited to those sections and provisions pertaining to indemnity, recordkeeping, audit, third party beneficiary status, return or recapture of funds, data security, insurance, confidentiality, and the general provisions.

(n) Rights and Remedies are Cumulative. Except with respect to rights and remedies expressly declared to be exclusive in this Agreement, the rights and remedies of the Parties are cumulative and the exercise by either Party of one or more of such rights or remedies shall not

preclude the exercise by it, at the same or different times, of any other rights or remedies for the same default or any other default by the other Party.

(o) Severability. In the event that any one or more of the phrases, sentences, clauses, paragraphs, or sections contained in this Agreement shall be declared invalid or unenforceable by a valid judgment or decree of a court of competent jurisdiction, such invalidity or unenforceability shall not affect any of the remaining phrases, sentences, clauses, paragraphs, or sections of this Agreement which are hereby declared as severable and shall be interpreted to carry out the intent of the parties hereunder.

(p) Binding Effect. The terms of this Agreement shall inure to the benefit of, and shall be binding upon, each of the Parties and their respective successors and assigns.

(q) Authorized Signature. The Subrecipient agrees and acknowledges that it has signed or has authorized the signing of the grant, award, contract, subcontract and/or agreement with WRCOG, and by doing so hereby declares under penalty of perjury, under the laws of the State of California, that all statements and responses made in said grant, award, contract, subcontract and/or agreement are true and correct, with full knowledge that all statements and responses are subject to investigation and that any incomplete, unclear, false, or dishonest response may be grounds for disqualification from receiving any existing or further funding or participating in any programs or projects using the CARB-provided or WRCOG-provided funds, or from doing business with the State of California or WRCOG. Subrecipient acknowledges, understands, and accepts that by providing or making any false statements or providing false information, the Subrecipient may be in a violation of the California False Claims Act (Government Code Section 12650 et seq.). Subrecipient certifies, represents, and warrants that the individual signing on its, his or her behalf herein below is an authorized representative of Subrecipient with full power and legal authority to sign below and by said signature Subrecipient is bound to and will comply with all terms, conditions and obligations set forth in this agreement, grant, voucher, application and/or contract, as applicable..

[SIGNATURES ON FOLLOWING PAGE]

SIGNATURE PAGE
TO
WESTERN RIVERSIDE COUNCIL OF GOVERNMENTS
CARB GRANT
SUBRECIPIENT AGREEMENT

IN WITNESS WHEREOF, the Parties hereby have made and executed this Agreement as of the date first written above.

WESTERN RIVERSIDE COUNCIL OF GOVERNMENTS	[***INSERT NAME***]
By: _____	By: _____
Dr. Kurt Wilson Executive Director	[***INSERT NAME***] [***INSERT POSITION***]
APPROVED AS TO FORM:	ATTEST:
By: _____	By: _____
Best Best & Krieger LLP General Counsel	

EXHIBIT "A"
DESCRIPTION OF PROJECT

Subrecipient commits to purchase the below EVs and utilize these technologies in activities that would have previously utilized internal combustion technologies, and Subrecipient commits to deploy them in a way that benefits California Climate Investment Priority Populations.

Item	Total Cost	Grant Funds	Match Funds
E-Transit Paratransit Van	$ 129,654.00	$57,212.23	$72,441.76
Ford Lightning Pro	$56,000.00	$ 24,711.04	$31,288.96
Ford Lightning Pro	$56,000.00	$24,711.04	$31,288.96
Ford Lightning Pro	$ 56,000.00	$24,711.04	$31,288.96

EXHIBIT "B"
INSURANCE

1. Subrecipient shall maintain insurance for the duration of this Agreement in compliance with all grant requirements. Subrecipient shall not begin work under this Agreement until WRCOG has acknowledged receipt of Subrecipient's certifications of insurance in compliance with this Agreement. The coverages described below must be evidenced on a certificate of insurance and all endorsements required must be attached and provide to WRCOG.

1.1 General Provisions applying to all policies:

(a) Coverage Term – Coverage shall be in force for the complete term of the grant. If insurance expires during the term of the grant, a new certificate must be received by WRCOG and CARB at least thirty (30) days prior to the expiration of the insurance. Any new insurance must comply with the terms of this Agreement.

(b) Policy Cancellation or Termination & Notice of Non-Renewal – Subrecipient shall notify WRCOG within five (5) business days of any cancellation, non-renewal or material change that affects required insurance coverage. New certificates of insurance are subject to the approval of the State, and Subrecipient agrees that no work or services will be performed prior to obtaining such approval. In the event Subrecipient fails to keep in effect at all times the specified insurance coverage, WRCOG may terminate this Agreement, subject to the provisions of this Agreement.

(c) Premiums, Assessments, and Deductibles - Subrecipient is responsible for any premiums, policy assessment, deductibles, or self-insured retentions contained within its insurance program.

(d) Primary Clause – Any required insurance contained in this Agreement shall be primary, and not excess or contributory, to any other insurance carried by WRCOG or CARB.

(e) Insurance Carrier Required Rating – All insurance companies must carry an AM Best rating of at least "A-" with a financial category rating of no lower than VI. If Subrecipient is self-insured for a portion or all of its insurance, review of financial information including a letter of credit may be required.

(f) Endorsements – Any required endorsements requested by CARB must be physically attached to all requested certificates of insurance and not substituted by referring to such coverage on the certificate of insurance.

(g) Inadequate Insurance – Inadequate or lack of insurance does not negate Subrecipient's obligations under this Agreement.

(h) Available Coverages/Limits – All coverage and limits available to the Awardee shall also be available and applicable to WRCOG and to the State.

1.2 Commercial General Liability – Subrecipient shall maintain general liability on an occurrence form with limits not less than $2,000,000 per occurrence for bodily injury and property

damage liability combined with a $5,000,000 annual policy aggregate. The policy shall include coverage for liabilities arising out of premises, operations, products, completed operations, personal and advertising injury, and liability assumed under this Agreement. This insurance shall apply separately to each insured against whom claim is made or suit is brought subject to Subrecipient 's limit of liability. The policy must name "WRCOG, its officers, agents, and employees as additional insured, and State of California and California Air Resources Board, its officers, agents, and employees as additional insured, with respect to liability arising out of work or operations performed by or on behalf of Subrecipient . A blanket additional insured endorsement is not acceptable. A Waiver of Subrogation or Right to Recover endorsement in favor of the State of California must also be attached to the certificate.

1.3 Automobile Liability - If the Subrecipient will be using vehicles to complete the Project or driving a vehicle onto State property, automobile liability insurance is required. For vehicles used in a CARB-funded shared mobility services (e.g., electric bikes and scooters, carshare vehicles, shuttles, and buses), the Subrecipient shall maintain motor vehicle liability with limits of not less than a $5,000,000 per accident. For any other vehicle that is not used in a CARB-funded shared mobility service (e.g., vehicles used for project planning, rebalancing, maintenance, marketing, outreach, or driving to events), the Subrecipient shall maintain motor vehicle liability with limits of not less than $2,000,000 per accident. Such insurance shall cover liability arising out of a motor vehicle including owned, hired, and non-owned motor vehicles. At the request of CARB, the Subrecipient must show proof of automobile liability. For any work or activity performed or carried out in whole or in part using CARB Grant Funds or to carry out any term or condition of this Grant Agreement, each insurance policy must name "WRCOG, its officers, agents, and employees and the State of California, the California Air Resources Board, and each of its and their officers, agents, and employees as additional insureds" with respect to liability arising out of work or operations performed by or on behalf of Subrecipient. A blanket additional insured endorsement is not acceptable. A Waiver of Subrogation or Right to Recover endorsement in favor of the State of California must also be attached to the certificate.

1.4 Workers Compensation and Employers Liability – Subrecipient shall maintain statutory worker's compensation and employer's liability coverage for all its employees who will be engaged in the performance of work under this Agreement. In addition, employer's liability limits of $1,000,000 are required. A Waiver of Subrogation or Right to Recover endorsement in favor of the State of California must be attached to certificate. The policy must name "WRCOG, its officers, agents, and employees as additional insured, and State of California and California Air Resources Board, its officers, agents, and employees as additional insured, with respect to liability arising out of work or operations performed by or on behalf of Subrecipient." A Waiver of Subrogation or Right to Recover endorsement in favor of the State of California must be attached to the certificate.

1.5 Cyber Liability - Cyber Liability coverage, with limits not less than $2,000,000 per occurrence or claim. Coverage shall be sufficiently broad to respond to the duties and obligations as undertaken by Subrecipient under this Agreement and shall include, but not be limited to, claims involving infringement of intellectual property, including but not limited to infringement of copyright, trademark, trade dress, invasion of privacy violations, information theft, damage to or destruction of electronic information, release of private information, alteration of electronic information, extortion and network security. The policy shall provide coverage for breach response

costs as well as regulatory fines and penalties. For any work or activity performed or carried out in whole or in part using Grant Funds or to carry out any term or condition of this Grant Agreement, each insurance policy must name "WRCOG, its officers, agents, and employees and the State of California, the California Air Resources Board, and each of its and their officers, agents, and employees as additional insureds" by an endorsement that states the names exactly as stated above in this Grant Agreement. A blanket additional insured endorsement is not acceptable. A Waiver of Subrogation or Right to Recover endorsement in favor of the State of California must also be attached to the certificate.

1.6 Professional Liability (Errors and Omissions) - Insurance appropriate to the Subrecipient's profession, with limit no less than $2,000,000 per occurrence or claim, $5,000,000 aggregate. For any work or activity performed or carried out in whole or in part using Grant Funds or to carry out any term or condition of this Grant Agreement, each insurance policy must name "WRCOG, its officers, agents, and employees and the State of California, the California Air Resources Board, and each of its and their officers, agents, and employees as additional insureds" by an endorsement that states the names exactly as stated above in this Grant Agreement. A blanket additional insured endorsement is not acceptable. A Waiver of Subrogation or Right to Recover endorsement in favor of the State of California must also be attached to the certificate.

1.7 Self-insurance – If Subrecipient has elected to be self-insured it must receive approval of its self-insurance program from the DGS Office of Risk and Insurance Management (ORIM). To obtain ORIM approval, the Grantee must submit the following documents to ORIM.

(a) Workers' Compensation – Subrecipient will provide a copy of its Certificate of Consent to Self-Insure from the Department of Industrial Relations.

(b) All Other – The Subrecipient's Risk Manager, or comparable position holder, shall provide a written description of the plan including what is covered, what is not covered, identify the financial limits of the plan, and identify the source of funds for financing the plan.

(i) Provide the firm's most recent audited annual financial statement including all accounting letters. The report must show the firm's owner's equity of at least $5,000,000 and annual profit of at least $500,000.

(ii) Provide a signed written statement from the firm's CPA confirming the annual net profit for each of the prior 4 years has been at least $500,000.

WESTERN RIVERSIDE COUNCIL OF GOVERNMENTS
CEC ZERO-EMISSION VEHICLE INFRASTRUCTURE
SUBRECIPIENT AGREEMENT

This Subrecipient Agreement ("Agreement") is made and entered into this _____ day of _____, 2024, by and between the Western Riverside Council of Governments, a California public agency ("WRCOG") and [***INSERT NAME***], [***INSERT TYPE OF ENTITY***] ("Subrecipient"). WRCOG and Subrecipient are sometimes individually referred to as "Party" and collectively as "Parties".

RECITALS

A. On [***INSERT DATE***], WRCOG entered into a Grant Agreement, dated [***INSERT DATE***] (the "Grant Agreement") with the California Energy Commission ("CEC").

B. The purpose of the grant from CEC is to allow WRCOG to support the deployment of zero-emission vehicles and infrastructure throughout Western Riverside County.

C. Subrecipient desires to CEC grant funds in order to purchase and install electric vehicle charging infrastructure to support deployment of zero-emission vehicles in the City fleet.

D. The purpose of this Agreement is to outline the rights and responsibilities of Subrecipient and ensure compliance with CEC guidelines.

NOW THEREFORE, for good and valuable consideration, the receipt of which is hereby acknowledged, it is mutually understood and agreed by WRCOG and Subrecipient as follows:

AGREEMENT

1. Incorporation of Recitals. The recitals set forth above are true and correct and are incorporated into this Agreement as though fully set forth herein.

2. Term and Termination.

(a) Term. This Agreement shall commence on the Effective Date and continue through March 15, 2027, unless the Agreement is previously terminated as provided for herein ("Term")

(b) Termination. WRCOG may terminate or suspend this Agreement, in whole or in part by providing written notice to the other Party at least thirty (30) days prior to the effective date of termination, with or without cause. In cases of an emergency or a breach of this Agreement, this Agreement may be terminated immediately.

(c) Budget Contingency Clause. It is mutually agreed that this Agreement shall be of no further force and effect if the Budget Act of the current year and/or any subsequent years covered under this Agreement does not appropriate sufficient funds for the work identified in the

Scope of Work. In this event, the CEC and/or WRCOG shall have no liability to pay any funds whatsoever to the Subrecipient or to furnish any other consideration under this Agreement, and the Subrecipient shall not be obligated to perform any provisions of this Agreement.

If funding for any fiscal year is reduced or deleted by the Budget Act for purposes of this program, the CEC and/or WRCOG shall have the option to either: 1) cancel this Agreement with no liability occurring to the CEC and/or WRCOG; or 2) offer an Agreement Amendment to the Subrecipient to reflect the reduced amount.

3. Subrecipient Implementation of Project .

(a) Project. Subrecipient agrees to provide the services more particularly described in Exhibit "A", attached hereto to this Agreement and incorporated herein by this reference (the "Project"). The Project shall not be modified without the written consent of both Parties. Subrecipient agrees that any funds provided by WRCOG under this Agreement will be expended only for the purposes and programs described in this Agreement.

(b) Period of Performance. Subrecipient shall complete all the specified services during the period of performance outlined in Exhibit "A".

(c) Standard of Performance. Subrecipient, its subcontractors and their employees, in the performance of Subrecipient's work under this Agreement shall be responsible for exercising the degree of skill and care required by customarily accepted good professional practices and procedures used in the Subrecipient's field. Any costs for failure to meet the foregoing standard or to correct otherwise defective work that requires re-performance of the work, as directed by CEC, shall be borne in total by the Subrecipient and not the CEC or WRCOG. The failure of a project to achieve the performance goals and objectives stated in Exhibit "A" is not a basis for requesting re-performance unless the work conducted by Subrecipient and/or its subcontractors is deemed by the CEC and/or WRCOG to have failed the foregoing standard of performance

(i) In the event Subrecipient/subcontractor fails to perform in accordance with the above standard:

(1) Subrecipient/subcontractor will re-perform, at its own expense, any task which was not performed to the reasonable satisfaction of the CEC and/or WRCOG. Any work re-performed pursuant to this paragraph shall be completed within the time limitations originally set forth for the specific task involved. Recipient/subcontractor shall work any overtime required to meet the deadline for the task at no additional cost to the CEC;

(2) The CEC and/or WRCOG shall provide a new schedule for the re-performance of any task pursuant to this paragraph in the event that re-performance of a task within the original time limitations is not feasible; and

(3) The CEC and/or WRCOG shall have the option to direct Subrecipient/subcontractor not to re-perform any task which was not performed to the reasonable satisfaction of the CEC and/or WRCOG pursuant to application of (a) and (b) above. In the event the CEC and/or WRCOG directs Subrecipient/subcontractor not to re-perform a task, the CEC/WRCOG and Subrecipient shall negotiate a reasonable settlement for satisfactory work

performed. No previous payment shall be considered a waiver of the CEC and/or WRCOG's right to reimbursement.

(ii) Nothing contained in this Section is intended to limit any of the rights or remedies which the CEC and/or WRCOG may have under law.

(d) Disbursements and Accounting.

(i) Disbursements. WRCOG, will reimburse the work of Subrecipient, pursuant to requirements of the Grant Agreement, in an amount not to exceed $44,085.00, (the "Grant Funds") in conformity with the following procedure:

(1) Submission of Disbursement Requests. Subrecipient shall submit electronically to WRCOG, a Disbursement Request containing an itemized statement of costs expended by Subrecipient for the Project. The itemized statement of costs and backup documentation shall include:

a. Receipts or invoices for direct expenses incurred, such as printed materials, advertising costs, room rental fees, and purchase of data collection devices.

b. Subrecipient shall submit the Disbursement Requests no more frequently than monthly and no less frequently than quarterly and shall submit them in accordance with the timeline provided by WRCOG so that WRCOG can coordinate submission of invoices and progress reporting to CEC by required deadlines.

c. Subrecipient shall certify to WRCOG for each Disbursement Request that to the best of its knowledge such Disbursement will not constitute any violation of either the provisions of the Grant Agreement or law, and that Subrecipient will use the Disbursement as indicated in the Disbursement Request.

(2) Within five (5) business days of the receipt of an invoice and accompanying certification, WRCOG shall notify Subrecipient as to what, if any, additional supporting documents it requires.

(3) Within the first week of the following month after receipt of invoice that complies with all applicable regulations, WRCOG shall: (i) disburse as much of the requested funding as it reasonably believes it can disburse without violating the terms of either the grant or of applicable regulations; and shall (ii) notify Subrecipient as to why it reasonably believes that it is unable to disburse some or all requested funds.

(ii) WRCOG shall have no liability to Subrecipient for any refusal to disburse funds so long as WRCOG has a good faith and reasonable belief that such Disbursement would constitute a violation of the terms of the Grant Agreement or law, such as: a milestone has not been accomplished or documented; a required deliverable has not been provided; claimed expenses are not documented, not valid per the budget, or not reasonable.

(iii) Payment (Recapture) on Demand. Subrecipient represents, warrants, and agrees that upon notification by WRCOG or its authorized representative of an overpayment, a

wrongful payment, or a violation of or failure to comply with any of the grant or subgrant agreement, contract, voucher or program requirements or obligations, Subrecipient will, without challenge or delay, remit to WRCOG or its authorized representative the requested amount within 60 calendar days from the date of issuance of said notice.

(e) Compliance with Laws/Permits. Subrecipient shall, in all activities undertaken pursuant to this Agreement, comply and cause its contractors, agents and employees to comply with the Grant Agreement, all federal, state and local laws, statutes, orders, ordinances, rules, regulations, plans, policies and decrees. Without limiting the generality of the foregoing, Subrecipient, at its sole cost and expense, shall obtain any and all permits which may be required by any law, regulation or ordinance for any activities Subrecipient desires to conduct or have conducted pursuant to this Agreement.

(f) Equipment. Equipment is defined as having a useful life of at least one year, having an acquisition unit cost of at least $5,000, and purchased with CEC funds. Equipment means any products, objects, machinery, apparatus, implements or tools purchased, used or constructed within the Project, including those products, objects, machinery, apparatus, implements or tools from which over thirty percent (30%) of the equipment is composed of materials purchased for the Project. For purposes of determining depreciated value of equipment used in the Agreement, the Project shall terminate at the end of the normal useful life of the equipment purchased, funded and/or developed with CEC funds. The CEC may determine the normal useful life of such equipment. Title to equipment acquired by the Subrecipient with grant funds shall vest in the Subrecipient. The Subrecipient shall use the equipment in the project or program for which it was acquired as long as needed, whether or not the project or program continues to be supported by grant funds, and the Subrecipient shall not encumber the property without WRCOG and/or CEC approval. When no longer needed for the original project or program, the Subrecipient shall contact WRCOG and/or CEC for disposition instructions.

(g) Payment of Prevailing Wages. Projects that receive an award of public funds from the CEC often involve construction, alteration, demolition, installation, repair or maintenance work over $1,000. Accordingly, the CEC assumes that all projects it funds are public works. Projects deemed to be public works require among other things the payment of prevailing wages.

(i) By accepting this Agreement, Subrecipient as a material term of this Agreement shall be fully responsible for complying with all California public works requirements including but not limited to payment of prevailing wage. Therefore, as a material term of this Agreement, Subrecipient must either:

(1) Proceed on the assumption that the project is a public work and ensure that:

a. prevailing wages are paid; and

b. the project budget for labor reflects these prevailing wage requirements; and

c. the project complies with all other requirements of prevailing wage law including but not limited to keeping accurate payroll records, and complying with all working hour requirements and apprenticeship obligations;

(2) Timely obtain a legally binding determination from DIR or a court of competent jurisdiction before work begins on the project that the proposed project is not a public work.

(ii) If the Subrecipient does not timely obtain a binding determination from DIR or a court of competent jurisdiction that the project is not a public work, before this Agreement from the CEC is executed, the Subrecipient shall assume that the project is a public work and that payment of prevailing wages is required and shall pay prevailing wages unless and until such time as the project is subsequently determined to not be a public work by DIR or a court of competent jurisdiction.

(iii) Subcontractors and Flow-down Requirements. Subrecipient shall ensure that its subcontractors, if any, also comply with above requirements with respect to public works/prevailing wage. Subrecipient shall ensure that all agreements with its contractors/subcontractors to perform work related to this Project contain the above terms regarding payment of prevailing wages on public works projects. Subrecipient shall be responsible for any failure of Subrecipient's subcontractors to comply with California prevailing wage and public works laws.

(iv) Indemnification and Breach. Any failure of Subrecipient or its subcontractors to comply with the above requirements shall constitute a breach of this Agreement that excuses WRCOG's performance of this Agreement at WRCOG's option, and shall be at Subrecipient's sole risk. In such a case, WRCOG may refuse payment to Subrecipient of any amount under this Agreement and WRCOG shall be released, at its option, from any further performance of this award or any portion thereof. By accepting this Agreement, and as a material term of this Agreement, Subrecipient agrees to indemnify the WRCOG and the CEC and hold WRCOG and the CEC harmless for any and all financial consequences arising out of or resulting from the failure of Subrecipient and/or any of Subrecipient's subcontractors to pay prevailing wages or to otherwise comply with the requirements of prevailing wage law.

(v) Budget. Subrecipient's budget on public works projects must indicate which job classifications are subject to prevailing wage. For detailed information about prevailing wage and the process to determine if the proposed project is a public work, Subrecipient may wish to contact the California Department of Industrial Relations (DIR) or a qualified labor attorney of their choice for guidance.

(vi) Certification. Subrecipient shall certify that (1) prevailing wages were paid to eligible workers who provided labor for work covered by the payment request and that the Subrecipient and all contractors and subcontractors otherwise complied with all California prevailing wage laws, or (2) that the project is not a public work requiring the payment of prevailing wages. In the latter case, Subrecipient shall provide competent proof of a DIR or court determination that the project is not a public work requiring the payment of prevailing wages. Prior to the release of any retained funds under this Agreement, the Subrecipient shall submit the

above-described certificate signed by the Subrecipient and all contractors and subcontractors performing public works activities on the project. Absent such certificate, Subrecipient shall have no right to any funds under this Agreement, and WRCOG shall be relieved of any obligation to pay said funds.

4. Fiscal Accounting Requirements.

(a) Accounting and Financial Methods. The Subrecipient shall establish a separate ledger account or fund for receipt and disbursement of CEC funds for each project funded by the CEC. Expenditure details must be maintained in accordance with the approved budget details using appropriate accounting practices.

(b) Retention of Records. The Subrecipient shall retain all project records (including financial records, progress reports, and payment requests) for a minimum of three (3) years after the final payment has been received or three years after the federal grant term, whichever is later, unless otherwise specified in the funding Agreement. Records for nonexpendable personal property acquired with grant funds shall be retained for three years after its final disposition or three years after the federal grant term, whichever is later.

(c) Audits. Upon written request from the CEC, the Subrecipient shall provide detailed documentation of all expenses at any time throughout the project. In addition, the Recipient agrees to allow the CEC or any other agency of the State, or their designated representative, upon written request, to have reasonable access to and the right of inspection of all records that pertain to the project during the term of this Agreement and for a period of three (3) years thereafter or three years after the federal grant term, whichever is later, unless the CEC notifies the Recipient, prior to the expiration of such three-year period, that a longer period of record retention is necessary. Further, the Subrecipient agrees to incorporate an audit of this project within any scheduled audits, when specifically requested by the State. Subrecipient agrees to include a similar right to audit in any subcontract. Subrecipient is strongly encouraged to conduct annual audits in accordance with the single audit concept. The Subrecipient should provide two copies of the independent audit report and any resulting comments and correspondence to the CEC within 30 days of the completion of such audits.

(d) Supporting Documentation. Subrecipient must submit to WRCOG and maintain substantiating documentation of expenses incurred for technology and implementation costs under this Agreement. WRCOG reserves the right to require Subrecipient to submit itemized invoices (invoices must include enough details to ensure that only eligible costs are paid for), and any other appropriate documentation required by CEC.

5. Contracting and Procurement Procedures.

(a) The Subrecipient is required, where feasible, to employ contracting and procurement practices that promote open competition for all goods and services needed to complete this project. Subrecipient shall obtain price quotes from an adequate number of sources for all subcontracts. WRCOG and the CEC will defer to the Subrecipient's own regulations and procedures as long as they reflect applicable state and local laws and regulations and are not in conflict with the minimum standards specified in this Agreement.

(b) Upon request, the Subrecipient must submit to the CEC and/or WRCOG a copy of all solicitations for services or products required to carry out the terms of this Agreement and copies of the proposals or bids received. The Subrecipient is responsible for handling all contractual and administrative issues arising out of or related to any subcontracts it enters into under this Agreement.

(c) All subcontracts must incorporate all of the following:

(i) A clear and accurate description of the material, products, or services to be procured as well as a detailed budget and timeline.

(ii) Provisions that allow for administrative, contractual, or legal remedies in instances where subcontractors violate or breach contract terms, and provide for such sanctions and penalties as may be appropriate.

(iii) Provisions for termination by the Subrecipient, including termination procedures and the basis for settlement, and language conforming to the "Termination" provision related to Executive Order N-6-22 – Russia Sanctions.

6. Receipt of Confidential Information and Personal Information.

(a) For the purposes of this Section, "confidential information" refers to information the CEC has designated as confidential pursuant to Title 20 CCR Section 2505 et seq., information the CEC has otherwise deemed or stated to be confidential, and other information exempt from public disclosure under the provisions of the California Public Records Act or other applicable state or federal laws.

(b) For the purposes of this Section, "personal information" refers to information that meets the definition of "personal information" in California Civil Code section 1798.3(a) or one of the data elements set forth in California Civil Code section 1798.29(g)(1) or (g)(2). Personal information is a type of confidential information and is therefore subject to all requirements for confidential information provided in this Agreement and applicable law. However, there are additional requirements specific to personal information.

(c) For the purposes of this Section, "special terms for confidential information" refers to the CEC's special terms and conditions for the receipt of confidential information and personal information. The CEC's special terms for confidential information include, but are not limited to, having in place an Information Security Program Plan and obtaining nondisclosure agreements from all individuals who will be provided access to confidential information or personal information.

(d) If the Subrecipient will receive confidential information or personal information from the CEC or a third-party for the performance of this Agreement, the Recipient must first agree to and comply with the CEC's special terms for confidential information.

(e) If any other individual or entity participating in any way with this Agreement, including but not limited to subcontractors, subawardees, vendors, and other project partners, will receive confidential information or personal information from the CEC or a third-party for

the performance of this Agreement, that individual or entity must first agree to and comply with the CEC's special terms for confidential information. The Subrecipient must flow-down the CEC's special terms for confidential information into each subcontract, subaward, vendor agreement, or other project partner agreement that will be provided access to confidential information or personal information before the individual or entity has access to any such information. Subrecipient must also require all individuals and entities to flow-down this Section to any lower tier subcontractors, subawardees, vendors, project partners, and other individual or entity participating in any way with this Agreement that will be provided access to Confidential Information or Personal Information before the individual or entity has access to any such information.

(f) Except as provided in Title 20 CCR Sections 2506, 2507, and 2508, and the CEC's special terms for confidential information, Recipient or any other individual or entity participating in any way with this Agreement may not disclose any information provided to it by the CEC or a third party for the performance of this Agreement if the information has been designated as confidential or is the subject of a pending application for confidential designation.

7. Site Visits. WRCOG, the CEC and/or its designees have the right to make site visits at reasonable times to review project accomplishments and management control systems and to provide technical assistance, if required. Subrecipient must provide and must require subcontractors to provide reasonable facilities and assistance for the safety and convenience of the government representatives in the performance of their duties. All site visits and evaluations must be performed in a manner that does not unduly interfere with or delay the work.

8. Breach of Agreement.

(a) Non-performance (Breach) Provisions. Subrecipient agrees that the following is a non-exhaustive list of the circumstances that constitute non-performance (breach) under this Agreement. These circumstances will be solely determined by WRCOG and include, but are not limited to:

(i) Failure to comply with any of the provisions of the Agreement or Grant Agreement, including Exhibits.

(ii) Failure to obligate or expend Grant Funds within established timelines, or failure to show timely interim progress to meet these timelines.

(iii) Insufficient performance or widespread deficiencies with Grant Fund or Project oversight, enforcement, recordkeeping, contracting, inspections, or any other duties.

(iv) Misuse of Grant Funds.

(v) Funding of ineligible activities or other items.

(vi) Exceeding the allowable Grant Fund allotment on an itemized or other basis.

(vii) Insufficient, incomplete, or faulty documentation.

(viii) Failure to provide required documentation or reports requested by WRCOG, CEC, or other State agencies, in a timely manner.

(ix) Poor performance as determined by a review or fiscal audit.

(b) Additional Remedies. In addition to any other requirements and remedies set out elsewhere in this Agreement, upon request by WRCOG, Subrecipient will also perform as follows:

(i) Within 14 calendar days of any request, timely develop and implement a corrective action plan.

(ii) Immediately cease all work and spending, and notify all employees, representatives, agents, officers, and affiliates to immediately cease all work and spending.

(iii) Upon termination of this Agreement or upon issuance of the termination notice (whichever occurs sooner), Subrecipient shall immediately turn over all remaining Grant Funds in its possession or control and all records, personally identifiable information ("PII"), documents, information and data relating to performance, accounting, administration, contracting and management of the Grant Funds and the Project, as well as any other materials requested by WRCOG or as otherwise required by any of the provisions of this Agreement. WRCOG, at its sole discretion, may elect to have any or all of the funding, documentation, and other property transferred to another designee.

(iv) Unless otherwise directed in writing by WRCOG, upon termination of this Agreement or upon issuance of the termination notice (whichever occurs sooner), Subrecipient shall immediately cease all work, and cease all expenditure of Grant Funds.

(c) Reservation of Rights. Nothing stated herein above in any way limits, prevents, or precludes the CEC or WRCOG from taking any enforcement action, exercising any police power, or prosecuting any violation of law against Subrecipient, its employees, officers, agents, assigns, representatives, contractors, subcontractors, affiliates, grantees, sub awardees, subgrantees, or any third parties.

9. Conflict of Interest. By entering into this Agreement, Subrecipient certifies, represents and warrants that he, she, it is in compliance with all applicable State and federal conflict of interest laws on the date said grant, award, contract, subcontract, agreement or voucher (as applicable) is signed and shall remain in compliance with all such laws for a period of five (5) consecutive years following receipt of any and all funding amounts on a rolling continuous basis. The Subrecipient acknowledges, understands, and accepts that the nature and extent of any actual, apparent, or potential conflict of interest may be a basis for disqualification from receiving any funds.

10. Indemnification. To the fullest extent permitted by law, Subrecipient, its contractors, consultants, subcontractors, subconsultants, materialmen, suppliers, workers, successors, volunteers, and assigns (collectively, the "Subrecipient Parties") shall, and hereby does, agree to indemnify, defend, and hold harmless WRCOG and CEC; and their respective elected and appointed officials, officers, directors, employees, agents, volunteers, successors, representatives,

and assigns (collectively, the "Grantor Parties"), from and against all damages, claims, liabilities, settlements, penalties, fines, costs, expenses, losses, or attorney and consultant fees and costs (collectively "Damages") incurred by WRCOG and CEC to the extent that the same arise or result from or are caused by the acts or omissions of the Subrecipient Parties in connection with the Project and/or in connection with the exercise of any other rights granted by this Agreement. Subrecipient indemnification obligations herein shall include, but are not limited to, the following: 1) any and all claims under workers' compensation acts and other employee benefit acts with respect to Subrecipient's employees/volunteers or Subrecipient's employees arising out of the Project, 2) liability for damages for death or bodily injury to person, (3) injury to, loss or theft of property; and 3) any failure or alleged failure to comply with any provision of law.

11. Insurance. Subrecipient shall comply with the insurance provisions attached hereto as Exhibit "B" and incorporated herein by this reference.

12. Additional Grant Requirements.

(a) Assembly Bill 841 (2020). Subrecipient as a material term of this Agreement shall be fully responsible for complying with this section. AB 841 (Ting, 2020) added Public Utilities Code (PUC) section 740.20, which requires Electric Vehicle Infrastructure Training Program (EVITP) certification to install electric vehicle charging infrastructure and equipment for work performed on or after January 1, 2022, subject to certain exceptions. As a policy matter, the CEC is applying the EVITP certification requirements to project work funded under this Agreement, regardless of whether it might be performed prior to January 1, 2022, unless an exception applies.

(i) Applying PUC 740.20 EVITP requirements to this Agreement means that all electric vehicle charging infrastructure and equipment located on the customer side of the electrical meter shall be installed by a contractor with the appropriate license classification, as determined by the Contractors' State License Board, and at least one electrician on each crew, at any given time, who holds an EVITP certification. Projects that include installation of a charging port supplying 25 kilowatts or more to a vehicle must have at least 25 percent of the total electricians working on the crew for the project, at any given time, who hold EVITP certification. One member of each crew may be both the contractor and an EVITP certified electrician. The requirements stated in this paragraph do not apply to any of the following:

(1) Electric vehicle charging infrastructure installed by employees of an electrical corporation or local publicly owned electric utility.

(2) Electric vehicle charging infrastructure funded by moneys derived from credits generated from the Low Carbon Fuel Standard Program (Subarticle 7 (commencing with Section 95480) of Article 4 of Subchapter 10 of Chapter 1 of Division 3 of Title 17 of the California Code of Regulations).

(3) Single-family home residential electric vehicle chargers that can use an existing 208/240-volt outlet.

(b) Executive Order N-6-22 – Russia Sanctions. On March 4, 2022, Governor Gavin Newsom issued Executive Order N-6-22 (the EO) regarding Economic Sanctions against Russia

and Russian entities and individuals. “Economic Sanctions” refers to sanctions imposed by the U.S. government in response to Russia’s actions in Ukraine, as well as any sanctions imposed under state law. The EO directs state agencies to terminate contracts with, and to refrain from entering any new contracts with, individuals or entities that are determined to be a target of Economic Sanctions. Accordingly, should the CEC or WRCOG determine Subrecipient is a target of Economic Sanctions or is conducting prohibited transactions with sanctioned individuals or entities, that shall be grounds for termination of this Agreement. Subrecipient shall be provided at least 30 calendar days advance written notice of such termination, to allow Subrecipient to provide a written response. Termination shall be at the sole discretion of the WRCOG or the CEC.

(c) Nondiscrimination Statement of Compliance. During the performance of this Agreement, Subrecipient and its subcontractors shall not unlawfully discriminate, harass or allow harassment, against any employee or applicant for employment because of sex, sexual orientation, race, color, ancestry, religious creed, national origin, disability (including HIV and AIDS), medical condition (cancer), age, marital status, and denial of family care leave. Subrecipient and its subcontractors shall insure that the evaluation and treatment of their employees and applicants for employment are free of such discrimination and harassment. Recipient and its subcontractors shall comply with the provisions of the Fair Employment and Housing Act (Government Code Sections 12990 et seq.) and the applicable regulations promulgated thereunder (California Code of Regulations, Title 2, Section 11000 et seq.). The applicable regulations of the Fair Employment and Housing Commission implementing Government Code Section 12990 (a-f), set forth in Chapter 5 of Division 4.1 of Title 2 of the California Code of Regulations are incorporated into this Agreement by reference and made a part of it as if set forth in full. Subrecipient and its subcontractors shall give written notice of their obligations under this clause to labor organizations with which they have a collective bargaining or other Agreement. The Subrecipient shall include the nondiscrimination and compliance provisions of this clause in all subcontracts to perform work under this Agreement,

(d) Drug-Free Workplace Certification. By signing this Agreement, the Subrecipient hereby certifies under penalty of perjury under the laws of the State of California that the Subrecipient will comply with the requirements of the Drug-Free Workplace Act of 1990 (Government Code Section 8350 et seq.) and will provide a drug-free workplace by taking the following actions:

(i) Publish a statement notifying employees that unlawful manufacture, distribution, dispensation, possession, or use of a controlled substance is prohibited and specifying actions to be taken against employees for violations as required by Government Code Section 8355(a)(1).

(ii) Establish a Drug-Free Awareness Program as required by Government Code Section 8355(a)(2) to inform employees about all of the following:

(1) The dangers of drug abuse in the workplace;

(2) The person's or organization's policy of maintaining a drug-free workplace;

(3) Any available counseling, rehabilitation, and employee assistance programs; and

(4) Penalties that may be imposed upon employees for drug abuse violations.

(iii) Provide, as required by Government Code Section 8355(a)(3), that every employee who works on the proposed project:

(1) Will receive a copy of the company's drug-free policy statement;

(2) Will agree to abide by the terms of the company's statement as a condition of employment on the project.

(iv) Failure to comply with these requirements may result in suspension of payments under the Agreement or termination of the Agreement or both, and the Subrecipient may be ineligible for any future State awards if the CEC and/or WRCOG determines that any of the following has occurred: (1) the Subrecipient has made false certification, or (2) violates the certification by failing to carry out the requirements as noted above.

(e) Child Support Compliance Act. For any Agreement in excess of $100,000, the Subrecipient acknowledges that:

(i) It recognizes the importance of child and family support obligations and shall fully comply with all applicable State and federal laws relating to child and family support enforcement, including, but not limited to, disclosure of information and compliance with earnings assignment orders, as provided in Chapter 8 (commencing with section 5200) of Part 5 of Division 9 of the Family Code; and

(ii) To the best of its knowledge is fully complying with the earnings assignment orders of all employees and is providing the names of all new employees to the New Hire Registry maintained by the California Employment Development Department.

(f) Americans with Disabilities Act. By signing this Agreement, Subrecipient assures the State that it complies with the Americans with Disabilities Act (ADA) of 1990 (42 U.S.C. 12101, et seq.), which prohibits discrimination on the basis of disability, as well as applicable regulations and guidelines issued pursuant to the ADA.

13. Miscellaneous Provisions.

(a) Conflict with Grant Agreement. In the event of an inconsistency between this Agreement and the Grant Agreement, the terms of the Grant Agreement shall control.

(b) Amendment. This Agreement may be amended at any time by the mutual consent of the Parties by an instrument in writing signed by both Parties.

(c) Assignment. Subrecipient shall not assign, sublet, or transfer this Agreement or any rights under or interest in this Agreement without the written consent of WRCOG and CEC,

which may be withheld for any reason. Any attempt to so assign or so transfer without such consent shall be void and without legal effect and shall constitute grounds for termination. Subcontracts, if any, shall contain a provision making them subject to all provisions stipulated in this Agreement.

(d) Construction; References; Captions. Since the Parties or their agents have participated fully in the preparation of this Agreement, the language of this Agreement shall be construed simply, according to its fair meaning, and not strictly for or against any Party. The captions of the various articles and paragraphs are for convenience and ease of reference only, and do not define, limit, augment, or describe the scope, content, or intent of this Agreement.

(e) Entire Agreement. This Agreement constitutes the entire and integrated agreement with respect to the subject matter hereof and supersedes any and all prior and contemporaneous oral or written negotiations, representations or agreements.

(f) Notices, Demands and Communications Between the Parties. Formal notices, demands and communications between Parties shall be deemed sufficiently given if: (i) by commercial overnight delivery; (ii) by messenger service for immediate personal delivery; or (iii) by electronic transmittal, including electronic mail and/or fax transmissions, subject to written verification of receipt by the receiving party. Such written notices, demands and communications may be sent in the same manner to such other addresses as either Party may from time to time designate by written notice to the other Party.

All notices, demands and communications shall be sent, as follows:

To WRCOG:	To Subrecipient:
Western Riverside Council of Governments 3390 University Avenue, Suite #450 Riverside, CA 92501 Attn: **[***INSERT NAME***]**	**[***INSERT NAME***]** **[***INSERT ADDRESS***]** Attn: **[***INSERT***]**

Notices shall be deemed effective upon receipt or with respect to electronic transmission, upon receipt of written verification from the receiving party.

(g) Counterparts. This Agreement may be signed in counterparts, each of which shall constitute an original.

(h) Laws and Regulations. Each Party shall keep itself fully informed of and in compliance with all local, state and federal laws, rules and regulations in any manner affecting the performance of this Agreement, and shall give all notices required by law. Each Party shall be liable for all violations of such laws and regulations in connection with this Agreement.

(i) Third Party Beneficiary. Subrecipient acknowledges, accepts, and agrees that the State of California, acting by and through the CEC, is an intended third-party beneficiary to any

and all agreements, vouchers, contracts, subcontracts, awards, and grants with WRCOG where any CEC-provided funds are used or applied to pay or reimburse Subrecipient.

(j) Relationship of Parties. The Parties agree and intend that the Parties are independent contracting entities and do not intend by this Agreement to create any partnership, joint venture, or similar business arrangement, relationship or association between them.

(k) Governing Law. This Agreement shall be governed by the laws of the State of California without regard to conflicts of laws principles. Any litigation or other legal proceedings which arise under or in connection with this Agreement shall be conducted in a federal or state court located within or for Riverside County, California.

(l) Waiver. No delay or omission in the exercise of any right or remedy of a non-defaulting Party on any default shall impair such right or remedy or be construed as a waiver. Either Parties' consent or approval of any act by the other Party requiring its consent or approval shall not be deemed to waive or render unnecessary its consent to or approval of any subsequent act of the other Party. Any waiver by either Party of any default must be in writing and shall not be a waiver of any other default concerning the same or any other provision of this Agreement.

(m) Survival. Subrecipient acknowledges, agrees, and accepts that those terms, conditions, provisions, and exhibits which by their nature should survive termination, cancellation or expiration of the grant, award, contract, voucher, subcontract, or agreement, shall so survive, including but not limited to those sections and provisions pertaining to indemnity, recordkeeping, audit, third party beneficiary status, return or recapture of funds, data security, insurance, confidentiality, and the general provisions.

(n) Rights and Remedies are Cumulative. Except with respect to rights and remedies expressly declared to be exclusive in this Agreement, the rights and remedies of the Parties are cumulative and the exercise by either Party of one or more of such rights or remedies shall not preclude the exercise by it, at the same or different times, of any other rights or remedies for the same default or any other default by the other Party.

(o) Severability. In the event that any one or more of the phrases, sentences, clauses, paragraphs, or sections contained in this Agreement shall be declared invalid or unenforceable by a valid judgment or decree of a court of competent jurisdiction, such invalidity or unenforceability shall not affect any of the remaining phrases, sentences, clauses, paragraphs, or sections of this Agreement which are hereby declared as severable and shall be interpreted to carry out the intent of the parties hereunder.

(p) Binding Effect. The terms of this Agreement shall inure to the benefit of, and shall be binding upon, each of the Parties and their respective successors and assigns.

(q) Authorized Signature. The Subrecipient agrees and acknowledges that it has signed or has authorized the signing of the grant, award, contract, subcontract and/or agreement with WRCOG, and by doing so hereby declares under penalty of perjury, under the laws of the State of California, that all statements and responses made in said grant, award, contract, subcontract and/or agreement are true and correct, with full knowledge that all statements and responses are subject to investigation and that any incomplete, unclear, false, or dishonest

response may be grounds for disqualification from receiving any existing or further funding or participating in any programs or projects using the CEC-provided or WRCOG-provided funds, or from doing business with the State of California or WRCOG. Subrecipient acknowledges, understands, and accepts that by providing or making any false statements or providing false information, the Subrecipient may be in a violation of the California False Claims Act (Government Code Section 12650 et seq.). Subrecipient certifies, represents, and warrants that the individual signing on its, his or her behalf herein below is an authorized representative of Subrecipient with full power and legal authority to sign below and by said signature Subrecipient is bound to and will comply with all terms, conditions and obligations set forth in this agreement, grant, voucher, application and/or contract, as applicable..

[SIGNATURES ON FOLLOWING PAGE]

SIGNATURE PAGE
TO
WESTERN RIVERSIDE COUNCIL OF GOVERNMENTS
CEC ZERO-EMISSION VEHICLE INFRASTRUCTURE
SUBRECIPIENT AGREEMENT

IN WITNESS WHEREOF, the Parties hereby have made and executed this Agreement as of the date first written above.

WESTERN RIVERSIDE COUNCIL OF GOVERNMENTS	[***INSERT NAME***]
By: _____	By: _____
Dr. Kurt Wilson Executive Director	[***INSERT NAME***] [***INSERT POSITION***]
APPROVED AS TO FORM:	ATTEST:
By: _____	By: _____
Best Best & Krieger LLP General Counsel	

EXHIBIT "A"
DESCRIPTION OF PROJECT

The subrecipient will purchase and install four (4) level 2 EV charging stations at the City facilities indicated below. The Project will facilitate clean EV charging for City of Banning vehicles. The City will utilize the new charging stations to charge the vehicles proposed as part of this grant opportunity.

City of Banning City Yard
176 E Lincoln St, Banning, CA 92220

Item	Total Cost	Grant Funds	Match Funds
Level 2 Chargers (4)	$8,340.00	$2,085.00	$6,255.00
DC Fast Charger	$42,000.00	$42,000.00	$0

EXHIBIT "B"
INSURANCE

Subrecipient shall not commence the Project described by this Agreement until it has provided evidence satisfactory to WRCOG that it has secured all insurance required under this section, in a form and with insurance companies acceptable to WRCOG. In addition, Subrecipient shall not allow any subcontractor to commence work on any subcontract until it has provided evidence satisfactory to WRCOG that the subcontractor has secured all insurance required under this section.

1. Minimum Requirements. Subrecipient shall, at its expense, procure and maintain for the duration of the Agreement insurance against claims for injuries to persons or damages to property which may arise from or in connection with the performance of the Agreement by the Subrecipient, its agents, representatives, employees or subcontractors. Subrecipient shall also require all of its subcontractors to procure and maintain the same insurance for the duration of the Agreement. Such insurance shall meet at least the following minimum levels of coverage:

(A) Minimum Scope of Insurance. Coverage shall be at least as broad as the latest version of the following: (1) *General Liability*: Insurance Services Office Commercial General Liability coverage (occurrence form CG 0001 or exact equivalent); (2) *Automobile Liability*: Insurance Services Office Business Auto Coverage (form CA 0001, code 1 (any auto) or exact equivalent); and (3) *Workers' Compensation and Employer's Liability*: Workers' Compensation insurance as required by the State of California and Employer's Liability Insurance.

(B) Minimum Limits of Insurance. Subrecipient shall maintain limits no less than: (1) *General Liability:* $1,000,000 per occurrence for bodily injury, personal injury and property damage. If Commercial General Liability Insurance or other form with general aggregate limit is used, either the general aggregate limit shall apply separately to this Agreement/location or the general aggregate limit shall be twice the required occurrence limit; (2) *Automobile Liability:* $1,000,000 per accident for bodily injury and property damage; and (3) *Workers' Compensation and Employer's Liability:* Workers' Compensation limits as required by the Labor Code of the State of California. Employer's Liability limits of $1,000,000 per accident for bodily injury or disease.

2. Professional Liability. Subrecipient shall procure and maintain, and require its sub-consultants to procure and maintain, for a period of five (5) years following completion of the Services, errors and omissions liability insurance appropriate to their profession. Such insurance shall be in an amount not less than $2,000,000 per claim. This insurance shall be endorsed to include contractual liability applicable to this Agreement and shall be written on a policy form coverage specifically designed to protect against acts, errors or omissions of the Subrecipient. "Covered Professional Services" as designated in the policy must specifically include work performed under this Agreement. The policy must "pay on behalf of" the insured and must include a provision establishing the insurer's duty to defend.

3. Insurance Endorsements. The insurance policies shall contain the following provisions, or Subrecipient shall provide endorsements on forms supplied or approved by WRCOG to add the following provisions to the insurance policies:

(A) General Liability.

(i) Commercial General Liability Insurance must include coverage for (1) Bodily Injury and Property Damage; (2) Personal Injury/Advertising Injury; (3) Premises/Operations Liability; (4) Products/Completed Operations Liability; (5) Aggregate Limits that Apply per Project; (6) Explosion, Collapse and Underground (UCX) exclusion deleted; (7) Contractual Liability with respect to this Agreement; (8) Broad Form Property Damage; and (9) Independent Consultants Coverage.

(ii) The policy shall contain no endorsements or provisions limiting coverage for (1) contractual liability; (2) cross liability exclusion for claims or suits by one insured against another; or (3) contain any other exclusion contrary to the Agreement.

(iii) The policy shall give WRCOG, its directors, officials, officers, employees, and agents insured status using ISO endorsement forms 20 10 10 01 and 20 37 10 01, or endorsements providing the exact same coverage.

(iv) The additional insured coverage under the policy shall be "primary and non-contributory" and will not seek contribution from WRCOG's insurance or self-insurance and shall be at least as broad as CG 20 01 04 13, or endorsements providing the exact same coverage.

(B) Automobile Liability.

(i) The automobile liability policy shall be endorsed to state that: (1) WRCOG, its directors, officials, officers, employees, agents and volunteers shall be covered as additional insureds with respect to the ownership, operation, maintenance, use, loading or unloading of any auto owned, leased, hired or borrowed by the Subrecipient or for which the Subrecipient is responsible; and (2) the insurance coverage shall be primary insurance as respects WRCOG, its directors, officials, officers, employees, agents and volunteers, or if excess, shall stand in an unbroken chain of coverage excess of the Subrecipient's scheduled underlying coverage. Any insurance or self-insurance maintained by WRCOG, its directors, officials, officers, employees, agents and volunteers shall be excess of the Subrecipient's insurance and shall not be called upon to contribute with it in any way.

(C) Workers' Compensation and Employers Liability Coverage.

(i) Subrecipient certifies that he/she is aware of the provisions of Section 3700 of the California Labor Code which requires every employer to be insured against liability for workers' compensation or to undertake self-insurance in accordance with the provisions of that code, and he/she will comply with such provisions before commencing work under this Agreement.

(ii) The insurer shall agree to waive all rights of subrogation against WRCOG, its directors, officials, officers, employees, agents and volunteers for losses paid under the terms of the insurance policy which arise from work performed by the Subrecipient.

(D) All Coverages.

(i) Defense costs shall be payable in addition to the limits set forth hereunder.

(ii) Requirements of specific coverage or limits contained in this section are not intended as a limitation on coverage, limits, or other requirement, or a waiver of any coverage normally provided by any insurance. It shall be a requirement under this Agreement that any available insurance proceeds broader than or in excess of the specified minimum insurance coverage requirements and/or limits set forth herein shall be available to WRCOG, its directors, officials, officers, employees and agents as additional insureds under said policies. Furthermore, the requirements for coverage and limits shall be (1) the minimum coverage and limits specified in this Agreement; or (2) the broader coverage and maximum limits of coverage of any Insurance policy or proceeds available to the named insured; whichever is greater.

(iii) The limits of insurance required in this Agreement may be satisfied by a combination of primary and umbrella or excess insurance. Any umbrella or excess insurance shall contain or be endorsed to contain a provision that such coverage shall also apply on a primary and non-contributory basis for the benefit of WRCOG (if agreed to in a written contract or agreement) before WRCOG's own insurance or self-insurance shall be called upon to protect it as a named insured. The umbrella/excess policy shall be provided on a "following form" basis with coverage at least as broad as provided on the underlying policy(ies).

(iv) Subrecipient shall provide WRCOG at least thirty (30) days prior written notice of cancellation of any policy required by this Agreement, except that the Subrecipient shall provide at least ten (10) days prior written notice of cancellation of any such policy due to non-payment of premium. If any of the required coverage is cancelled or expires during the term of this Agreement, the Subrecipient shall deliver renewal certificate(s) including the General Liability Additional Insured Endorsement to WRCOG at least ten (10) days prior to the effective date of cancellation or expiration.

(v) The retroactive date (if any) of each policy is to be no later than the effective date of this Agreement. Subrecipient shall maintain such coverage continuously for a period of at least three years after the completion of the work under this Agreement. Subrecipient shall purchase a one (1) year extended reporting period A) if the retroactive date is advanced past the effective date of this Agreement; B) if the policy is cancelled or not renewed; or C) if the policy is replaced by another claims-made policy with a retroactive date subsequent to the effective date of this Agreement.

(vi) The foregoing requirements as to the types and limits of insurance coverage to be maintained by Subrecipient, and any approval of said insurance by WRCOG, is not

intended to and shall not in any manner limit or qualify the liabilities and obligations otherwise assumed by the Subrecipient pursuant to this Agreement, including but not limited to, the provisions concerning indemnification.

(vii) If at any time during the life of the Agreement, any policy of insurance required under this Agreement does not comply with these specifications or is canceled and not replaced, WRCOG has the right but not the duty to obtain the insurance it deems necessary and any premium paid by WRCOG will be promptly reimbursed by Subrecipient or WRCOG will withhold amounts sufficient to pay premium from Subrecipient payments. In the alternative, WRCOG may cancel this Agreement. WRCOG may require the Subrecipient to provide complete copies of all insurance policies in effect for the duration of the Project.

(viii) Neither WRCOG nor any of its directors, officials, officers, employees or agents shall be personally responsible for any liability arising under or by virtue of this Agreement.

4. Separation of Insureds; No Special Limitations. All insurance required by this Section shall contain standard separation of insureds provisions. In addition, such insurance shall not contain any special limitations on the scope of protection afforded to WRCOG, its directors, officials, officers, employees, agents and volunteers.

5. Deductibles and Self-Insurance Retentions. Any deductibles or self-insured retentions must be declared to and approved by WRCOG. Subrecipient shall guarantee that, at the option of WRCOG, either: (1) the insurer shall reduce or eliminate such deductibles or self-insured retentions as respects WRCOG, its directors, officials, officers, employees, agents and volunteers; or (2) the Subrecipient shall procure a bond guaranteeing payment of losses and related investigation costs, claims and administrative and defense expenses.

6. Acceptability of Insurers. Insurance is to be placed with insurers with a current A.M. Best's rating no less than A:VII, licensed to do business in California, and satisfactory to WRCOG.

7. Verification of Coverage. Subrecipient shall furnish WRCOG with original certificates of insurance and endorsements effecting coverage required by this Agreement on forms satisfactory to WRCOG. The certificates and endorsements for each insurance policy shall be signed by a person authorized by that insurer to bind coverage on its behalf, and shall be on forms provided by WRCOG if requested. All certificates and endorsements must be received and approved by WRCOG before work commences. WRCOG reserves the right to require complete, certified copies of all required insurance policies, at any time.

8. Subconsultant Insurance Requirements. Subrecipient shall not allow any subcontractors or subconsultants to commence work on any subcontract until they have provided evidence satisfactory to WRCOG that they have secured all insurance required under this section. Policies of commercial general liability insurance provided by such subcontractors or subconsultants shall be endorsed to name WRCOG as an additional insured using ISO form CG 20 38 04 13 or an endorsement providing the exact same coverage. If requested by Subrecipient,

WRCOG may approve different scopes or minimum limits of insurance for particular subcontractors or subconsultants.

CITY OF BANNING
STAFF REPORT

TO:	**CITY COUNCIL**
FROM:	**Douglas Schulze, City Manager**
PREPARED BY:	**Stephanie Sirls, Transit Manager** **Art Vela, Director of Public Works**
MEETING DATE:	**January 14, 2025**
SUBJECT:	**Consideration of Approving Amendment No. 2 to the Renewable Natural Gas Supply Agreement with AmpRenew Offtake I, LLC**

RECOMMENDATION:

Approve Amendment No. 2.

BACKGROUND:

The Low Carbon Fuel Standard (LCFS) is a key part of a comprehensive set of programs in California to cut Green House Gas emissions and other smog-forming and toxic air pollutants by improving vehicle technology, reducing fuel consumption, and increasing transportation mobility options. The LCFS is designed to decrease the carbon intensity (CI) of California's transportation fuel pool and provide an increasing range of low-carbon and renewable alternatives, which reduce petroleum dependency and achieve air quality benefits.

Fuels in the California transportation fuel pool that have a CI lower than the target established by the California Air Resource Board (CARB) generate LCFS credits. Those fuels in the transportation fuel pool with CIs higher than the target generate fuel deficits. A fuel producer with deficits must have enough credits through generation and acquisition to be in annual compliance with LCFS. Credit owners have the option of selling or trading their credits with other deficit holders.

Amp Americas II, LLC ("Amp") is the parent company of AmpRenew. Founded in 2011, Amp is an American-owned developer, owner, and operator of facilities that convert dairy waste into carbon negative Renewable Natural Gas (RNG). Amp registered the first several dairy RNG projects certified by the U.S. Environmental Protection Agency's Renewable Fuel Standard Program ("RFS") to generate D3 RINs and the first several dairy RNG projects certified by CARB's LCFS.

Amp currently manages one of the largest portfolios of dairy RNG projects in the U.S. and supplies RNG to heavy duty truck and bus fleets throughout California.

AmpRenew, a marketing entity of Amp, provides environmental attributes and gas marketing services for biogas operations across the country.

JUSTIFICATION:

The City of Banning ("City") owns and operates a compressed natural gas (CNG) fueling facility, which delivers RNG.

City Council authorized the City to enter into an agreement with AmpRenew on January 12, 2021. In its

current partnership with AmpRenew, both entities mutually benefit from RIN and LCFS credits generated by reducing California's GHG emissions. City Council authorized the City to enter into the related Amendment No. 1 to the RNG Supply Agreement with AmpRenew on November 12th , 2024 ("Amendment No. 1").

Amendment No. 1 increased the City's share of RIN and LCFS credits, which helps offset the City's current cost of purchasing natural gas and added language necessary to comply with the EPA's Renewable Fuel Standard (RFS) Biogas Regulatory Reform Rule ("BRRR") (40 CFR §80). If approved, Amendment No. 2 will clarify that compliance with BRRR is effective as of January 1, 2025, and adds gas-sale protocol language

FISCAL IMPACT:

Over the past three fiscal years the City received $ 51,694 in RIN/LCFS credits related to the AmpRenew Agreement, which covered approximately 14% of the City's natural gas purchases for it's CNG fueling facility during that same period. Staff estimated that Amendment No. 1 could approximately double the City credits. Amendment No. 2 is necessary to ensure that staff's revenue estimates are possible.

ALTERNATIVES:

Do not approve the amendment to the Renewable Natural Gas Agreement with AmpRenew and provide alternative direction to staff.

BUDGETED?:

No

CONTRACT/AGREEMENT:

Yes

ATTACHMENTS:

1. Amp-Banning 2nd Amendment to RNG Supply Agreement.docx
2. City of Banning RNG Supply Agreement vF (Fully Executed).pdf
3. 2024 12 13 City of Banning - Amp 1st Amendment_executed.pdf

SECOND AMENDMENT TO
RNG SUPPLY AGREEMENT

This Second Amendment to RNG Supply Agreement ("***Second Amendment***") is effective January 1, 2025 ("***Effective Date***"), by and between ampRenew Offtake I LLC ("***Provider***") and City of Banning ("***Dispenser***"). Provider and Dispenser are individually referred to herein as a "***Party***" and collectively as the "***Parties***."

RECITALS

WHEREAS, Provider and Dispenser are parties to that certain RNG Supply Agreement dated March 15, 2021, together with that certain No. 1 First Amendment to RNG Supply Agreement dated November 12, 2024 (collectively, the "***Agreement***");

WHEREAS, capitalized terms used herein and not otherwise defined herein shall have the meaning attributed to the same in the Agreement; and

WHEREAS, the Parties desire to amend the Agreement upon the terms and conditions herein set forth.

AMENDMENT AND AGREEMENT

NOW, THEREFORE, for good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the Parties do hereby agree to amend the Agreement as follows:

1. **Article 3.0**. Article 3.0 is hereby amended by, in the fourth line, replacing "November 12, 2024" with "January 1, 2025."

2. **Article 3.3, Gas Sale Protocol**. Article 3.3 is hereby deleted in its entirety and replaced with the following:

> "3.3 Gas-Sale Protocol. The Parties agree Dispenser will receive the Green Attributes from Provider bundled with natural gas deemed to have been delivered by Provider and received by Dispenser. Additionally, the Parties agree Dispenser will be deemed to have delivered to Provider an equivalent quantity of natural gas at the Delivery Point and pursuant to same terms and conditions applicable to the natural gas delivered by Provider. Dispenser shall retain the Green Attributes to be coupled with its use of natural gas as Vehicle Fuel."

3. **Article 3.11, Further Assurances**. Article 3.11 is hereby deleted in its entirety and replaced with the following:

> "3.11 Further Assurances. Each Party will provide the other Party such cooperation, additional documentation, certifications or other information as may be reasonably necessary: (i) to carry out the purposes of this Agreement (including pursuant to any audit of this Agreement by a third party), (ii) in order for title to the conveyed Green Attributes to vest as appropriate, and (iii) to ensure timely credit generation within any permitted regulatory credit generation account."

4. **Miscellaneous**. This Second Amendment and the Agreement contains all of the representations, understandings and agreements of the Parties with respect to matters contained herein. To the extent that the terms and conditions of this Second Amendment modify or conflict with any provisions of the Agreement, including prior addenda, schedules and exhibits, the terms of this Second Amendment shall control. All other terms of the Agreement, including all prior addenda, schedules and exhibits, not modified by this Second Amendment shall remain the same. Each Party represents that the individual executing this Second Amendment on behalf of such Party is duly authorized to execute this Second Amendment on behalf of such Party as the case may be; that all corporate, partnership, trust or other action necessary for such Party to execute and perform the terms of this Second Amendment have been duly taken by such Party; and that no other signature and/or authorization is necessary for such Party to enter into and perform the terms of this Second Amendment. The Parties acknowledge the truthfulness of the foregoing Recitals, which are hereby incorporated into this Second Amendment. This Second Amendment may be executed in one or more counterparts, each of which counterparts shall constitute an original and all of which counterparts together shall constitute one and the same Second Amendment. A copy of a signature shall be deemed an original signature for all purposes.

IN WITNESS WHEREOF, the parties have executed this Second Amendment as of the date first written above.

ampRenew Offtake I LLC	**City of Banning**
By: _____	By: _____
Name: Ethan Hendricks	Name:
Title: SVP RNG Marketing	Title:

RNG SUPPLY AGREEMENT

This RNG Supply Agreement (this "***Agreement***") is made and entered into as of March 15, 2021 (the "***Execution Date***") by and between **ampRenew Offtake I LLC**, a Delaware limited liability company ("***Provider***") and the **City of Banning**, a city in Riverside County, California ("***Dispenser***"). Dispenser and Provider may each be referred to herein individually as a "***Party***" and collectively as the "***Parties***."

RECITALS

WHEREAS, Provider is in the business of producing and procuring RNG (and associated Green Attributes) for sale and distribution;

WHEREAS, Dispenser desires to purchase RNG from Provider for delivery and use as vehicle fuel at its gas fueling station located at 176 E. Lincoln Street, Banning, California 92220 (the "***CNG Facility***"), which has a CNG dispensing capacity of greater than [**XXXX**] GGE per day;

WHEREAS, each of Provider's supply sources providing RNG hereunder has enrolled or will enroll in a voluntary Quality Assurance Program ("***QAP***") for the generation of RINs; and

WHEREAS, each of Provider's supply sources providing RNG hereunder has enrolled or will enroll in a voluntary Carbon Intensity Program ("***CI***") for the generation of LCFS Credits.

NOW THEREFORE, in consideration of the premises and of the agreements set forth hereafter, the sufficiency of such consideration being acknowledged by the Parties, the Parties hereby agree as follows:

ARTICLE 1 - DEFINITIONS

1.1 Definitions. The following terms when used herein will have the meanings set forth below.

"*Advanced Biofuel*" means a renewable fuel as defined in the RFS program (40 C.F.R. § 80.1401 (2012)).

"*Agreement*" shall have the meaning set forth in the preamble.

"*CARB*" means the California Air Resources Board or its successor agency and policies established under the California Low Carbon Fuel Standard Regulation (Cal. Code Regs. tit. 17 §§ 95480-90 (2010).) (collectively, the "***LCFS***"), applying to any fuel that is sold, supplied, or offered for sale in California.

"*Cellulosic Biofuel*" means a renewable fuel derived from any cellulose, hemi-cellulose or lignin that has lifecycle greenhouse gas emissions that are at least sixty percent (60%) less than the Baseline Lifecycle Greenhouse Gas Emissions (as defined in the RFS program (40 C.F.R. § 80.1401 (2012)).

"*CI*" shall have the meaning set forth in the foregoing recitals.

"*Claims*" shall have the meaning set forth in Article 3.12 herein.

"*CNG Facility*" shall have the meaning set forth in the foregoing recitals.

"*Deliver*," "*Delivered*," and **"*Delivery*"** shall refer to the action and result of the RNG originating from or procured by Provider being or having been transported to the Delivery Point for use by Dispenser during the Delivery Period.

"*Delivery Period*" shall have the meaning set forth in Article 3.1 herein.

"*Delivery Point*" means the CNG Facility's point of interconnection with the local distribution company SoCalGas, meter number **14166153**.

"*Dispenser*" shall have the meaning set forth in the preamble.

"*Dispenser's RIN Share*" shall have the meaning set forth in Article 3.7 herein.

"*Dispenser's LCFS Share*" shall have the meaning set forth in Article 3.8 herein.

"*Effective Date*" means the earliest date after the Execution Date upon which all conditions precedent, as set forth in Article 2 herein, have been completed.

"*EMTS*" means the EPA Moderated Transaction System or any replacement or successor system designated by the EPA.

"*EPA*" means the United States Environmental Protection Agency or successive agency overseeing the RFS.

"*Execution Date*" shall have the meaning set forth in the preamble.

"*Force Majeure*" means any event beyond the Parties' reasonable control, including but not limited to flood, drought, earthquake, hurricane, unusually severe weather or storms, fire, lightning or other Acts of God; epidemic or pandemic; war; riot; civil disturbance; sabotage; restraint by a Governmental Authority; a failure to obtain required permits or approvals or renewal of same, *provided* that diligent action was taken to obtain them; or failure or breakdown of machinery, equipment or lines of pipe that was not due to a failure of the affected Party to operate and maintain it in accordance with prudent industry practices.

"*Gasoline Gallon Equivalent*" or **"*GGE*"** means the amount of RNG it takes to equal the energy content of one liquid gallon of gasoline.

"*Green Attributes*" means any and all environmental attributes associated with the use of RNG as an Advanced Biofuel, Cellulosic Biofuel, low carbon fuel or Alternative Fuel including, without limitation, RINs and LCFS Credits.

"*Governmental Authority*" means any federal, state, local, or other governmental, regulatory or administrative agency, court, commission, department, board, or other governmental subdivision, legislature, rulemaking board, tribunal, or other governmental authority.

"*Invalidation Event*" shall have the meaning set forth in Article 3.16 herein.

"*LCFS Credit(s)*" means credits generated and traded under the LCFS, with each credit equal to one metric tonne of Carbon Dioxide reductions as compared to the baseline CO_2 emissions under the Low Carbon Fuel Standard.

"*LCFS Existing Credits*" means the number of LCFS Credits generated using the CI value of Pathway Code CNGF205 for compressed Gas (i.e., not compressed RNG), which is currently 79.46.

"*LCFS Incremental Credits*" means the difference in the number of LCFS Credits generated using a CI value of forty-two (42) and the LCFS Existing Credits.

"*LRT-CBTS*" means "LCFS Reporting Tool and Credit Bank and Transfer System".

"*Maximum Dispensing Commitment*" means the total volume of CNG dispensed from the CNG Facility as Vehicle Fuel in any given month.

"*OPIS Price*" means, with respect to RINs, ninety-eight percent (98%) the simple average of the daily price published in the Oil Price Information Service's (OPIS) Carbon Market Report for D3 RINs (under the "Mean" column) during the applicable calendar month of Delivery and, with respect to LCFS Credits, ninety-eight percent (98%) the simple average of the mid-point of the "Low" and "High" daily prices published in the OPIS Carbon Market Report for LCFS Credits during the applicable calendar quarter of Delivery.

"*Party(ies)*" shall have the meaning set forth in the preamble.

"*Provider*" shall have the meaning set forth in the preamble.

"*QAP*" shall have the meaning set forth in the foregoing recitals.

"*Renewable Fuel Standard*" or **"*RFS*"** means the renewable energy program and policies established by the Environmental Protection Agency and published on March 26, 2010 (at 75 Fed. Reg. 14670) and effective July 1, 2010, codified at 40 C.F.R. § 80.1401 *et seq*.

"*Renewable Identification Number (RIN)*" is a number generated to represent a volume of renewable fuel as defined in Regulation of Fuels and Fuel Additives: Changes to Renewable Fuel Standard Program, 75 Fed. Reg. 16484 (March 26, 2010) (codified at 40 C.F.R. § 80.1425 (2011); 40 C.F.R. § 80.1426 (2012)).

"*RNG*" means renewable natural gas, also known as pipeline quality natural gas derived from the decomposition of organic matter that meets the RFS eligibility requirements as either an Advanced Biofuel or Cellulosic Biofuel.

"*Vehicle Fuel*" means compressed natural gas ("***CNG***") or liquefied natural gas ("***LNG***"), which can be derived from RNG, used as transportation fuel, as defined in 40 C.F.R. 80.1401.

"*Year*" shall mean a period of 365-consecutive days, starting on the Effective Date, with subsequent Years commencing on the anniversary of the Effective Date, except that in leap years, such as 2016 and 2020, a Year will have 366 consecutive days

ARTICLE 2 - CONDITIONS PRECEDENT

The following are conditions precedent to the obligations of Provider pursuant to this Agreement. The appropriate Party will use its best efforts to fulfill the conditions precedent as soon as commercially practicable. Upon completion of each condition precedent (or upon waiver thereof by Provider in its sole discretion as provided by law), Provider will provide notice to Dispenser, pursuant to Section 5.10 herein, that the condition has been satisfied.

2.1 Provider's completion of reasonably satisfactory due diligence on Dispenser and the CNG Facility, as determined in Provider's sole discretion. Such due diligence shall include verification that the CNG Facility is compliant with the requirements necessary to generate valid Green Attributes.

2.2 Dispenser providing Provider with true and accurate dispensing data demonstrating a minimum mean average of 500 MMBtu per month dispensed from the CNG Facility over the immediately prior twelve (12) months.

2.3 Provider's modification of existing agreements with its gas marketers or formation of new agreements, as necessary, to Deliver RNG to the Delivery Point.

2.4 Provider's successful completion of RFS registration with the EPA to allow for the generation of RINs from the RNG Delivered under this Agreement.

2.5 Provider's ability to successfully complete the Carbon Intensity registration with CARB to allow for the generation of LCFS Credits from the RNG Delivered under this Agreement.

ARTICLE 3 - SPECIFIC TERMS OF PURCHASE AND SALE

The following terms, conditions and performance standards will govern the obligations of the Parties pursuant to this Agreement:

3.1 Delivery Period. This Agreement will remain in place for five (5) Years from the Effective Date (the "***Delivery Period***") unless otherwise terminated on the conditions as provided herein.

3.2 Quantity of RNG; Dispenser's Termination Right; Monthly Nominations.

3.2.1 Dispenser shall have a firm obligation to dispense RNG from Provider at its CNG Facility on a monthly basis up to the Maximum Dispensing Commitment for such month.

3.2.2 Provider will Deliver RNG as available up to the Maximum Dispensing Commitment but has no firm Delivery obligation.

3.2.3 At least ten (10) days in advance of each month, Dispenser will provide a non-binding indication of anticipated daily CNG dispensing volumes from its CNG Facility for the upcoming month. No later than twenty (20) days after the end of each month, Dispenser will provide the CNG Facility's actual dispensed CNG volumes for such month together with the applicable gas utility invoice.

3.3 No Natural Gas Deliveries. Dispenser will continue to obtain its supply of natural gas for converting into CNG under its current and/or amended gas marketing agreement(s) with third-party suppliers, it being understood that Deliveries hereunder do not include physical gas delivery. Accordingly, the purchase price for such natural gas shall not be part of this Agreement.

3.4 Provider Performance Obligations. Provider shall provide to Dispenser all information reasonably required and available to Provider in connection with Dispenser's performance of its obligations under Section 3.5 of this Agreement.

3.5 Dispenser's Performance Obligations.

3.5.1 Dispenser shall utilize and directly dispense all RNG Delivered by Provider into the tank of a vehicle as Vehicle Fuel and for no other purpose.

3.5.2 Dispenser's obligation to utilize and dispense RNG Delivered by Provider shall have priority over any other obligation of Dispenser to utilize and dispense RNG from third parties.

3.5.3 Dispenser shall maintain any and all local, state and federal permits, licenses and certifications necessary to operate a CNG station at the Delivery Point in compliance with applicable laws, rules and regulations, whether in existence on the Execution Date or promulgated thereafter at any time and from time to time during the Delivery Period.

3.5.4 Dispenser shall provide affidavits (in such periodic intervals as may be required for compliance with the RFS and LCFS), in the form and substance of Exhibit A attached hereto. Such affidavits may be used by Provider in connection with its initial pathway registrations and subsequent quarterly EPA and CARB compliance filings in support of reporting relative to the respective RINs and LCFS Credits generated from the utilization of the RNG as Vehicle Fuel.

3.5.5 No later than ten (10) business days after a request from Provider, Dispenser will provide any support that Provider may reasonably require under the RFS or LCFS for the generation, separation and sale of RINs or LCFS Credits, including without limitation: utility bills, affidavits, station tax filings, transaction (including vehicle split) records, and other supporting documentation to ascertain the end use of the RNG Delivered by Provider.

3.6 Green Attributes Associated with RNG. For all RNG Delivered pursuant to this Agreement, Provider represents and warrants to Dispenser that: (i) it has the rights to all Green Attributes associated with such RNG, (ii) such RNG is received from a production facility that produces pipeline quality natural gas, and (iii) such RNG is Delivered to Dispenser in accordance with the requirements of the RFS and the LCFS in order to preserve the Green Attributes.

3.7 RIN Allocations between Dispenser and Provider. Provider or its designated affiliate or upstream supplier shall have the sole right to generate all Green Attributes, including but not limited to RINs and all financial and other benefits associated therewith, for all RNG Delivered to Dispenser. For all RINs generated from RNG Deliveries to Dispenser under this Agreement, Dispenser shall be entitled to receive from Provider two percent (2%) of the OPIS Price for all RINs so generated ("***Dispenser's RIN Share***"). Provider shall pay Dispenser's RIN Share to Dispenser on a monthly basis within twenty (20) business days of delivery of such RINs into Provider's EMTS account.

3.8 LCFS Allocations between Dispenser and Provider. Provider or its designated affiliate or upstream supplier shall be the Fuel Pathway Holder (as that term is defined in the LCFS) with respect to all RNG delivered hereunder and shall have the sole right to generate all LCFS Credits and all financial and other benefits associated therewith, for all RNG Delivered to Dispenser. For all LCFS Credits generated from RNG Deliveries to Dispenser under this Agreement, (a) Dispenser shall be entitled to receive from Provider one hundred percent (100%) of the LCFS Existing Credits so generated, and (b) Dispenser shall be entitled to receive from Provider twenty-five percent (25%) of the OPIS Price for all LCFS Incremental Credits so generated ((a) and (b) collectively, "***Dispenser's LCFS Share***"). Provider shall pay Dispenser's LCFS Share to Dispenser on a monthly basis within twenty (20) business days of delivery of such LCFS Credits into Provider's LRT-CBTS account.

3.9 LCFS Existing Credits for Dispensed Natural Gas. Provider shall have no rights or any financial or other benefits to LCFS Existing Credits generated from natural gas dispensed by Dispenser that is not RNG Delivered by Provider at the Delivery Point. Provider shall not be responsible for generating or marketing any such LCFS Existing Credits. If Dispenser, at its sole option, determines to generate any such LCFS Existing Credits, it shall first obtain Provider's specific written approval for all CARB filings affiliated therewith, the delivery of which shall not be conditioned, delayed or unreasonably withheld, to ensure alignment of all LCFS Credit filings for the CNG Facility.

3.10 RNG Registration.

3.10.1 Prior to Delivery of the RNG to Dispenser, Provider or its designee shall submit to the EPA and provide to Dispenser, as necessary, copies of any and all documentation required by the EPA to certify that the RNG is an Advanced Biofuel or Cellulosic Biofuel that can generate D Code 3 or D Code 5 RINs. Provider shall Deliver QAP RNG to Dispenser during the Delivery Period; *provided*, that Provider may Deliver non-QAP RNG to the extent that its RNG supply source is currently undergoing certification under a QAP with a reasonable likelihood of success.

3.10.2 Prior to Delivery of the RNG to Dispenser, Provider or its designee shall submit to CARB and provide to Dispenser, as necessary, copies of any and all documentation required by CARB to certify that the RNG does qualify for LCFS Credits.

3.11 Further Assurances. Each Party will provide the other Party such cooperation, additional documentation, certifications or other information as may be reasonably necessary to carry out the purposes of this Agreement (including pursuant to any audit of this Agreement by a third party) and in order for title to the conveyed Green Attributes to vest as appropriate.

3.12 Indemnification.

3.12.1 *Dispenser Indemnities*. Notwithstanding any other provisions in this Agreement, Dispenser agrees to indemnify Provider and save it harmless from all losses, liabilities, penalties, fines, charges or claims, including, without limitation, reasonable attorneys' fees and costs of court, arising out of any third-party claim (collectively, "***Claims***") based on: (i) personal injury (including death) to the third-party claimant or damage to the property of such third-party claimant directly resulting from the RNG that occur after title passes to Dispenser or other charges thereon that attach after title passes to Dispenser to the extent such Claims are not based upon any breach by or fault of Provider hereunder; (ii) Dispenser-provided falsehoods, misrepresentations, material inaccuracies or misleading statement in any supporting documentation, including, without limitation, registrations or any attestation related to RIN or LCFS Credit generation; (iii) Dispenser's gross negligence or willful misconduct or (iv) Dispenser's material breach of this Agreement.

3.12.2 *Provider Indemnities*. Notwithstanding any other provisions in this Agreement, Provider agrees to indemnify Dispenser and save it harmless from all Claims based on: (i) personal injury (including death) to the third-party claimant or damage to the property of such third-party claimant directly resulting from the RNG that occur before

title passes to Dispenser or other charges thereon that attach before title passes to Dispenser to the extent such Claims are not based upon any breach by or fault of Dispenser hereunder; (ii) Provider-provided falsehoods, misrepresentations, material inaccuracies or misleading statement in any supporting documentation, including, without limitation, registrations or any attestation related to RIN or LCFS Credit generation; (iii) Provider's gross negligence or willful misconduct or (iv) Provider's material breach of this Agreement.

3.13 Notice of Changes. Dispenser shall notify Provider, as soon as commercially practicable, in the event of actual or anticipated loss of total CNG fuel demand in a material amount (i.e., demand loss greater than twenty-five percent (25%) of the prior 12-month dispensing average).

3.14 Events of Default. Any material breach of the obligations and covenants in Articles 3 or 5 of this Agreement by either Party, or any breach by either Party of any representation or warranty in this Agreement (which breach, if capable of being cured, remains uncured for a period of thirty (30) days following written notice by the non-defaulting Party to the other), shall constitute an "***Event of Default***" for which the non-defaulting Party shall be entitled to terminate this Agreement and to exercise all rights and remedies available under applicable law; *provided*, however, that if either Party fails to pay any undisputed amount when due and payable to the other Party or to its gas suppliers, or to transfer any Green Attributes when due and transferable to the other Party, under this Agreement and such failure is not corrected or cured within five (5) business days after receipt of notice, then such failure shall constitute an "Event of Default" hereunder. It shall also be deemed an "Event of Default" immediately upon either Party becoming insolvent or seeking the protection from its creditors (or having such petition filed or proceeding commenced against it) under the United States Bankruptcy Code (or under any similar laws).

3.15 Disqualified RNG. Either Party will promptly notify the other Party if (i) any RNG Delivered under this Agreement is determined to be "disqualified" by the EPA or CARB, or (ii) any Green Attributes generated from any RNG Delivered under this Agreement is determined to be "invalidated" by the EPA or CARB (in either case, an "***Invalidation Event***"). If an Invalidation Event occurs without the fault of Provider, Dispenser shall promptly return any Dispenser's RIN Share or Dispenser's LCFS Share, as applicable, related to the associated RNG so invalidated. If an Invalidation Event occurs at the direct or indirect fault of Dispenser: (a) Dispenser shall deliver to Provider qualified replacements of any Green Attributes invalidated or the cash value thereof, with such value calculated based on the respective OPIS Price for the same calendar month or quarter, respectively, in which the invalidated RINs and/or LCFS Credits were or would have been generated; and (b) Provider shall have the right to (y) cease Delivery of RNG to Dispenser and (z) terminate this Agreement (and any such termination shall be considered to be an Event of Default with the Provider being the non-defaulting Party).

3.16 Title and Risk of Loss. Title to the RNG and risk of loss shall remain with Provider until the RNG is Delivered to the Delivery Point, at which point the title to the RNG and the risk of loss shall pass to Dispenser. Title to conform with the RFS.

ARTICLE 4 - FORCE MAJEURE

4.1 In an event of Force Majeure, the affected Party is excused from performance for a period of time as is reasonably necessary to resume normal operations, *provided* such affected Party continuously makes commercially reasonable efforts to mitigate and resolve such event.

4.2 The Parties are under an obligation to promptly provide notice, pursuant to Section 5.10 herein, of any Force Majeure event and keep the other Party reasonably informed regarding the status of its efforts to resume normal operations.

4.3 The existence of a condition or event of Force Majeure will not relieve the impacted Party from: (i) other obligations under this Agreement to the extent that performance is not precluded by the condition or event of Force Majeure and (ii) obligations to make payments under this Agreement.

4.4 If an event of Force Majeure prevents a Party from delivering or receiving RNG under this Agreement and such event continues (i) for more than ninety (90) consecutive days or (ii) for more than one hundred and eighty (180) cumulative days during any Year, the Party not claiming the event of Force Majeure may terminate this Agreement.

ARTICLE 5 - MISCELLANEOUS

5.1 Audit. Provider shall have the right, at its own expense, upon reasonable notice and at reasonable times, to: examine and audit, and to obtain copies of, the relevant portion of the books and records of Dispenser; access natural gas utility meters at the CNG Facility; and contact natural gas utility and service providers on Dispenser's behalf, all of which may occur only to the extent reasonably necessary to verify the accuracy of any statement, charge, payment, or computation made under this Agreement. This right to examine, audit, and to obtain copies shall not be available with respect to confidential or proprietary information not directly relevant to transactions under this Agreement. All invoices and billings shall be conclusively presumed final and accurate and all associated claims for under- or overpayments shall be deemed waived unless such invoices or billings are objected to in writing, with adequate explanation and/or documentation, within two years after the month of RNG delivery. All retroactive adjustments to any such invoices or billings shall be paid in full by the Party owing payment within thirty (30) days of notice and substantiation of such inaccuracy.

5.2 Tax Treatment.

5.2.1 The Parties agree that a RIN certificate is not tangible personal property. The RIN certificate represents only the intangible rights and benefits accruing to a blender of a renewable fuel into petroleum-based fuel or blendstocks as conferred by federal environmental authorities. The Parties further agree that these intangible rights and benefits are fully transferable and are severed from the physical act of blending or producing renewable fuels.

5.2.2 The Parties agree that a LCFS Credit is not tangible personal property. The LCFS Credit represents only the intangible rights and benefits accruing to a Regulated Party (as defined in the LCFS) based upon the carbon intensity of transportation fuel sold, supplied or offered for sale in California by the Regulated Party as conferred by CARB.

The Parties further agree that these intangible rights and benefits are fully transferable and are severed from the physical act of blending or producing transportation fuels.

5.2.3 Unless otherwise specifically provided elsewhere in the Agreement or required by law, any federal, state, or local tax, duty or fee, or the amount equivalent thereto, now or hereafter imposed, levied or assessed by any governmental agency, authority or subdivision, upon, measured by, incident to, or as a result of, Dispenser's RIN Share or Dispenser's LCFS Share must, if collectible or payable by Provider, be paid or reimbursed by Dispenser on demand by Provider. Dispenser specifically agrees to hold harmless and indemnify Provider from and against any such tax, duty or fee. Notwithstanding the foregoing, it is understood and agreed that this provision will not apply to income, franchise, or like taxes levied on, or measured by, a Party's net income; nor will this provision apply to business, occupation, license or similar taxes required for the maintenance of corporate existence. If Dispenser claims exemption from any of the aforesaid taxes, then Dispenser will furnish Provider with a properly completed and executed exemption certificate in the form and within the time limits prescribed by, and acceptable to, the appropriate taxing authority in lieu of payment of such taxes or reimbursement of such taxes to delivering Party. Consistent with Section 5.2.1 or 5.2.2., as applicable, Provider will not charge sales or use tax on the allocation of Dispenser's RIN Share or Dispenser's LCFS Share.

5.2.4 The Parties agree to cooperate with each other in defending non-taxable RIN and LCFS Credit transfers (including transfers of Dispenser's RIN Share and Dispenser's LCFS Share) pursuant to the Agreement if a Party is audited by or on behalf of a taxing jurisdiction for ad valorem, sales, use, motor fuels, excise, or similar taxes, including, but not limited to producing existing documentation, generating new reports from existing electronic reporting systems and making employees available at no cost, other than reasonable out-of-pocket expenses, to the other Party. Both Parties further agree to retain applicable records for a period of not less than the applicable statute of limitations, including any waivers thereof, executed by either Party for any taxes collected by or reimbursed to that Party.

5.3 Representations and Warranties. Each of the Parties to this Agreement represents and warrants that, as of the Execution Date: (i) it has full and complete authority to enter into and perform this Agreement; (ii) the person who executes this Agreement on its behalf has full and complete authority to do so and is empowered to bind it thereby; and (iii) it is not insolvent and has not sought protection from its creditors under the United States Bankruptcy Code, or under any similar laws. Dispenser further represents and warrants to Provider that: (a) it has applied for and obtained all local, state and federal permits, licenses and certifications necessary to operate a CNG station at the Delivery Point in compliance with applicable laws, rules and regulations in effect on the Execution Date, and (b) it has not sold or otherwise pledged (and will not sell or otherwise pledge during the Delivery Period) the rights to any RINs or LCFS Incremental Credits to be generated from RNG Delivered hereunder.

5.4 Counterparts/Headings/Construction. This Agreement may be executed in multiple counterparts, each of which will constitute an original and all of which together will constitute one and the same instrument. The headings and subheadings contained in this Agreement are used solely for convenience and shall not be used to construe or interpret the provisions of this

Agreement. The language used in this Agreement is the product of both Parties' efforts and each Party irrevocably waives the benefit of any rule of contract construction which disfavors the drafter of a contract or the drafter of specific language in a contract.

5.5 Entire Agreement Modification. This Agreement constitutes the entire agreement between the Parties regarding the purchase by Dispenser and sale by Provider of RNG, and supersedes and replaces any prior and contemporaneous communications, understandings and agreements between Provider and Dispenser related to such subject matter, whether written or verbal, express or implied. No modification, amendment, supplementation or alteration of the terms and provisions of this Agreement will be or become effective except by written amendment executed by the duly authorized representative of both Parties.

5.6 Assignment. Neither Party may assign this Agreement without the prior written consent of the other Party (which consent shall not be unreasonably withheld, conditioned or delayed), except that Provider may assign this Agreement to an affiliate or bona fide purchaser of Provider's RNG supply without consent of Dispenser (to be noticed to Dispenser within thirty (30) days of any such assignment).

5.7 Survival of Terms. Upon expiration or earlier termination of this Agreement, the Parties agree that any and all terms and conditions of this Agreement that are necessary to effectuate the Parties' rights and remedies will survive the termination of this Agreement until such time as the rights and remedies and all disputes related thereto are fully and finally resolved. This Article 5.7 shall apply with respect to RNG Delivered hereunder prior to the date of termination to ensure that RINs (and the associated Dispenser's RIN Share) and LCFS Credits (and the associated Dispenser's LCFS Share) are generated, sold and transferred to the respective Party as though this Agreement were still in full force and effect.

5.8 Governing Law. The laws of the State of California shall govern this Agreement without regard to its conflict of laws provisions, except to the extent that the Renewable Fuel Standard, together with decisions promulgated thereunder, are applicable to the purchase and sale of RNG. Any action to enforce this Agreement will be brought in a court of competent jurisdiction within the Riverside County, California, and the Parties consent to personal jurisdiction in such courts.

5.9 Forward Contract. The Parties intend that each transaction hereunder shall constitute a "forward contract" under §101(25) of Title 11 of the United States Code, 11 U.S.C. §§ 101 et seq., as amended from time to time (the "***Bankruptcy Code***"), and that each Party shall be a "forward contract merchant" under §101(26) for purposes of the Bankruptcy Code.

5.10 Notices. Any notice required hereunder shall be deemed given if in writing and delivered to the other Party at its last known address, either by transmitting via facsimile at its facsimile telephone number, or 3 days after deposit in the U.S. mail, postage prepaid and addressed to the Party; *provided*, *however*, that any notice of termination hereunder shall be deemed given only if in writing and delivered to the Party entitled to notice, either by personal delivery, Federal Express or other nationally recognized courier service or certified or registered mail, postage prepaid, return receipt requested and addressed to:

If to Provider, to:

ampRenew Offtake I LLC
2001 N. Clybourn Ave., Suite 400
Chicago, Illinois 60614
Attn: Senior Counsel
Email: legal@ampamericas.com

or

if to Dispenser, to:
City of Banning
PO Box 998
Banning, California 92220
Attn: Sergio Rubio, Fleet Manager
Email: srubio@banningca.gov

5.11 Confidential Information.

5.11.1 The Parties shall treat as strictly confidential all information they obtain in connection with this Agreement which (i) is confidential or proprietary to either Party; (ii) relates to the operations, policies, procedures, techniques, accounts and personnel of either Party; or (iii) is confidential or proprietary to a third party and is in the possession, custody or control of either Party. Without the other Party's written permission, neither Party shall disclose information pertaining to this Agreement or any information obtained through the performance of this Agreement unless required to be disclosed pursuant to applicable law, regulation or legal process (including without limitation the RFS or LCFS).

5.11.2 Notwithstanding the terms of subsection 5.11.1., Provider may share the commercial information contained in this Agreement with third-party biogas project developers, *provided* Provider ensures that such developers are bound by the same or similar confidentiality provisions as provided in this Section 5.11. This provision shall survive the termination of this Agreement.

5.11.3 Notwithstanding the terms of subsection 5.11.1., each Party agrees to allow the other Party: (i) the use of its company names, logos, and trademarks solely for the purpose of business development and publicizing and promoting the green energy marketing effort, *provided* that other uses of such company names, logos and trademarks are not authorized without written consent of the other Party, and (ii) the right to issue press releases and to make public statements regarding the general aspects of this Agreement (e.g., Parties to the agreement, the purchase and sale of RNG, and the environmental benefits associated with this Agreement), *provided* that any public statement by a Party hereto concerning this Agreement shall be reviewed and approved by the other Party before release to the public, which approval shall not be unreasonably withheld, conditioned, or delayed.

5.12 Non-Solicitation of Employees and Introduced Parties. Dispenser agrees that, upon execution of this Agreement and for a period of one (1) year following termination hereof, it will not solicit, induce, recruit or otherwise encourage, or take any other action which is intended to solicit, induce, recruit or otherwise encourage (or could reasonably be expected to have the effect of the foregoing), any employee of Provider to leave his or her employment, and will not hire,

engage or retain or attempt to hire, engage or retain any such employee without Provider's prior written consent; *provided*, that the foregoing shall not prevent Dispenser from hiring, engaging or retaining an employee of Provider who responds to a general solicitation for employment conducted by Dispenser which does not directly target such employee. Dispenser further agrees that, upon execution of this Agreement and for a period of one (1) year following the termination hereof, it will not, for the purpose of avoiding the payment to Provider of profits, fees or otherwise, directly or indirectly contact, deal with or otherwise become involved with any party who is a supplier of RNG to Provider or who is a prospective supplier of RNG to Provider, without the specific written approval of Provider, the delivery of which shall not be unreasonably withheld.

[*Signature page follows*]

IN WITNESS WHEREOF, the Parties hereto have duly executed this Agreement as of the Execution Date written above.

"*Provider*":

ampRenew Offtake I LLC

By: _____

Name: Grant Zimmerman

Its: CEO

"*Dispenser*":

City of Banning

By: _____

Name: Douglas Schulze

Its: City Manager

[*Appendix pages follow*]

EXHIBIT A

COMPLIANCE AFFIDAVITS

REGISTRATION AFFIDAVIT

The City of Banning, a California city ("***Affiant***"), hereby states and certifies as follows:

1. That Affiant and AmpRenew Offtake I LLC ("***Amp***"), a Delaware limited liability corporation and wholly owned subsidiary of Amp Americas II, LLC, executed a RNG Supply Agreement on _____, 201__ (the "***Agreement***"), pursuant to which Affiant would purchase biogas from Amp for use as transportation fuel in the form of compressed natural gas;
2. That, pursuant to the Agreement, Amp will nominate on a monthly basis the quantity of biogas to be sold to Affiant;
3. That Affiant will receive possession of such biogas from Amp via a commercial distribution system sales point located at _____, _____, California
   [station address] **[city]**
   ("***CNG Station***");
4. That Affiant will only dispense the biogas purchased under the Agreement at the CNG Station;
5. That Affiant will only dispense the biogas purchased pursuant to the Agreement as a transportation fuel and for no other purpose;
6. That Affiant has not and will not rely upon the volume of biogas purchased pursuant to the Agreement for the creation of any Renewable Identification Numbers ("***RINs***"), as such term is defined by 40 C.F.R. 80.1101(o); and
7. That the undersigned, as _____ of Affiant, has all requisite knowledge and
   [title]
   authority to make this affidavit on behalf of Affiant.

DATED THIS ___ DAY OF _____, 20__

By: _____
Name: _____
Title: _____
Company: _____

[***See attached notarial certificate***]

CALIFORNIA ALL-PURPOSE ACKNOWLEDGEMENT

A Notary Public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California
County of Riverside

On _____, before me, _____, Notary Public,

personally appeared _____

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

SIGNATURE_____

PLACE NOTARY SEAL ABOVE

Though the information below is not required by law, it may prove valuable to persons relying on the document and could prevent fraudulent removal and reattachment of this form to another document.

Description of attached document

Title or type of document: _____

_____

_____

Document Date:_____Number of Pages:_____

Signer(s) Other than Named Above:_____

CNG DISPENSER AFFIDAVIT

STATE OF _____

COUNTY OF _____

I the undersigned, _____, _____ of the City of Banning, California
[name] **[title]**
("***Dispenser***"), acting on behalf of Dispenser, hereby attest to the following statements to the best of my knowledge and belief:

1. I oversee the supply and distribution of CNG for vehicle fuel use at Dispenser.
2. Dispenser owns and operates the following station that produces CNG for use as a transportation fuel ("***Qualified CNG Facilities***"):

   Table 1: Qualified CNG Facilities

Site Name	Street Address	City	State	Postal Code	Meter ID	LDC Supplying Gas

3. Dispenser has entered into a purchase and sale agreement with AmpRenew Offtake I LLC ("***Amp***") for the supply of pipeline quality gas that is used at the Qualified CNG Facilities, such agreement as follows:

The delivery period is _____, 20___ to _____, 20___;

   a. The Maximum Daily Quantity ("***Max DQ***") of the agreement is _____ **MMBtu/day** at each Qualified CNG Facility; and

   b. The delivery points ("***Delivery Points***") include the Qualified CNG Facilities.

4. Pipeline quality gas purchased at the Delivery Points noted above is converted at the Qualified CNG Facilities into CNG for use as a transportation fuel.
5. At each of the Qualified CNG Facilities, the volume of biogas withdrawn from the commercial distribution system to produce CNG for use as a transportation fuel is measured by continuous metering, and after such meter, the CNG is used as transportation fuel and for no other purpose.
6. Dispenser has not and will not generate RINs nor represent the fuel for sale as biogas with the ability to generate RINs to any other party.
7. The capacity of the Qualified CNG Facilities to produce and dispense CNG as transportation fuel is greater than _____ MMBtu/day.

DATED THIS ___ DAY OF _____, 20__

By: _____
Name: _____
Title: _____
Company: _____

[***See attached notarial certificate***]

CALIFORNIA ALL-PURPOSE ACKNOWLEDGEMENT

A Notary Public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California
County of Riverside

On _____, before me, _____, Notary Public,

personally appeared _____

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

SIGNATURE_____

PLACE NOTARY SEAL ABOVE

Though the information below is not required by law, it may prove valuable to persons relying on the document and could prevent fraudulent removal and reattachment of this form to another document.

Description of attached document

Title or type of document: _____

_____

_____

Document Date:_____Number of Pages:_____

Signer(s) Other than Named Above:_____

QUARTERLY AFFIDAVIT

STATE OF _____

COUNTY OF _____

The undersigned, under penalty of perjury, attests to the following:

I, _____, currently serve as _____ of _____ ("***Dispenser***"),
[name] **[title]** **]Dispenser]**

a(n) _____ _____, located at _____.
[state incorporated] **[entity type]** **[principal business address]**

In this capacity I oversee the purchase and transportation of natural gas and biogas for Dispenser; Dispenser took title to biogas as defined in 40 CFR 80.1401 from AmpRenew Offtake I LLC ("***Amp***") in the period between _____ and _____;
[quarter begin date] **[quarter end date]**

The biogas described above was dispensed for use as transportation fuel by Dispenser in accordance with the schedule below:

Biogas Activities by Dispenser	**MMBtu (HHV)**
Biogas Purchased from Amp:	
Dispensed for Use as Transportation Fuel as CNG:	

DATED THIS ___ DAY OF _____, 20__

By: _____
Name: _____
Title: _____
Company: _____

[***See attached notarial certificate***]

CALIFORNIA ALL-PURPOSE ACKNOWLEDGEMENT

A Notary Public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California
County of Riverside

On _____, before me, _____, Notary Public,

personally appeared _____

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

SIGNATURE_____

PLACE NOTARY SEAL ABOVE

Though the information below is not required by law, it may prove valuable to persons relying on the document and could prevent fraudulent removal and reattachment of this form to another document.

Description of attached document

Title or type of document: _____

_____

_____

Document Date:_____Number of Pages:_____

Signer(s) Other than Named Above:_____

NO. 1 FIRST AMENDMENT TO RNG SUPPLY AGREEMENT

This First Amendment to RNG Supply Agreement ("***First Amendment***") is effective as November ___, 2024 ("***Effective Date***"), by and between AmpRenew Offtake I LLC ("***Provider***") and City of Banning ("***Dispenser***"). Provider and Dispenser are individually referred to herein as a "***Party***" and collectively as the "***Parties***."

RECITALS

WHEREAS, Provider and Dispenser are parties to that certain RNG Supply Agreement dated March 15, 2021 (the "***Agreement***");

WHEREAS, capitalized terms used herein and not otherwise defined herein or in the Agreement shall have the meaning attributed to the same in the Biogas Regulatory Reform Rule, 40 CFR §80; and

WHEREAS, the Parties desire to amend the Agreement upon the terms and conditions herein set forth.

AMENDMENT AND AGREEMENT

NOW, THEREFORE, for good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the Parties do hereby agree to amend the Agreement as follows:

1. **Article 1.1, Definitions**. The definition of "Delivery Point" is hereby amended by replacing "**14166153**" with "**16248679**."

2. **Article 1.1, Definitions**. Article 1.1 is hereby further amended by deleting the definitions of "LCFS Existing Credits" and "LCFS Incremental Credits."

3. **Article 3, Specific Terms of Purchase and Sale**. The following shall be added as a new Article 3.0 at the beginning of Article 3:

> "The Renewable Fuel Standard (RFS) set rule for 2023-2025 introduced the Biogas Regulatory Reform Rule (as may be amended from time to time, "BRRR") for the RFS program (See. 40 CFR §80). The Parties understand, acknowledge and agree that, effective as of November ___, 2024, compliance with BRRR is required for purposes of satisfying the terms and conditions of this Agreement. To that end, the Parties agree to cooperate in good faith to comply with BRRR, including without limitation, taking any and all actions and executing any and all documents necessary to ensure compliance.
>
> For purposes of BRRR:
>
> 3.0.1 Provider shall be deemed to be the: (i) Biogas Producer, (ii) RNG Producer, (iii) RNG Marketer, and strictly for regulatory compliance (iv) a Delegated User (as such term is defined by the EPA) of Dispenser.

3.0.2 Dispenser shall be deemed to be the RNG RIN Separator.

3.0.3 All references in the Agreement to RINs shall, as context permits, include K2 Credits.

As the Biogas Producer, Provider generates biogas tokens associated with the RNG produced by its supply sources and later retires the biogas tokens. Provider then, as the RNG Producer, converts the biogas tokens to generate RNG RINs. Provider will confirm quantity of RNG that will be used for transportation use for the delivery month. By the twentieth (20th) day of the month following delivery month, Provider, acting as the RNG Marketer, transfers the RNG RINs to Dispenser, who will act as the RNG RIN Separator. As the RNG RIN Separator, Dispenser is responsible for separating the RNG RINs into K2 Credits and transferring Provider's share of the K2 Credits to Provider, as outlined in Article 3 of the Agreement, within three (3) business days of receiving the RNG RINs from RNG Marketer.

By the 15th day of the month following the delivery month, RNG RIN Separator shall provide Provider all dispensing information and data required by BRRR, including any changes to Dispenser's registered dispensing stations, including such as any changes to ownership, meter numbers, station location, or station name. For purposes of this section, "RNG Marketer" means any person allowed to receive, market, and/or transfer RNG RINs under 40 CFR § 80.

Dispenser and Provider are deemed "Associates," as such term is used for EPA/RFS compliance, and Dispenser hereby appoints and authorizes Provider to act as a Delegated User of Dispenser, including, without limitation, (i) registering to be a Delegated User of Dispenser in OTAQREG (ii) completing all period reporting. Dispenser and Provider agree to work in good faith to maintain EPA/RFS compliance and meet all periodic reporting requirements."

4. **Article 3.7, RIN Allocations between Dispenser and Provider**. Article 3.7 is hereby deleted in its entirety and replaced with the following:

"3.7 RIN Allocations between Dispenser and Provider. Provider or its designated affiliate or upstream supplier shall have the sole right to generate all Green Attributes, including but not limited to RINs and all financial and other benefits associated therewith, for all RNG Delivered to Dispenser. For all RINs generated from RNG Deliveries to Dispenser under this Agreement, Dispenser shall be entitled to receive from Provider six percent (6%) of the OPIS Price for all RINs so generated ("***Dispenser's RIN Share***"). Provider shall pay Dispenser's RIN Share to Dispenser on a monthly basis within twenty (20) business days of delivery of such RINs into Provider's EMTS account."

5. **Article 3.8, LCFS Allocations between Dispenser and Provider**. Article 3.8 is hereby deleted in its entirety and replaced with the following:

"3.8 LCFS Allocations between Dispenser and Provider. Provider or its designated affiliate or upstream supplier shall have the sole right to generate all Green Attributes, including but not limited to LCFS Credits and all financial and other benefits associated

therewith, for all RNG Delivered to Dispenser. For all LCFS Credits generated from RNG Deliveries to Dispenser under this Agreement, Dispenser shall be entitled to receive from Provider six percent (6%) of the OPIS Price for all LCFS Credits so generated ("***Dispenser's LCFS Share***"). Provider shall pay Dispenser's LCFS Share to Dispenser on a monthly basis within twenty (20) business days of delivery of such LCFS Credits into Provider's LRT-CBTS account.

6. **Article 3.9, LCFS Existing Credits for Dispensed Natural Gas**. Article 3.9 is deleted in its entirety and replaced with the following:

"3.9 Dispenser Incentive Payment. Provider has requested that Dispenser assist in finding additional downstream demand for RNG offtake in California. In the event Provider executes an offtake agreement for RNG offtake in California with a third-party introduced by Dispenser, the percentage of Dispenser's RIN Share and Dispenser's LCFS Share shall automatically be amended based on the volume of such executed third-party offtake agreement in accordance with the Incentive Payment Schedule attached hereto as **Exhibit B** and incorporated herein by reference. The execution of any third-party offtake agreement shall be solely at Provider's discretion and Provider shall have no obligation to execute any offtake agreement with a third-party introduced by Dispenser."

7. **Miscellaneous**. This First Amendment and the Agreement contains all of the representations, understandings and agreements of the Parties with respect to matters contained herein. To the extent that the terms and conditions of this First Amendment modify or conflict with any provisions of the Agreement, including prior addenda, schedules and exhibits, the terms of this First Amendment shall control. All other terms of the Agreement, including all prior addenda, schedules and exhibits, not modified by this First Amendment shall remain the same. Each Party represents that the individual executing this First Amendment on behalf of such Party is duly authorized to execute this First Amendment on behalf of such Party as the case may be; that all corporate, partnership, trust or other action necessary for such Party to execute and perform the terms of this First Amendment have been duly taken by such Party; and that no other signature and/or authorization is necessary for such Party to enter into and perform the terms of this First Amendment. The Parties acknowledge the truthfulness of the foregoing Recitals, which are hereby incorporated into this First Amendment. This First Amendment may be executed in one or more counterparts, each of which counterparts shall constitute an original and all of which counterparts together shall constitute one and the same First Amendment. A copy of a signature shall be deemed an original signature for all purposes.

[Signature Page Follows]

IN WITNESS WHEREOF, the parties have executed this First Amendment as of the date first written above.

ampRenew Offtake I LLC

By: _____

Name: Ethan Hendricks

Title: SVP RNG Marketing

City of Banning

By: _____

Name: Douglas Schulze

Title: City Manager

EXHIBIT B

Incentive Payment Schedule

Illustrative Financial Benefit for City of Banning[1]

		Existing Agreement	Current Proposal	Incentive Proposal					
COB Originated Volume	*MMBtu/day*	N/A	N/A	100	200	400	600	800	1,000
% of RIN & LCFS[2] Value to COB	*%*	2% / 3%[1]	6%	12%	14%	16%	18%	20%	22%
$/MMBtu to COB[3]	*$/MMBtu*	$1.28	$3.37	$6.75	$7.87	$9.00	$10.12	$11.25	$12.37
Annual Revenue to COB[4]	*MM $/Year*	$15,376	$40,643	$81,287	$94,835	$108,382	$121,930	$135,478	$149,026
Annual Revenue Increase to COB	***MM $/Year***	**N/A**	**$25,267**	**$65,911**	**$79,458**	**$93,006**	**$106,554**	**$120,102**	**$133,650**

[1] Abbreviated as COB

[2] LCFS % sharing based on CI of -250 gCO2e/MJ

[3] Assumes D3 RIN price of $3.34 and LCFS price of $55 (actual prices on August 16, 2024)

[4] Assumes City of Banning demand of 33 MMBtu per day

CITY OF BANNING
STAFF REPORT

TO: **CITY COUNCIL**

FROM: **Douglas Schulze, City Manager**

PREPARED BY: **Brandon Robinson, Electrical Engineering Supervisor**
Art Vela, Director of Public Works

MEETING DATE: **January 14, 2025**

SUBJECT: **Accept an Easement from Tri Pointe Homes for Electric Utility Purposes on Accessor's Tract Map No. 37388-1 Highland Home Road, within the Atwell Development for the Maintenance of the City-Owned Electric Distribution System**

RECOMMENDATION:

Staff recommends that City Council accept an easement from Tri Pointe Homes for electric utility purposes for Tract Map No. 37388-1 on Highland Home Road within the Atwell Development for the maintenance of the City owned and operated electric distribution system.

BACKGROUND:

Final Tract Map No. 37388-1 within the Atwell Development Specific Plan was approved by City Council by Resolution No. 2024-29 on February 27, 2024. Banning Electric Utility has constructed electrical improvements within this tract that were required to serve the housing development. As part of the Conditions of Approval for the project, the owner is required to provide the City with necessary easements for the maintenance of the City owned and operated electric distribution system.

The facilities within the proposed easement consist of primary underground electric infrastructure required for utility service within the Atwell development.

JUSTIFICATION:

It is necessary to obtain the easement for the City to access and maintain the City-owned electric distribution equipment which may include utility poles, conduit with conductors, transformers, switchgear, equipment pads, and meters.

FISCAL IMPACT:

There is no fiscal impact associated with the acceptance of the easement.

ALTERNATIVES:

Do not accept the easement and provide alternative direction.

BUDGETED?:

No

CONTRACT/AGREEMENT:

No

ATTACHMENTS:

1. Att. 1_Certificate of Acceptance - Easement for 37388-1, Highlang Home Rd.docx
2. Att. 2_Easement Tract 37388-1, HHR.pdf

Recording Requested by:

City Clerk
City of Banning
P.O. Box 998
Banning, CA 92220

NO RECORDING FEE PER SECTION 6103 OF THE GOVERNMENT CODE

CERTIFICATE OF ACCEPTANCE

This is to certify that the EASEMENT – PUBLIC ELECTRIC UTILITY PURPOSES from **Tri Pointe Homes IE-SD, Inc.,** dated 12/3/2024, is hereby accepted by THE CITY OF BANNING pursuant to authority conferred by the City Council this 14th day of January 2025, and the grantees consent to recordation thereof by its duly authorized agent.

Dated: January 14, 2025

CITY OF BANNING

_____
Caroline Patton, Deputy City Clerk

EXEMPT RECORDING REQUESTED BY

City of Banning

PER GOV'T CODE 6103

AND WHEN RECORDED MAIL TO:

City of Banning – City Clerk
P.O. Box 998
Banning, CA 92220

SPACE ABOVE THIS LINE FOR RECORDER'S USE

APN: 408-570-003

EASEMENT – PUBLIC ELECTRIC UTILITY PURPOSES

The undersigned, being the present title owner(s) of record of the herein described parcel of land (Grantor(s), do hereby grant to the City of Banning, a California municipal corporation, and its successors or assigns (Grantee), an easement for public electric utility purposes, as more fully described herein, over, under and across the real property situated in the City of Banning, County of Riverside, State of California, described in Exhibit "A" (Public Electric Easement Legal Description) and shown on Exhibit "B" (Public Electric Easement Boundary Plat Map) attached hereto and incorporated herein by this reference as though set forth in full.

This easement for public electric utility purposes is for Grantee's construction, maintenance, reconstruction, and use of overhead and underground electrical lines, together with any and all appurtenances thereto, including, but not limited to, conduits, poles, vaults and wires, and the right, from time to time, to trim or cut down any and all trees, bushes and brush now or hereafter within the easement area or along each side of the easement area which now or hereafter in the opinion of Grantee may interfere with or be a hazard to the facilities installed hereunder or that Grantee deems necessary to comply with applicable City, state and federal laws and regulations. Grantor further agrees not to erect, place or maintain, nor permit the erection, placement or maintenance of any building, planter box or boxes, structure or fill soil in the easement area described in Exhibit "A" and shown on Exhibit "B".

It is understood and agreed that the City of Banning and its successors or assigns shall incur no liability with respect to such easement, and shall not assume any responsibility for the offered parcel of land or any improvements thereon or therein, until such offer has been accepted by appropriate action of the City Council, or of the local governing bodies or its successors or assigns.

The provisions hereof shall inure to the benefit of and be binding upon heirs, successors, assigns, and personal representatives of the respective parties hereto.

IN WITNESS THEREOF, these presents have executed this instrument this 3rd day of December, 2024.

Tri Pointe Homes IE-SD, Inc.
Individual/Corporation (Type Name)

Signature

Brian Ortwein, VP of Project Management
Name and Title (Type)

ACKNOWLEDGMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California
County of Riverside)

On December 2nd 2024 before me, Diana Karpowitz, Notary Public
(insert name and title of the officer)

personally appeared Brian Ortwein,
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature Diana Karpowitz (Seal)

DIANA KARPOWITZ
Notary Public - California
Riverside County
Commission # 2445627
My Comm. Expires May 1, 2027

EXHIBIT "A"

PUBLIC ELECTRIC EASEMENT
CITY OF BANNING PROJECT ID NO. RW 24-0019
LEGAL DESCRIPTION

VARIOUS STRIPS OF LAND LYING WITHIN LOTS 'E' AND 'F' OF TRACT NO. 37388-1, IN THE CITY OF BANNING, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS FILED IN MAP BOOK 495, PAGES 1 THROUGH 5, INCLUSIVE, RECORDS OF SAID COUNTY, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

STRIP 1:

AN 18.00 FOOT WIDE STRIP OF LAND LYING WITHIN SAID LOT 'E' OF THE AFOREMENTIONED TRACT NO. 37388-1, LYING 9.00 FEET ON EACH SIDE OF THE FOLLOWING DESCRIBED CENTERLINE:

COMMENCING AT THE CENTERLINE INTERSECTION OF FRASER PLACE, HAVING A HALF WIDTH OF 35.00 FEET, AND HIGHLAND HOME ROAD, HAVING A HALF WIDTH OF 52.00 FEET AS SHOWN ON TRACT NO. 37388-2, IN THE CITY OF BANNING, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS FILED IN MAP BOOK 495, PAGES 6 THROUGH 13, INCLUSIVE, RECORDS OF SAID COUNTY;

THENCE ALONG THE CENTERLINE OF SAID HIGHLAND HOME ROAD SOUTH 0°13'14" WEST 457.21 FEET;

THENCE PERPENDICULAR TO SAID CENTERLINE OF HIGHLAND HOME ROAD NORTH 89°46'46" WEST 52.00 FEET TO THE WEST RIGHT OF WAY LINE OF SAID HIGHLAND HOME ROAD, SAID POINT ALSO BEING ON THE EAST LINE OF SAID LOT 'E' AND THE **TRUE POINT OF BEGINNING**;

THENCE CONTINUING NORTH 89°46'46" WEST 5.00 FEET TO THE **POINT OF TERMINUS**.

SAID PUBLIC ELECTRIC EASEMENT CONTAINS 90 SQUARE FEET, MORE OR LESS.

STRIP 2:

A 36.00 FOOT WIDE STRIP OF LAND LYING WITHIN SAID LOT 'F' OF THE AFOREMENTIONED TRACT NO. 37388-1, LYING 18.00 FEET ON EACH SIDE OF THE FOLLOWING DESCRIBED CENTERLINE:

COMMENCING AT THE CENTERLINE INTERSECTION OF RAINTREE PLACE, HAVING A HALF WIDTH OF 35.00 FEET, AND HIGHLAND HOME ROAD, HAVING A HALF WIDTH OF 52.00 FEET AS SHOWN ON SAID TRACT NO. 37388-1;

THENCE ALONG THE CENTERLINE OF SAID HIGHLAND HOME ROAD SOUTH 0°13'14" WEST 227.47 FEET;

THENCE PERPENDICULAR TO SAID CENTERLINE OF HIGHLAND HOME ROAD NORTH 89°46'46" WEST 52.00 FEET TO THE WEST RIGHT OF WAY LINE OF SAID HIGHLAND HOME ROAD, SAID POINT ALSO BEING ON THE EAST LINE OF SAID LOT 'F' AND THE **TRUE POINT OF BEGINNING**;

THENCE CONTINUING NORTH 89°46'46" WEST 10.00 FEET TO THE **POINT OF TERMINUS**.

SAID PUBLIC ELECTRIC EASEMENT CONTAINS 360 SQUARE FEET, MORE OR LESS.

EXHIBIT "A"

PUBLIC ELECTRIC EASEMENT
CITY OF BANNING PROJECT ID NO. RW 24-0019
LEGAL DESCRIPTION

STRIP 3:

A 19.00 FOOT WIDE STRIP OF LAND LYING WITHIN SAID LOT 'F' OF THE AFOREMENTIONED TRACT NO. 37388-1, LYING 9.50 FEET ON EACH SIDE OF THE FOLLOWING DESCRIBED CENTERLINE:

COMMENCING AT THE CENTERLINE INTERSECTION OF RAINTREE PLACE, HAVING A HALF WIDTH OF 35.00 FEET, AND HIGHLAND HOME ROAD, HAVING A HALF WIDTH OF 52.00 FEET AS SHOWN ON SAID TRACT NO. 37388-1;

THENCE ALONG THE CENTERLINE OF SAID HIGHLAND HOME ROAD SOUTH 0°13'14" WEST 143.66 FEET;

THENCE PERPENDICULAR TO SAID CENTERLINE OF HIGHLAND HOME ROAD NORTH 89°46'46" WEST 52.00 FEET TO THE WEST RIGHT OF WAY LINE OF SAID HIGHLAND HOME ROAD, SAID POINT ALSO BEING ON THE EAST LINE OF SAID LOT 'F' AND THE **TRUE POINT OF BEGINNING**;

THENCE CONTINUING NORTH 89°46'46" WEST 8.00 FEET TO THE **POINT OF TERMINUS**.

SAID PUBLIC ELECTRIC EASEMENT CONTAINS 152 SQUARE FEET, MORE OR LESS.

STRIP 4:

A 14.00 FOOT WIDE STRIP OF LAND LYING WITHIN SAID LOT 'F' OF THE AFOREMENTIONED TRACT NO. 37388-1, LYING 7.00 FEET ON EACH SIDE OF THE FOLLOWING DESCRIBED CENTERLINE:

COMMENCING AT THE CENTERLINE INTERSECTION OF RAINTREE PLACE, HAVING A HALF WIDTH OF 35.00 FEET, AND HIGHLAND HOME ROAD, HAVING A HALF WIDTH OF 52.00 FEET AS SHOWN ON SAID TRACT NO. 37388-1;

THENCE ALONG THE CENTERLINE OF SAID HIGHLAND HOME ROAD SOUTH 0°13'14" WEST 110.07 FEET;

THENCE PERPENDICULAR TO SAID CENTERLINE OF HIGHLAND HOME ROAD NORTH 89°46'46" WEST 52.00 FEET TO THE WEST RIGHT OF WAY LINE OF SAID HIGHLAND HOME ROAD, SAID POINT ALSO BEING ON THE EAST LINE OF SAID LOT 'F' AND THE **TRUE POINT OF BEGINNING**;

THENCE CONTINUING NORTH 89°46'46" WEST 12.00 FEET TO THE **POINT OF TERMINUS**.

SAID PUBLIC ELECTRIC EASEMENT CONTAINS 168 SQUARE FEET, MORE OR LESS.

EXHIBIT "A"

PUBLIC ELECTRIC EASEMENT
CITY OF BANNING PROJECT ID NO. RW 24-0019
LEGAL DESCRIPTION

SUBJECT TO ALL CONDITIONS, RESERVATIONS, EASEMENTS AND RIGHTS OF RECORDS, IF ANY.

SEE EXHIBIT "B" ATTACHED HERETO AND BY THIS REFERENCE MADE A PART HEREOF.

PREPARED UNDER THE SUPERVISION OF:



12-2-24

DARYL J. CHRISTIAN, PLS 8554 DATE

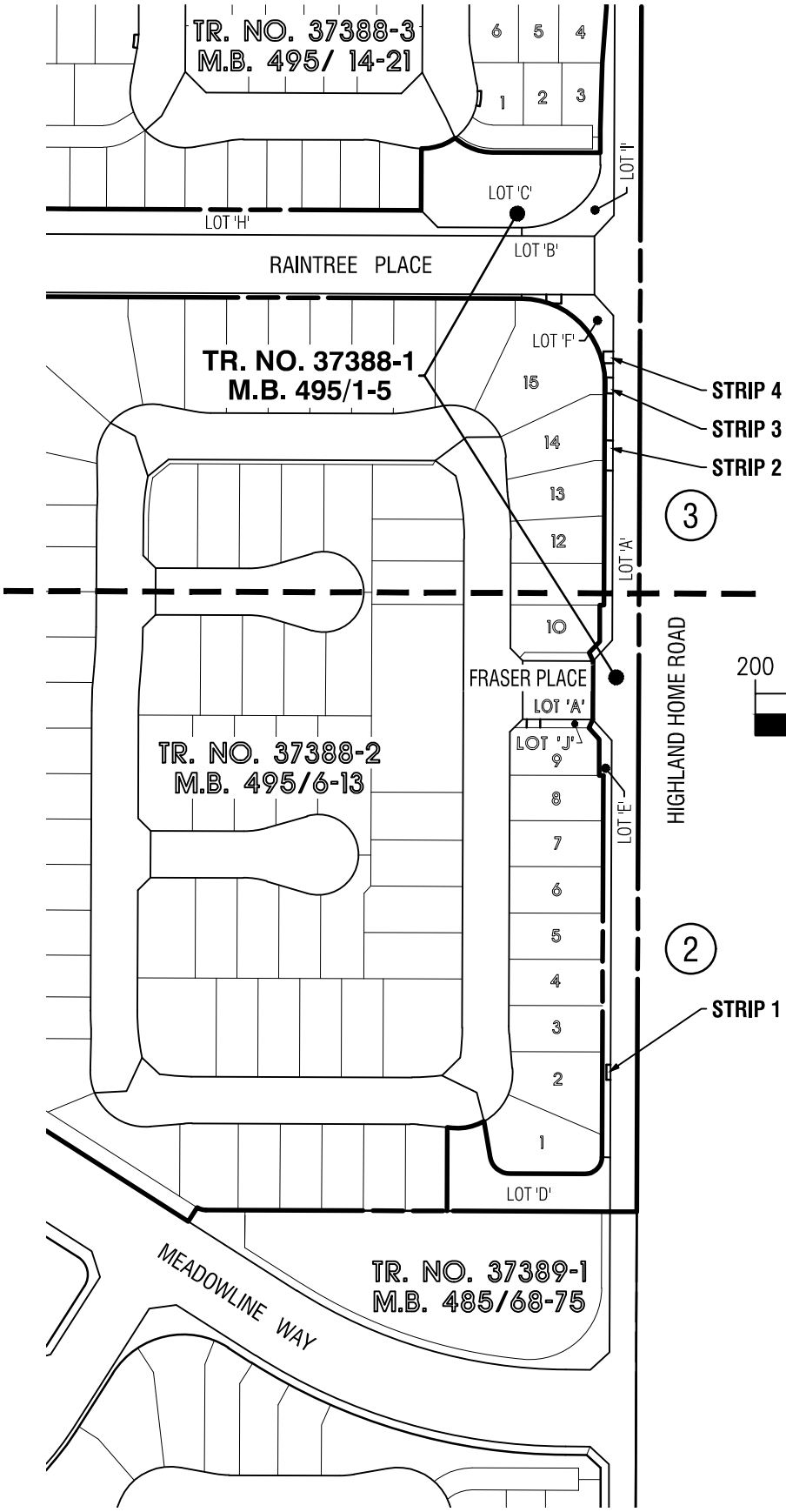
RECOMMENDED FOR ACCEPTANCE BY:

_____

ROBERT C. OLLERTON, PLS, DATE
ENGINEERING RESOURCES OF SOUTHERN CALIFORNIA, INC.

EXHIBIT "B"

PUBLIC ELECTRIC EASEMENT
CITY OF BANNING PROJECT ID NO. RW 24-0019
PLAT TO ACCOMPANY LEGAL DESCRIPTION



INDEX MAP

(3) INDICATES SHEET NUMBER/ EASEMENT STRIP NUMBER

N

SCALE: 1" = 200'

200 100 0 200 400

GRAPHIC SCALE

PROFESSIONAL LAND SURVEYOR
DARYL J. CHRISTIAN
LS 8554
STATE OF CALIFORNIA

SURVEYOR'S CERTIFICATE

PREPARED UNDER THE SUPERVISION OF:

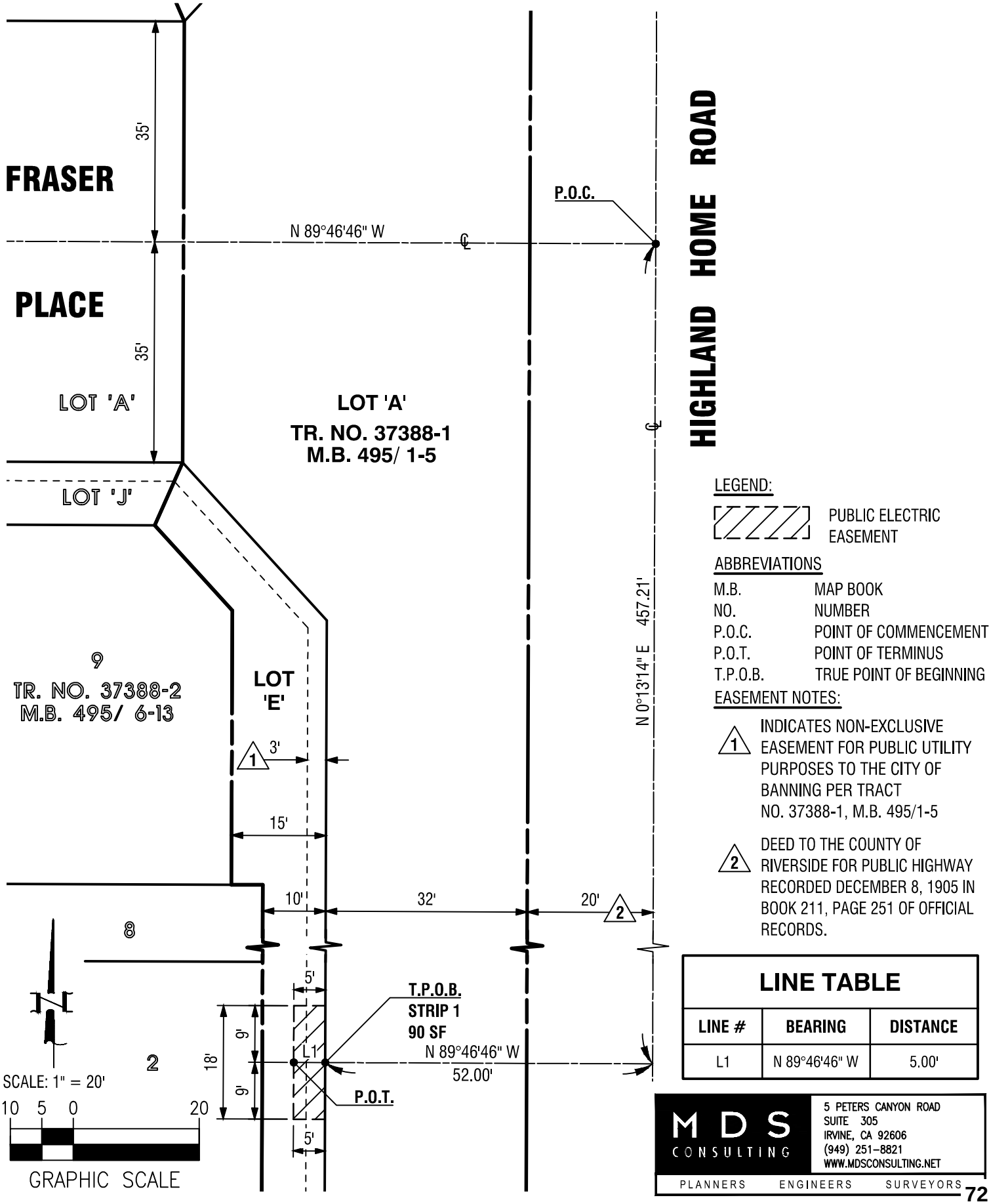
12-2-24

DARYL J. CHRISTIAN DATE
LICENSED LAND SURVEYOR NO. 8554

MDS CONSULTING
5 PETERS CANYON ROAD
SUITE 305
IRVINE, CA 92606
(949) 251-8821
WWW.MDSCONSULTING.NET
PLANNERS ENGINEERS SURVEYORS

EXHIBIT "B"

PUBLIC ELECTRIC EASEMENT, CITY OF BANNING PROJECT ID NO. RW 24-0019
PLAT TO ACCOMPANY LEGAL DESCRIPTION



LEGEND:

PUBLIC ELECTRIC EASEMENT

ABBREVIATIONS

M.B.	MAP BOOK
NO.	NUMBER
P.O.C.	POINT OF COMMENCEMENT
P.O.T.	POINT OF TERMINUS
T.P.O.B.	TRUE POINT OF BEGINNING

EASEMENT NOTES:

1. INDICATES NON-EXCLUSIVE EASEMENT FOR PUBLIC UTILITY PURPOSES TO THE CITY OF BANNING PER TRACT NO. 37388-1, M.B. 495/1-5

2. DEED TO THE COUNTY OF RIVERSIDE FOR PUBLIC HIGHWAY RECORDED DECEMBER 8, 1905 IN BOOK 211, PAGE 251 OF OFFICIAL RECORDS.

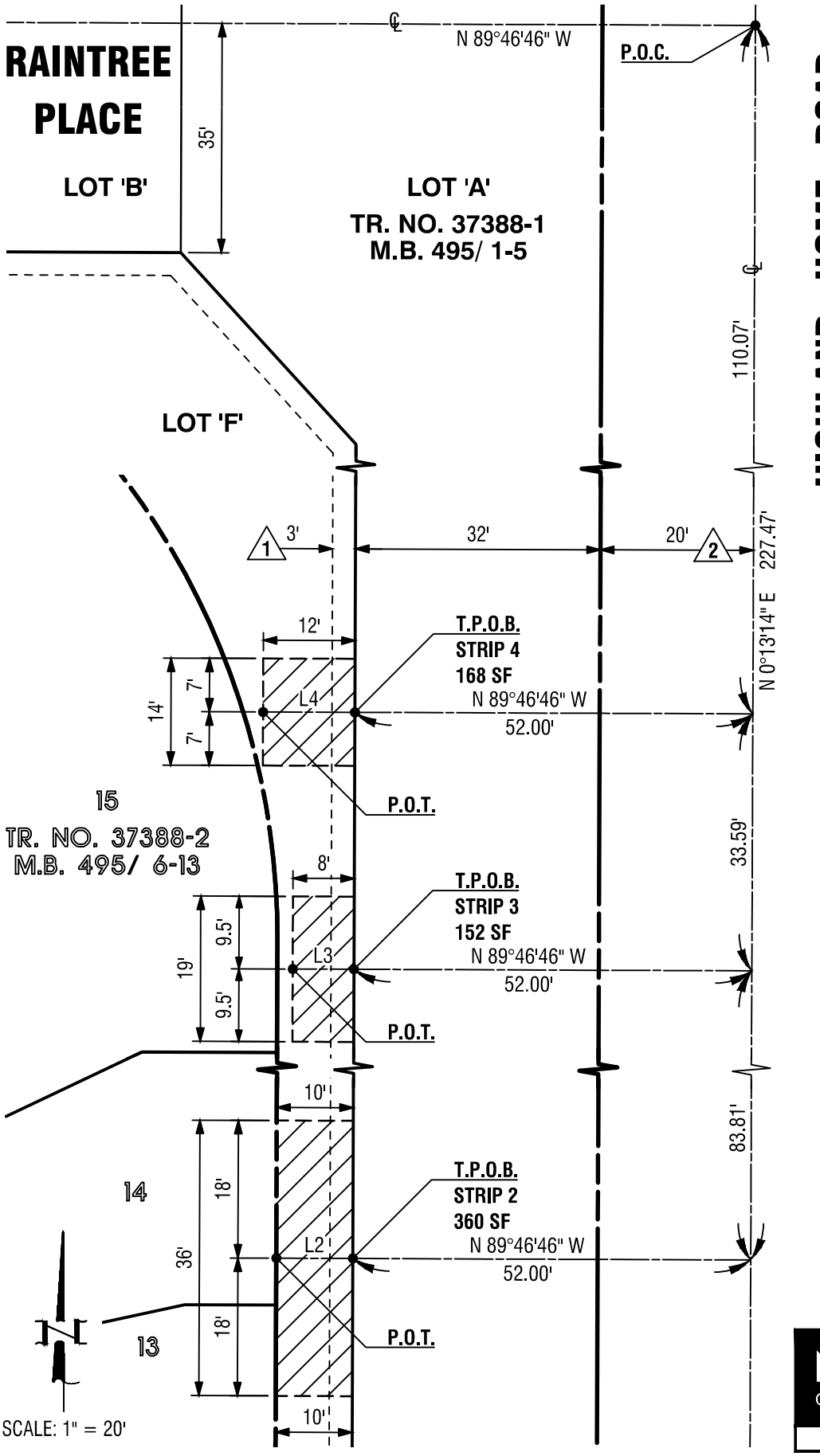
LINE TABLE

LINE #	BEARING	DISTANCE
L1	N 89°46'46" W	5.00'

MDS CONSULTING
5 PETERS CANYON ROAD
SUITE 305
IRVINE, CA 92606
(949) 251-8821
WWW.MDSCONSULTING.NET
PLANNERS ENGINEERS SURVEYORS

EXHIBIT "B"

PUBLIC ELECTRIC EASEMENT, CITY OF BANNING PROJECT ID NO. RW 24-0019
PLAT TO ACCOMPANY LEGAL DESCRIPTION



LEGEND:

PUBLIC ELECTRIC EASEMENT

ABBREVIATIONS

M.B.	MAP BOOK
NO.	NUMBER
P.O.C.	POINT OF COMMENCEMENT
P.O.T.	POINT OF TERMINUS
T.P.O.B.	TRUE POINT OF BEGINNING

EASEMENT NOTES:

1. INDICATES NON-EXCLUSIVE EASEMENT FOR PUBLIC UTILITY PURPOSES TO THE CITY OF BANNING PER TRACT NO. 37388-1, M.B. 495/1-5

2. DEED TO THE COUNTY OF RIVERSIDE FOR PUBLIC HIGHWAY RECORDED DECEMBER 8, 1905 IN BOOK 211, PAGE 251 OF OFFICIAL RECORDS.

LINE TABLE

LINE #	BEARING	DISTANCE
L2	N 89°46'46" W	10.00'
L3	N 89°46'46" W	8.00'
L4	N 89°46'46" W	12.00'

MDS CONSULTING
5 PETERS CANYON ROAD
SUITE 305
IRVINE, CA 92606
(949) 251-8821
WWW.MDSCONSULTING.NET
PLANNERS ENGINEERS SURVEYORS

CITY OF BANNING
STAFF REPORT

TO: **CITY COUNCIL**

FROM: **Douglas Schulze, City Manager**

PREPARED BY: **Brandon Robinson, Electrical Engineering Supervisor**
Art Vela, Director of Public Works

MEETING DATE: **January 14, 2025**

SUBJECT: **Accept an Easement from Banning 56, LLC for Electric Utility Purposes on Accessor's Tract Map No. 30906-1 within the Crestwood Communities Development for the Maintenance of the City-Owned Electric Distribution System**

RECOMMENDATION:

Staff recommends that City Council accept an easement from Banning 56, LLC for electric utility purposes for Tract Map No. 30906-1 Lot 1 and Lot 34 within the Crestwood Communities Development for the maintenance of the City-owned and operated electric distribution system.

BACKGROUND:

Final Tract Map No. 30906-1 within the Crestwood Communities Development was approved by City Council on December 12, 2023. Banning Electric Utility has constructed electrical improvements within this tract that were required to serve the housing development. As part of the Conditions of Approval for the project, the owner is required to provide the City with necessary easements for the maintenance of the City owned and operated electric distribution system.

The facilities within the proposed easement consist of primary underground electric infrastructure required for utility service within the development.

JUSTIFICATION:

It is necessary to obtain the easement for the City to access and maintain the City owned and operated electric distribution equipment which may include utility poles, conduit with conductors, transformers, switchgear, equipment pads, and meters.

FISCAL IMPACT:

There is no fiscal impact associated with the acceptance of the easement.

ALTERNATIVES:

Do not accept the easement and provide alternative direction.

BUDGETED?:

No

CONTRACT/AGREEMENT:

No

ATTACHMENTS:

1. Att. 2_Easement - TR 30906-1, Lot 1.pdf
2. Att. 1_Certificate of Acceptance - Easement for 30906-1, Lot 1.docx
3. Att. 3_Certificate of Acceptance - Easement for 30906-1, Lot 34.docx
4. Att. 4_Easement - TR 30906-1, Lot 34.pdf

EXEMPT RECORDING REQUESTED BY

City of Banning

PER GOV'T CODE 6103

AND WHEN RECORDED MAIL TO:

City of Banning – City Clerk
P.O. Box 998
Banning, CA 92220

SPACE ABOVE THIS LINE FOR RECORDER'S USE

APN: 535-372-009

EASEMENT – PUBLIC ELECTRIC UTILITY PURPOSES

The undersigned, being the present title owner(s) of record of the herein described parcel of land (Grantor(s), do hereby grant to the City of Banning, a California municipal corporation, and its successors or assigns (Grantee), an easement for public electric utility purposes, as more fully described herein, over, under and across the real property situated in the City of Banning, County of Riverside, State of California, described in Exhibit "A" (Public Electric Easement Legal Description) and shown on Exhibit "B" (Public Electric Easement Boundary Plat Map) attached hereto and incorporated herein by this reference as though set forth in full.

This easement for public electric utility purposes is for Grantee's construction, maintenance, reconstruction, and use of overhead and underground electrical lines, together with any and all appurtenances thereto, including, but not limited to, conduits, poles, vaults and wires, and the right, from time to time, to trim or cut down any and all trees, bushes and brush now or hereafter within the easement area or along each side of the easement area which now or hereafter in the opinion of Grantee may interfere with or be a hazard to the facilities installed hereunder or that Grantee deems necessary to comply with applicable City, state and federal laws and regulations. Grantor further agrees not to erect, place or maintain, nor permit the erection, placement or maintenance of any building, planter box or boxes, structure or fill soil in the easement area described in Exhibit "A" and shown on Exhibit "B".

It is understood and agreed that the City of Banning and its successors or assigns shall incur no liability with respect to such easement, and shall not assume any responsibility for the offered parcel of land or any improvements thereon or therein, until such offer has been accepted by appropriate action of the City Council, or of the local governing bodies or its successors or assigns.

The provisions hereof shall inure to the benefit of and be binding upon heirs, successors, assigns, and personal representatives of the respective parties hereto.

IN WITNESS THEREOF, these presents have executed this instrument this _____ day of _____, 20____.

Banning 56, LLC
Individual/Corporation (Type Name)

Kathleen A. Garvey
Signature

Kathleen A. Garvey, Member
Name and Title (Type)

See acknowledgements attached to this document.

A Notary Public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California)
County of ~~Riverside~~ LOS ANGELES)

On DECEMBER 2, 2024, before me, HAYDEE ALVAREZ NOTARY PUBLIC,
(insert name and title of the officer)
Notary Public, personally appeared KATHLEEN A CARVEY,
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

HAYDEE ALVAREZ
Notary Public - California
Los Angeles County
Commission # 2368693
My Comm. Expires Aug 1, 2025

Signature _____ (Seal)

A Notary Public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California)
County of Riverside)

On _____, before me, _____,
(insert name and title of the officer)
Notary Public, personally appeared _____,
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature _____ (Seal)

EXHIBIT "A"

PUBLIC UTILITY EASEMENT

CITY OF BANNING PROJECT ID NO. 2024-0004

LEGAL DESCRIPTION

BEING A PORTION OF LOT 1 OF TRACT NO. 30906-1, IN THE CITY OF BANNING, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS PER MAP FILED IN BOOK 399, PAGES 24 THROUGH 32 INCLUSIVE OF MAPS, RECORDS OF SAID COUNTY;

BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF THE AFOREMENTIONED LOT 1, SAID POINT ALSO BEING A POINT IN THE EAST LINE OF FOOTHILL DRIVE HAVING A HALF WIDTH OF 30.00 FEET, THENCE, SOUTH 00° 42' 30" EAST ALONG THE WEST LINE OF SAID LOT 1, A DISTANCE OF 80.00 FEET TO THE **TRUE POINT OF BEGINNING**;

THENCE CONTINUING ALONG SAID WEST LINE, SOUTH 00° 42' 30" EAST, A DISTANCE OF 16.00 FEET;

THENCE, NORTH 89° 17' 30" EAST TO A POINT ON A LINE 5.00 FEET DISTANT FROM AND PARALLEL TO SAID WEST LINE;

THENCE ALONG SAID PARALLEL LINE, NORTH 00° 42' 30" WEST, A DISTANCE OF 16.00 FEET;

THENCE, SOUTH 89° 17' 30" WEST A DISTANCE OF 5.00 FEET TO SAID WEST LINE, ALSO BEING THE **TRUE POINT OF BEGINNING.**

A.P.N. 535-372-009

CONTAINING 80 SQUARE FEET, MORE OR LESS.

ALL AS SHOWN ON EXHIBIT "B" ATTACHED HERETO AND BY THIS REFERENCE MADE A PART HEREOF.

SUBJECT TO ALL CONDITIONS, RESERVATIONS, EASEMENTS RIGHTS, AND RIGHTS OF WAY, IF ANY.

PREPARED BY:

11/26/24

AARON T. SKEERS, P.L.S. 8604 DATE
EXPIRES 12-31-25

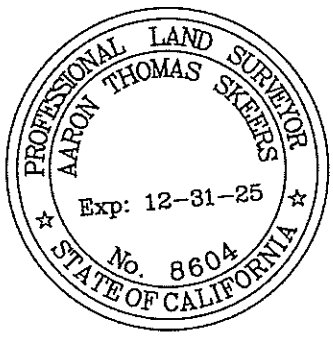
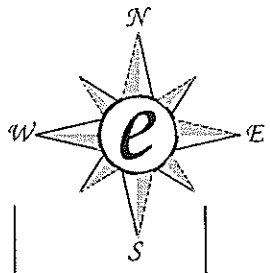


EXHIBIT "B"
PUBLIC UTILITY EASEMENT

CITY OF BANNING PROJECT ID. 2024-0004

PLAT TO ACCOMPANY LEGAL DESCRIPTION

Assessor's Parcel Number(s): 535-372-009



0 15 30

1 INCH = 30 FT.

TRACT NO. 25401
M.B. 244/20-22

LOT 1

P.O.C.

TRACT BOUNDARY

60'

30' 30'

TRACT BOUNDARY

FOOTHILL DRIVE

N0°42'30"W

N0°42'30"W 124.87'

N0°42'30"W 80.00'

TRACT NO. 30906-1

LOT 1

T.P.O.B.

N89°17'30"E 5.00'

80 S.F.

N0°42'30"W 16.00'

N0°42'30"W 16.00'

CL

N89°17'30"E 5.00'

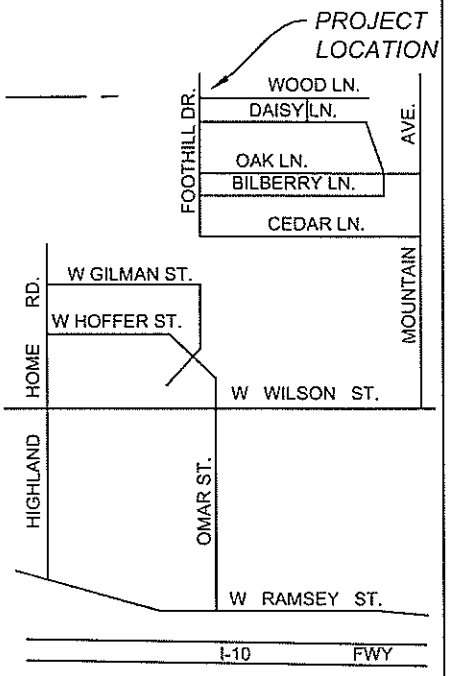
M.B. 399/24-32

RIGHT-OF-WAY

30'

WOOD LANE

CL



VICINITY MAP

NOT TO SCALE

LEGEND

P.O.C.	POINT OF COMMENCEMENT
T.P.O.B.	TRUE POINT OF BEGINNING
CL	CENTERLINE

PROFESSIONAL LAND SURVEYOR
AARON THOMAS SKEERS
Exp: 12-31-25
No. 8604
STATE OF CALIFORNIA

NOV. 26, 2024

ENCOMPASS ASSOCIATES, INC.

CONSULTING CIVIL ENGINEERS

5699 COUSINS PLACE
RANCHO CUCAMONGA, CA 91737
(909) 684-0093

SHEET 1 OF 1

Recording Requested by:

City Clerk
City of Banning
P.O. Box 998
Banning, CA 92220

NO RECORDING FEE PER SECTION 6103 OF THE GOVERNMENT CODE

CERTIFICATE OF ACCEPTANCE

This is to certify that the EASEMENT – PUBLIC ELECTRIC UTILITY PURPOSES from **Banning 56, LLC,** dated 12/2/2024, is hereby accepted by THE CITY OF BANNING pursuant to authority conferred by the City Council this 14th day of January 2025, and the grantees consent to recordation thereof by its duly authorized agent.

Dated: January 14, 2025

CITY OF BANNING

_____
Caroline Patton, Deputy City Clerk

Recording Requested by:

City Clerk
City of Banning
P.O. Box 998
Banning, CA 92220

NO RECORDING FEE PER SECTION 6103 OF THE GOVERNMENT CODE

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Dated: January 14, 2025

CITY OF BANNING

_____
Caroline Patton, Deputy City Clerk

EXEMPT RECORDING REQUESTED BY

City of Banning

PER GOV'T CODE 6103

AND WHEN RECORDED MAIL TO:

City of Banning – City Clerk
P.O. Box 998
Banning, CA 92220

SPACE ABOVE THIS LINE FOR RECORDER'S USE

APN: 535-412-012

EASEMENT – PUBLIC ELECTRIC UTILITY PURPOSES

The undersigned, being the present title owner(s) of record of the herein described parcel of land (Grantor(s), do hereby grant to the City of Banning, a California municipal corporation, and its successors or assigns (Grantee), an easement for public electric utility purposes, as more fully described herein, over, under and across the real property situated in the City of Banning, County of Riverside, State of California, described in Exhibit "A" (Public Electric Easement Legal Description) and shown on Exhibit "B" (Public Electric Easement Boundary Plat Map) attached hereto and incorporated herein by this reference as though set forth in full.

This easement for public electric utility purposes is for Grantee's construction, maintenance, reconstruction, and use of overhead and underground electrical lines, together with any and all appurtenances thereto, including, but not limited to, conduits, poles, vaults and wires, and the right, from time to time, to trim or cut down any and all trees, bushes and brush now or hereafter within the easement area or along each side of the easement area which now or hereafter in the opinion of Grantee may interfere with or be a hazard to the facilities installed hereunder or that Grantee deems necessary to comply with applicable City, state and federal laws and regulations. Grantor further agrees not to erect, place or maintain, nor permit the erection, placement or maintenance of any building, planter box or boxes, structure or fill soil in the easement area described in Exhibit "A" and shown on Exhibit "B".

It is understood and agreed that the City of Banning and its successors or assigns shall incur no liability with respect to such easement, and shall not assume any responsibility for the offered parcel of land or any improvements thereon or therein, until such offer has been accepted by appropriate action of the City Council, or of the local governing bodies or its successors or assigns.

The provisions hereof shall inure to the benefit of and be binding upon heirs, successors, assigns, and personal representatives of the respective parties hereto.

IN WITNESS THEREOF, these presents have executed this instrument this _____ day of _____, 20____.

Banning 56, LLC
Individual/Corporation (Type Name)

Kathleen A. Garvey
Signature

Kathleen A. Garvey, Member
Name and Title (Type)

See acknowledgements attached to this document.

A Notary Public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California)
County of ~~Riverside~~ LOS ANGELES HA)

On DECEMBER 2, 2024, before me, HAYDEE ALVAREZ - NOTARY PUBLIC,
(insert name and title of the officer)
Notary Public, personally appeared KATHLEEN A. GARVEY,
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

HAYDEE ALVAREZ
Notary Public - California
Los Angeles County
Commission # 2368693
My Comm. Expires Aug 1, 2025

Signature _____ (Seal)

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State of California)
County of Riverside)

On _____, before me, _____,
(insert name and title of the officer)
Notary Public, personally appeared _____,
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature _____ (Seal)

EXHIBIT "A"

PUBLIC UTILITY EASEMENT

CITY OF BANNING PROJECT ID NO. 2024-0006

LEGAL DESCRIPTION

BEING A PORTION OF LOT 34 OF TRACT NO. 30906-1, IN THE CITY OF BANNING, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS PER MAP FILED IN BOOK 399, PAGES 24 THROUGH 32 INCLUSIVE OF MAPS, RECORDS OF SAID COUNTY;

BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHEAST CORNER OF THE AFOREMENTIONED LOT 34, THENCE, SOUTH 89° 35' 30" WEST ALONG THE SOUTH LINE OF SAID LOT 34, A DISTANCE OF 46.24 FEET TO THE BEGINNING OF A TANGENT CURVE, CONCAVE NORTHERLY HAVING A RADIUS OF 970.00 FEET, SAID POINT ALSO BEING THE **TRUE POINT OF BEGINNING**;

THENCE CONTINUING ALONG SAID SOUTH LINE NORTHWESTERLY THROUGH A CENTRAL ANGLE OF 00° 35' 26" AN ARC DISTANCE OF 10.00 FEET. A RADIAL LINE THERETO BEARS NORTH 00° 10' 56" EAST;

THENCE LEAVING SAID CURVE ALONG SAID RADIAL LINE NORTH 00° 10' 56" EAST, A DISTANCE OF 4.00 FEET TO THE BEGINNING OF A NON-TANGENT CURVE CONCAVE NORTHERLY, BEING CONCENTRIC TO AND PARALLEL TO SAID TANGENT CURVE, HAVING A RADIUS OF 966.00 FEET;

THENCE SOUTHEASTERLY ALONG SAID CURVE, THROUGH A CENTRAL ANGLE OF 00° 35' 26" AN ARC DISTANCE OF 9.96 FEET. A RADIAL LINE THERETO BEARS SOUTH 00° 24' 30" EAST;

THENCE LEAVING SAID CURVE ALONG SAID RADIAL LINE WHICH BEARS SOUTH 00° 24' 30" EAST, A DISTANCE OF 4.00 FEET TO A POINT ON THE SOUTH LINE OF SAID LOT, SAID POINT ALSO BEING THE **TRUE POINT OF BEGINNING.**

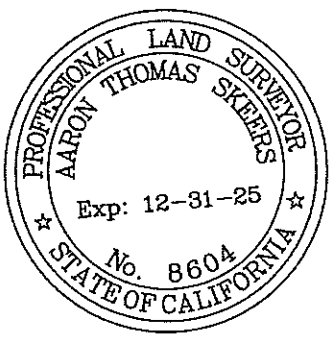
A.P.N. 535-412-012

CONTAINING 40 SQUARE FEET, MORE OR LESS.

ALL AS SHOWN ON EXHIBIT "B" ATTACHED HERETO AND BY THIS REFERENCE MADE A PART HEREOF.

SUBJECT TO ALL CONDITIONS, RESERVATIONS, EASEMENTS RIGHTS, AND RIGHTS OF WAY, IF ANY.

PREPARED BY:



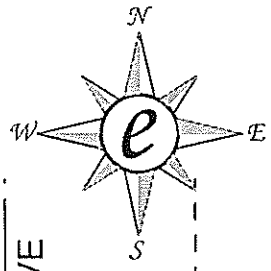
11/26/24

AARON T. SKEERS, P.L.S. 8604 DATE
EXPIRES 12-31-25

EXHIBIT "B"
PUBLIC UTILITY EASEMENT

CITY OF BANNING PROJECT ID. 2024-0006
PLAT TO ACCOMPANY LEGAL DESCRIPTION

Assessor's Parcel Number(s): 535-412-012



0 15 30
1 INCH = 30 FT.

LOT 33
A.P.N. 535-412-011

30906-1

FOOTHILL DRIVE

30'

TRACT NO.

NORTH LINE LOT 34

A.P.N. 535-412-013
LOT 35

LOT 34

CL

M.B. 399/24-32

N0°10'56"E (R)

N0°24'30"W (R)

EAST LINE LOT 34

RIGHT-OF-WAY

L1 C2 L2 N89°35'30"E 46.24'

C1

40 S.F.

P.O.C.

OAK LANE

30'

60'

30'

T.P.O.B.

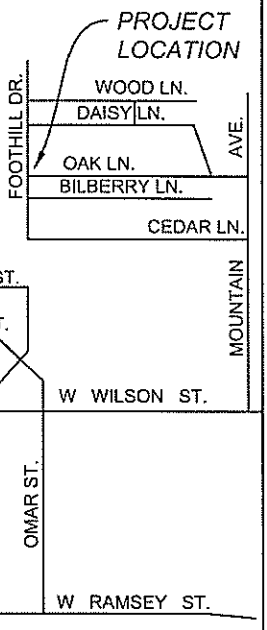
CL

Δ=6°22'51" R=1000.00'
L=111.37'

N89°35'30"E

30'

PROJECT LOCATION



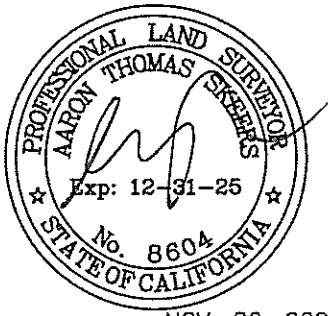
VICINITY MAP
NOT TO SCALE

LEGEND

P.O.C.	POINT OF COMMENCEMENT
T.P.O.B.	TRUE POINT OF BEGINNING
CL	CENTERLINE

LINE/CURVE DATA TABLE

I.D.	DELTA/ BEARING	RADIUS	LENGTH
L1	N00°10'56"E	–	4.00'
C1	00°35'26"	970.00'	10.00'
L2	N00°24'30"W	–	4.00'
C2	00°35'26"	966.00'	9.96'



NOV. 26, 2024

ENCOMPASS ASSOCIATES, INC.
CONSULTING CIVIL ENGINEERS
5699 COUSINS PLACE
RANCHO CUCAMONGA, CA 91737
(909) 684-0093

CITY OF BANNING
STAFF REPORT

TO: **CITY COUNCIL**

FROM: **Douglas Schulze, City Manager**

PREPARED BY: **Holly Stuart, Public Works Program Manager**
Arturo Vela, Director of Public Works

MEETING DATE: **January 14, 2025**

SUBJECT: **Authorize the City Manager to Sign the Notice of Completion for "Well M12A Groundwater Production Well Drilling, Construction, Development and Testing" and Direct the City Clerk to Record the Notice of Completion**

RECOMMENDATION:

Approve the Notice of Completion.

BACKGROUND:

On October 10, 2023, City Council adopted Resolution 2023-10UA, approving an award of a construction agreement with Nor-Cal Pump & Well Drilling, Inc., in the amount of $2,049,096 for drilling, construction, development and testing of the new potable well. With contingency, the overall budget approved by Council for this project was $2,254,005.

The contractor performed all work in a good and workmanlike manner for the identified project which included the replacement of the existing, abandoned M-12 Well with the redrilling of a new potable well at the same site, Well M12A, as described in the contract and bid documents.

The final contract amount for drilling, construction, development and testing amounted to $2,083,236, under the approved project budget.

JUSTIFICATION:

Public Works staff verified through inspections that the workmanship, materials, and procedures were satisfactory and that the contractor had met the required contract obligations.

FISCAL IMPACT:

The original contract was awarded in the amount of $2,049,096 and the final contract amount for this project is $2,083,236 which is under the allocated project budget approved under Resolution 2023-10UA. The contract was fully funded by an Urban and Multibenefit Drought Relief Grant.

ALTERNATIVES:

City Council may elect to not accept the project as complete which would keep the project open and prevent the release of retention funds to the contractor.

BUDGETED?:

Yes

CONTRACT/AGREEMENT:

No

ATTACHMENTS:

1. Notice_of_Completion-1.14.25.docx
2. Project Photos.pdf
3. Staff Report Resolution 2023-10UA.pdf

Recording Requested by:
Office of the City Clerk
City of Banning
P.O. Box 998
Banning, California 92220

Exempt from Recording Fees Pursuant to Government Code §6103

NOTICE OF COMPLETION

"WELL M12A GROUNDWATER PRODUCTION WELL DRILLING, CONSTRUCTION, DEVELOPMENT AND TESTING"

THIS NOTICE OF COMPLETION IS HEREBY GIVEN by the OWNER, the City of Banning, a municipal corporation, pursuant to the provisions of Section 9204 of the Civil Code of the State of California, and Project "Well M12A Groundwater Production Well Drilling, Construction, Development and Testing" is hereby accepted by the City of Banning, pursuant to authority conferred by the City Council this January 14, 2025 and the grantees consent to recordation thereof by its duly authorized agent.

That the OWNER, the City of Banning, and Nor-Cal Pump & Well Drilling, Inc., the vendee, entered into an agreement dated October 10, 2023, for "Well M12A Groundwater Production Well Drilling, Construction, Development and Testing".

The principal items of work included the drilling, construction, development and testing of a new potable well, Well M12A. The work was performed at the well site location at Westward Avenue between Sunset Avenue and Highland Home Road, City of Banning, CA 92220.

That the work was substantially completed on July 19, 2024, for "Well M12A Groundwater Production Well Drilling, Construction, Development and Testing":

(1) Nature of Interest was the drilling, construction, development and testing of a new potable water well, M12A completed on July 19, 2024 for "Well M12A Groundwater Production Well Drilling, Construction, Development and Testing".

(2) That the City of Banning, a municipal corporation, whose address is Banning City Hall, 99 E. Ramsey Street, Banning, California 92220, is completing maintenance work.

(3) That said services were performed at the well site location on Westward Avenue, between Sunset Avenue and Highland Home Road, within the City of Banning, California 92220.

(4) That the original contractor for said improvement was Nor-Cal Pump & Well Drilling, Inc., State Contractor's License No. 908591.

(5) That Performance and Payment bonds were required for this project.

(6) The nature of interest is in fee.

Dated: January 14, 2025

CITY OF BANNING

A Municipal Corporation

By_____

Douglas Schulze

City Manager

ATTEST:

_____

Caroline Patton

Administrative City Clerk

APPROVED AS TO FORM:

_____

Serita R. Young, Esq.

City Attorney

Richards, Watson & Gershon

JURAT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California
County of Riverside

Subscribed and sworn to (or affirmed) before me on this ____ day of _____, 2025 by _____, who proved to me on this basis of satisfactory evidence to be the person(s) who appeared before me.

(S e a l)

_____
Notary Public in and for said County and State

STATE OF CALIFORNIA }
COUNTY OF RIVERSIDE }

CAROLINE PATTON, being duly sworn, deposes and says:

That I am the Administrative City Clerk of the City of Banning, which City caused the work to be performed on the real property hereinabove described, and is authorized to execute this Notice of Completion on behalf of said City; that I have read the foregoing Notice and know the contents thereof, and that the facts stated therein are true based upon information available to the City of Banning, and that I make this verification on behalf of said City of Banning. I declare under perjury that the forgoing is true and correct.
Executed on _____, 2025 at Banning, California.

_____
Caroline Patton
Administrative City Clerk
City of Banning


DUDEK


DUDEK


DUDEK

CITY OF BANNING
STAFF REPORT

TO: **CITY COUNCIL**

FROM: **Douglas Schulze, City Manager**

PREPARED BY: **Art Vela, Director of Public Works**

MEETING DATE: **October 10, 2023**

SUBJECT: **Consideration of Resolution 2023-10UA, Approving a Construction Agreement with Nor-Cal Pump & Well Drilling, Inc. for "Well M12A Groundwater Production Well Drilling, Construction, Development and Testing" in the amount of $2,049,096, Establishing a Total Project Budget of $2,254,005 and Rejecting All Other Bids**

RECOMMENDATION:

Staff recommends that the Banning Utility Authority adopt Resolution 2023-10UA:

1. Approving a Construction Agreement with Nor-Cal Pump & Well Drilling, Inc. for "Well M12A Groundwater Production Well Drilling, Construction, Development and Testing" in the amount of $2,049,096, establishing a total project budget of $2,254,005 and rejecting all other bids.

2. Authorizing the City Manager or his designee to make necessary budget adjustments, appropriations and transfers related to the Construction Agreement with Nor-Cal Pump & Well Drilling, Inc. for "Well M12A Groundwater Production Well Drilling, Construction, Development and Testing" and to approve change orders within the 10% contingency.

3. Authorize the City Manager to execute the Construction Agreement with Nor-Cal Pump & Well Drilling, Inc. for "Well M12A Groundwater Production Well Drilling, Construction, Development and Testing".

BACKGROUND:

Well M-12 is located on Westward Avenue, between Highland Home Road and Sunset Avenue and is one of many wells that the City had relied on to meet the City's water demands. Typical production capacity for Well M-12 was approximately 900 gallons per minute (gpm).

In February 2020, the City discovered that Well M-12 was not producing water. Through various repair attempts, a skilled contractor found the pump column and well casing were stuck together and could not be extracted. The well had begun caving in and proper abandonment of the well was necessary. The State's Division of Drinking Water authorized abandonment and redrilling of a new well on the same site. At that time, the City determined that Well M-12 would be replaced with a new potable well (M-12A), to meet the City's increasing demands for potable water.

On November 8, 2023 City Council adopted Resolution 2022-13UA, awarding a professional services agreement with Dudek for design of Well M-12A.

The City finalized the bidding documents and released an Invitation for Bids (IFB 23-035) on August 15, 2023. A mandatory pre-proposal meeting was held on August 28. 2023 to go over the scope of work, deadlines and to answer any questions from prospective bidders. As a result of the Invitation for Bids, the City received three proposals:

Contractor	**Bid Amount**
Nor-Cal Pump and Well Drilling, Inc.	$2,049,096
South West Pump & Drilling Inc.	$2,191,245
Zim Industries, Inc.	$3,723,710

The apparent lowest bidder is Nor-Cal Pump and Well Drilling, Inc. of Yuba City, California.

The City's Purchasing staff has conducted reference checks on Nor-Cal Pump and Well Drilling, Inc. and found that the company was responsive and responsible on similar contracts with other agencies.

As a result, staff recommends that the Construction Agreement be awarded to the lowest responsive and responsible bidder, Nor-Cal Pump and Well Drilling, Inc. of XXX, California, in the amount of $2,049,096. A copy of the bid schedule for the lowest bid can be found attached hereto.

If awarded, staff anticipates the work to commence in January, 2024 and to be completed within one hundred and thirty (130) working days from the issuance of a Notice to Proceed.

Following construction of this project, the Public Works Department will advertise the second phase of construction which includes site improvements, equipping the well, construction of a well building, plumbing and electrical installation.

Urban and Multibenefit Drought Relief Grant

In October 2021, pursuant to the State Legislature's passage of the Budget Act of 2021 and Trailer Bill AB 148, the California Department of Water Resources (DWR) announced the Urban and Multibenefit Drought Relief Grant Program for Fiscal Year 2022.

The Department of Public Works submitted a grant requesting an amount of $2,475,000 and was successfully awarded the full amount. Of the total amount awarded, $2,275,000 is allocated to the construction phase.

JUSTIFICATION:

In order to meet potable water production demands the City must replace abandoned Well M12 at the same location with new Well M12A.

As a result of the City's Invitation for Bids (IFB 23-035), Nor-Cal Pump and Well Drilling, Inc. is the apparent lowest bidder and is qualified to complete the scope of work.

FISCAL IMPACT:

The recommended Construction Agreement with Nor-Cal Pump and Well Drilling, Inc. is for an amount of $2,049,096. Staff requests a 10% contingency in the amount of $204,909 for any unforeseen conditions or circumstances. The total project budget, including the Construction Agreement and contingency is for an amount of $2,254,005.

The current adopted budget for Fiscal Year 2023/2024 includes a budgeted amount of $2,300,000 in Account No. 660-6300-471.95-08 for this project.

The project is funded by an Urban and Multibenefit Drought Relief Grant in the amount of $2,475,000, of which $2,275,000 is allocated to the construction phase.

ALTERNATIVES:

1. Adopt Resolution 2023-10UA as recommended.
2. Adopt Resolution 2023-10UA with modifications.
3. Do not approve Resolution 2023-10UA and provide alternative direction to staff.

ATTACHMENTS:

1. Resolution 2023-10UA
   https://banningca.gov/DocumentCenter/View/13481/Attach-1-Resolution-2023-10UA
2. IFB 22-026
   https://banningca.gov/DocumentCenter/View/13478/Attach-2-Invitation-for-Bid-Docs
3. Bid Summary
   https://banningca.gov/DocumentCenter/View/13479/Attach-3-Bid-Summary

4. Draft Construction Agreement
   https://banningca.gov/DocumentCenter/View/13480/Attach-4-C00904---PWC---Nor-Cal----Well-M12-A

Approved by:

Douglas Schulze
City Manager

CITY OF BANNING
STAFF REPORT

TO: **CITY COUNCIL**

FROM: **Douglas Schulze, City Manager**

PREPARED BY: **Nicole Jews, Human Resources Manager**
Lincoln Bogard, Administrative Services Director

MEETING DATE: **January 14, 2025**

SUBJECT: **Consideration of Resolution 2025-08, Amending the Classification & Compensation Plan for the City of Banning**

RECOMMENDATION:

Adopt Resolution 2025-08.

BACKGROUND:

It is necessary to amend the City's Classification & Compensation Plan from time to time to maintain a current plan that reflects budget amendments, organizational structure, and department needs.

Past City Council resolutions have identified the necessity to maintain a current Classification & Compensation Plan that reflects the nature of work and organizational structure, that the plan is updated to reflect both market changes and appropriate compensation for work performed.

JUSTIFICATION:

The city is currently using Willdan Engineering for providing Building and Safety staff and consulting services. Willdan Engineering currently has two staff members working onsite at the city. There is a full-time and part-time person working as Building Permit Technicians.

During the new FY2025/2026 budget cycle staff decided to relook at the budget to transition these positions to permanent city positions and reduce the Willdan Engineering contract. By reducing the WIlldan Engineering contract we will have a cost savings to fund and add a new position to the budget.

By adding this new position to the Community Development, Building and Safety team, this will assist the department in continuing to respond in a timely manner to requests for permits and plans.

FISCAL IMPACT:

Community Development-Building & Safety

Position/Grade	Proposed Salary Range	Current Salary Range	Proposed Based Wage Difference
Building Permit Technician / G55	$80,121.20	$0	$80,121.20
Reduce Willdan Contract			$(134,400.00)
Total Annual Fiscal Impact			$(54,278.80)

ALTERNATIVES:

Do not adopt the resolution and provide alternative direction to staff.

BUDGETED?:

Yes

CONTRACT/AGREEMENT:

No

ATTACHMENTS:

1. Resolution 2025-08, Building Permit Tech
2. Exhibit A - Building Permit Spec.pdf

RESOLUTION 2025-08

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BANNING, CALIFORNIA, AMENDING THE CLASSIFICATION & COMPENSATION PLAN FOR THE CITY OF BANNING

WHEREAS, it is necessary to amend the City's Classification & Compensation Plan from time to time to maintain a current plan that reflects the nature of work, organizational structure, or otherwise; and

WHEREAS, the City will be reducing the contract with Willdan Engineering for plan check and permit services to allow for the addition of a new permanent position to the Community Development, Building & Safety Divion for a Building Permit Technician; and

WHEREAS, the position of Building Permit Technician will be added to the budget for the FY2024-2025 fiscal year; and

WHEREAS, changes to job descriptions, job titles, and/or pay ranges require City Council approval.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Banning as follows:

SECTION 1. The City Council approve the contract reduction for Willdan Engineering to facilitate the addition of a new position permanent position of Building Permit Technician.

SECTION 2. The City Council approves the new position of Building Permit Technician for the Fiscal Year 2024-2025.

SECTION 3. The City Council authorizes the City Manager, or designee, to make necessary budget adjustments, appropriations, and transfers related to this resolution.

SECTION 4. The City Clerk shall certify to the adoption of this resolution and shall cause a certified resolution to be filed in the book of original resolutions.

PASSED, APPROVED AND ADOPTED this 14th day of January, 2025.

Sheri Flynn, Mayor
City of Banning

ATTEST:

Caroline Patton, Administrative City Clerk
City of Banning

APPROVED AS TO FORM:

John Pinkey, City Attorney

CERTIFICATION:

I, Caroline Patton, Administrative City Clerk of the City of Banning, California, do hereby certify that the foregoing Resolution 2025-08, was duly adopted by the City Council of the City of Banning, California, at a regular meeting thereof held on the 14th day of January, 2025 by the following vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

Caroline Patton, Administrative City Clerk
City of Banning, California

Exhibit A
Building Permit Technician Job Description

JOB DESCRIPTION

TITLE:	**JOB CODE: 3240**
DEPARTMENT:	**FLSA STATUS:** Non-Exempt
REPORTS TO:	**UNION STATUS:** Represented
SUPERVISES: N/A	**EFFECTIVE DATE:**
SALARY: G55	**REVISED DATE:**

JOB PURPOSE/SUMMARY
Under general supervision, performs a variety of duties associated with the issuance of building permits.

ESSENTIAL FUNCTIONS
*The following duties **ARE NOT** intended to serve as a comprehensive list of all duties performed by all employees in this classification. Shown are duties intended to provide a representative summary of the major duties and responsibilities. Incumbent(s) may not be required to perform all duties listed and may be required to perform additional, position-specific duties.*

ABOUT THE CITY OF BANNING
The City of Banning is located in the San Gorgonio Pass area of Southern California. The community of over 30,000 people is diverse with income levels slightly lower than other areas of Riverside County. However, growth and development is occurring rapidly, which will create new jobs, increase the population and raise income levels. Our employees are the most important asset in preserving our Proud History, Creating a Prosperous Tomorrow, and in responding to the community's needs. The City provides competitive salaries, outstanding benefits and professional growth opportunities.

CITY VISION
The City of Banning promotes and supports a high quality of life that ensures a safe and friendly environment, fosters new opportunities and provides responsible, fair treatment to all and is the pride of its citizens.

CORE VALUES
- **Customer Service Excellence**: We excel in what we do by staying responsive, flexible, patient, effective, and professional.
- **Integrity**: We are ethical, accountable and compliant with our responsibility to the public and community.
- **Teamwork**: We work together and maintain great communication and respect and foster a fun and enjoyable atmosphere to take pleasure in what we do.
- **Yes-Minded**: We recognize diversity and maintain a positive attitude to do all we can to serve the community in the safest and most responsible manner.

- Acts as liaison to customers and City departments involved in the development process. Knowledge of applicable City, County, State and Federal statutes, rules, regulations, ordinances, codes, administrative orders and other operational guidelines and directives.
- Collects appropriate forms needed for permit process. Knowledge of the City's and the Department's policies and regulations.

- Issues invoices for fees required for permits. Knowledge of liens, bankruptcy, promissory notes, and bad debt.
- Ensures fees are collected prior to final approval of building permits.
- Processes building permits.
- Enters permit data into system.
- Prints permit forms and gathers necessary signatures.
- Schedules inspections.
- Ensures completion of permit documentation.
- Contacts customers to inform them of approved permits.
- Provides information to customers regarding the requirements needed to receive a building permit in the City.
- Informs customers of available lots and zoning and compliance issues.
- Explains and answers questions relating to the permit process.
- Performs other duties as assigned or required.

KNOWLEDGE OF:

- Knowledge of applicable city, county, state and Federal statutes, rules, regulations, ordinances, codes, administrative orders and other operational guidelines and directives.
- Knowledge of the City's and the Department's policies and procedures.
- Knowledge of file and records management principles.
- Knowledge of customer service techniques and concepts.
- Knowledge of basic mathematical computations.
- Skill in reading, understanding, interpreting and applying relevant city, county, state and Federal statutes, rules, regulations, ordinances, codes, administrative orders, policies and procedures and other operational guidelines and directives.
- Skill in assessing and prioritizing multiple tasks, projects and/or demands.
- Skill in working within deadlines to complete projects and assignments.
- Skill in establishing and maintaining effective working relations with co-workers, staff, vendors, contractors, visitors, the general public and others having business with the City of Banning.
- Skill in operating a personal computer utilizing a variety of software applications.

PREFERRED QUALIFICATIONS

A high school diploma or GED **AND** a minimum of one (1) year of customer service experience.

LICENSE AND CERTIFICATION REQUIREMENTS

- Valid Class C California Driver License.
- Successful completion of a pre-employment background check is required.

WORKING CONDITIONS

The work environment characteristics described here are representative of those an employee encounters while performing the essential functions of this job. Reasonable accommodation may be made to enable individuals with disabilities to perform the essential functions.

The regular work schedule is generally Monday through Friday, flexible start time, but may include some weekends for special events. Work is primarily performed in an office which is busy, oriented to public service and subject to occasional work interruptions. Noise level in the work environment is usually quiet

while in the office and moderately loud when in the field. Occasional attendance at meetings before or after regular work hours is required.

PHYSICAL REQUIREMENTS

The physical demands described here represent those that must be met by an employee to successfully perform the essential functions of this job. Reasonable accommodation may be made to enable individuals with disabilities to perform the essential functions.

While performing the duties of this classification, an incumbent is regularly required to use hands and fingers to handle and/or feel. The employee is frequently required to talk, hear, and to sit and reach with hands and arms.

The employee is occasionally required to walk, climb or balance and stoop, kneel or crouch. The employee must regularly lift and or move up to twenty (20) pounds. Specific vision abilities required by this position include close vision, distance vision, color vision, peripheral vision, depth perception and the ability to adjust focus.

The City of Banning is an equal opportunity employer. All employees and candidates for employment will be recruited, selected, trained, promoted, compensated and, if necessary, disciplined or terminated without regard to sex/gender, race, national origin, religion, creed, color, marital status, veteran status, age, national origin, pregnancy, sexual orientation, gender identity, disability, genetic information or any other basis prohibited by law.

While requirements may be representative of minimum levels of knowledge, skills and abilities to perform this job successfully, the incumbent will possess the abilities or aptitudes to perform each duty proficiently. This job description does not constitute an employment agreement between the Employer and Employee and is subject to change as the needs of the Employer and requirements of the job change.

CITY OF BANNING
STAFF REPORT

TO:	**CITY COUNCIL**
FROM:	**Douglas Schulze, City Manager**
PREPARED BY:	**Doug Schulze, City Manager**
MEETING DATE:	**January 14, 2025**
SUBJECT:	**Consideration of Resolution 2025-06, Approving an Exclusive Negotiating Agreement with Investel Development LLC for City-Owned Real Property Located at 150 E. Ramsey Street, Banning (APNs 541-181-032, 541-181-033, 541-181-034, AND 541-181-035)**

RECOMMENDATION:

Adopt Resolution 2025-06.

BACKGROUND:

Investel Development LLC ("Investel") and the City of Banning entered into an Exclusive Negotiating Agreement (ENA) on February 23, 2023. The term of the ENA ended on January 10, 2024. Investel has submitted a Preliminary Application Conference application for the proposed development of the property and that PAC was held in early 2024. A new Exclusive Negotiating Agreement was approved by the City Council at the July 10, 2024 meeting. The term of the July 10, 2024 Exclusive Negotiating Agreement expired on December 31, 2024. The developer has been working to refine the project based on input received during the PAC and has been in continuous contact with City staff. Investel is in the process of preparing documents required for the Uniform Development Application, which includes a variety of engineering studies and reports. Investel has requested that the City enter into a new ENA with a term through the end of June 2025.

Investel intended to have the Uniform Development Application complete and submitted by the end of 2024, but delays in contracting various consultants has caused the timeline to slip. As a result, Investel has requested renewal of the Exclusive Negotiating Agreement for a period of six months. Recently, soil borings of the site have been scheduled by Investel's consultants and a project update with Investel was conducted in late November.

The proposed project includes a 90-room hotel with restaurant, bar, banquet space, and swimming pool. The project also includes a 90-room apartment building with first floor retail. The Transient Occupancy Tax generated by the hotel is estimated below:

Assumptions:

Average Daily Rate (ADR): $250
Occupancy Rate: 60%
TOT Rate: 12%

Annual TOT Calculations:

Daily Revenue: 90 rooms x $250 x 60% occupancy = $13,500
Annual Revenue: $13,500 x 365 days = $4,927,500
Annual TOT: $591,300

Using the same assumptions, sales tax on hotel rooms would generate an additional $500,000 with the City portion being approximately $50,000 annually. Sales tax on restaurant and bar sales has not been calculated due to insufficient information. A total valuation of the property has not yet been submitted so, calculation of property tax revenue has not been calculated.

JUSTIFICATION:

Development of 150 E. Ramsey Street is a priority for the City of Banning and will serve as a catalyst for downtown redevelopment. The project will generate property taxes, sales taxes, temporary occupancy taxes (Hotel tax), and jobs. In addition, the project will create housing within the downtown that will result in a demand for services in the area as well as increase the median income.

FISCAL IMPACT:

Entering into a new ENA will not have any additional financial impact. The remaining work on the project application is the responsibility of the owner/developer. Once permit applications are submitted and permit fees paid, staff time for permit review will be incurred. However, permit fees are set to cover the cost of application review and inspections.

ALTERNATIVES:

Do not adopt the resolution and provide direction to staff.

BUDGETED?:

No

CONTRACT/AGREEMENT:

Yes

ATTACHMENTS:

1. Resolution 2025-06, Investel ENA 150 E Ramsey.docx
2. Exhibit A - 01142025_ENA_150 E Ramsey St_Investel Development LLC.pdf
3. 231228_Banning Development_Pre-app.pdf
4. 2023 02 23_ENA_150 E Ramsey St_Investel Development LLC.pdf
5. 2024 07 09_ENA Investel.pdf
6. Reference Check SCG America from the City of Garden Grove.pdf
7. SCG Le Meridien Hotel.jpg
8. SCG Hyatt Disney Area.png

RESOLUTION 2025-06

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BANNING, CALIFORNIA, APPROVING AN EXCLUSIVE NEGOTIATING AGREEMENT WITH INVESTEL DEVELOPMENT LLC FOR CITY-OWNED REAL PROPERTY LOCATED AT 150 EAST RAMSEY STREET, BANNING (APNS 541-181-032, 541-181-033, 541-181-034, AND 541-181-035)

WHEREAS, Investel Development LLC ("Investel") is a California limited liability company based in Garden Grove, California; and

WHEREAS, the City of Banning is the owner of real property located at 150 East Ramsey Street, Banning, California 92220 (APNs 541-181-032, -033, -034, and -035); and

WHEREAS, on July 10, 2024, the City Council adopted Resolution 2024-117, approving an Exclusive Negotiating Agreement ("ENA") with Investel , which ENA expired on December 31, 2024; and

WHEREAS, Investel has submitted an application for a Preliminary Application Conference to the City's Planning Division and has discussed a proposed apartment/retail building and hotel project ("proposed project") with City staff; and

WHEREAS, Investel is revising the proposed project based on City staff input and is completing required studies and reports; and

WHEREAS, Investel will be investing substantial time and money to complete the entitlement process and desires to enter into a new ENA with the City to secure their investment.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Banning as follows:

SECTION 1. The City Council approves the Exclusive Negotiating Agreement for 150 E. Ramsey Street, Banning, CA 92220, attached hereto as Exhibit A.

SECTION 2. The City Council authorizes and directs the City Manager ("Authorized Representative"), or his designee, to sign the Exclusive Negotiating Agreement with Investel Development LLC on behalf of the City Council.

SECTION 3. The City Clerk shall certify to the adoption of this resolution and shall cause a certified resolution to be filed in the book of original resolutions.

PASSED, APPROVED AND ADOPTED this 14th day of January 2025.

Sheri Flynn, Mayor
City of Banning

ATTEST:

Caroline Patton, Administrative City Clerk
City of Banning

APPROVED AS TO FORM:

John Pinkney, City Attorney

CERTIFICATION:

I, Caroline Patton, Administrative City Clerk of the City of Banning, California, do hereby certify that the foregoing Resolution 2025-06, was duly adopted by the City Council of the City of Banning, California, at a regular meeting thereof held on the 14th day of January 2025 by the following vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

Caroline Patton, Administrative City Clerk
City of Banning, California

Exhibit A
Exclusive Negotiating Agreement with Investel Development LLC for 150 E Ramsey Street

EXCLUSIVE NEGOTIATING AGREEMENT

This EXCLUSIVE NEGOTIATING AGREEMENT ("ENA") is dated as of _____ and is entered into by and between the CITY OF BANNING ("City") and Investel Development, LLC ("Developer"). The City and the Developer are sometimes individually referred to herein as a "Party" and are sometimes collectively referred to herein as the "Parties."

RECITALS

A. The City owns the land in the City of Banning, California described on Exhibit "A" (the Property) and desires to invite the Developer to propose a development plan for a mixed use of Hotel and Apartment/Retail project on the Property (the "Project").

B. The City intends to incur significant costs in negotiating and preparing a disposition and development agreement or "DDA".

C. The Developer has therefore requested that the City negotiate with the Developer on an exclusive basis for a specified period of time to establish the terms and conditions of the DDA.

D. It is anticipated that during the term of this ENA, City staff and consultants and attorneys of the City will devote substantial time and effort in meeting with the Developer and its representatives and consultants, reviewing proposals, plans and reports, negotiating and preparing and revising the DDA, obtaining consultant advice and reports including an appraisal.

NOW, THEREFORE, The Developer has proposed the follows:

1. The term of The ENA shall commence on the date hereof and shall end on the earlier of: (i): June 30, 2025, or (ii) the date on which the City or the Developer terminates this ENA provided in Sections 2 below (the "ENA Period").

2. The City Manager may terminate this ENA by written notice to the Developer if the Developer should fail to comply with or perform any material provisions of this ENA and such failure is not cured within thirty (30) days after City Manger's delivery of written notice to the Developer (or such other period of time if such failure cannot by its nature be cured within such thirty (30) day period, so long as Developer diligently proceeds with efforts to cure such failure), or if reasonable progress is not being made in negotiations hereunder as determined by the City Manager in good faith. The Developer may terminate this ENA by written notice to the City if the Developer determines that it does not wish to pursue the Project any further.

3. During the ENA Period, the City shall not negotiate with any person or entity other than the Developer for the sale, lease, or development of the Property.

4. City must comply with California's surplus property statutes (Government Code Sections 54220-54234). City shall be solely responsible for all costs associated with the negotiation with California state.

5. City shall agree to convey the Property to Developer at no cost to Developer and Developer will agree to accept such conveyance.

6. The City shall confirm that the CEQA/EIR process is not a requirement for Project entitlement if the total site area of the Project is under five (5) acres.

7. City has provided to Developer phase one environment report and will be responsible for all costs associated with preparation of the report.

8. City has provided to Developer ALTA land title survey and will be responsible for all costs associated with preparation of the survey.

9. Developer desires to have the flexibility to merge and redivide the parcel within the parcel 1, 2, 3, and 4 boundaries (see EXHIBIT A).

10. City has confirmed that N. Alessandro St. does not need to be kept as a public through street on the Property.

11. City shall confirm that all utility lines are ready to be connected to the Property, and the capacity is sufficient. City shall be solely responsible for payment of all fees and charges in case of public utility line upgrade is needed.

12. In connection with the initial operation of the Project, to assist in creating future financial feasibility necessary to allow the operation of the project to proceed, the Developer has proposed certain financial assistance from the City including the rebates of a portion of the Transient Occupancy Tax Revenues and Sales Tax Revenues generated by the Project.

13. City shall provide to the Developer copies of all currently written information regarding the Property in its processions, to the extent not previously delivered to the Developer and to the extent material to the Property or Project and not subject to the attorney-client attorney work-product privilege.

14. The Parties understand and agree that no Party is under any obligation whatsoever to approve or enter into the DDA, and that notwithstanding its approval of this ENA, each party shall have the right to disapprove the DDA, its sole and absolute discretion, and in that regard, the Developer hereby expressly agrees that City shall not be bound by any implied covenant of good faith and fair dealing in connection with such approval or disapproval of any of the DDA. In the event of the expiration or earlier termination of this ENA, the City shall be free to negotiate with any persons or entities with respect to Property.

15. The Developer shall indemnify, defend, and hold the City and its officers, directors, members, employees, agents and contractors harmless from any and all claims, liabilities, losses, damages, costs and expenses relating to or arising out of this ENA or the Developer's failure to perform any obligation of the Developer under this ENA, or any challenges to the validity

of this ENA. The Developer's obligations under the preceding sentence shall survive the expiration or earlier termination of this ENA.

16. The Developer represents and warrants that its undertakings pursuant to this ENA are for the purpose of development of the Property and not for speculation in land, and the Developer recognized that, in view of the importance of the development of the Property to the general welfare of the community, the qualifications and identity of the Developer and its principals are of particular concern to the City; therefore, this ENA may not be assigned by the Developer without the prior express written consent of the City Manager in his sole and absolute discretion. However, the City acknowledges that the Developer may intend to form a new entity to be party to the DDA, and Developer may do so provided that such new entity is controlled and majority-owned by Developer or by owners of Developer, and provided, further, that the Developer first delivers to City a copy of new entity's organizational documents and any amendments thereto, and any other documents necessary for the City to confirm compliance with the foregoing ownership and control conditions.

17. Any notice, request, approval or other communication to be provided by one Party to the other shall be in writing and provided by certified mail, return receipt requested, or a reputable overnight delivery service and addressed as follows:

Developer:
SCG America
12966 Euclid Street Suite 300
Garden Grove, CA 92840

City:
City of Banning
99 E. Ramsey Street
Banning, CA 92220
Attn: City Manager

Notice shall be deemed delivered: (i) if sent by certified mail, then upon the date of delivery or attempted delivery shown on the return receipt; or (ii) if delivery by overnight delivery service, then one (1) business day after delivery to the service as shown by records of the service.

18. This ENA constitutes the entire agreement of the Parties hereto with respect to the subject matter hereof. There are no agreements or understandings between the Parties and no representations by either Party to the other as an inducement to enter into this ENA, except as may be expressly set forth herein, and any and all prior discussions and negotiations between the Parties are superseded by this ENA.

19. This ENA may not be altered, amended or modified except by a writing duly authorized and executed by all Parties.

20. No provision of this ENA may be waived except by an express written waiver duly authorized and executed by the waiving Party.

21. If any Party should bring any legal action or proceeding relating to this ENA or to enforce any provision hereof, the Party in whose favor a judgment or decision is rendered shall be entitled to recover reasonable attorneys' fees and expenses from the other. The Parties agree that any legal action shall be filed in and shall occur in the County of Los Angeles.

22. The interpretation and enforcement of this ENA shall be governed by the laws of the State of California.

23. Time is of the essence of each and every provision hereof in which time is a factor.

24. This ENA may be executed in counterparts, each of which shall be deemed an original, but all of which together shall constitute one and the same ENA. Executed counterparts of this ENA may be delivered electronically by email to: dschulze@banningca.gov (for City) and to kenhao.hsu@scgamerica.com (for Developer).

IN WITNESS WHEREOF, the Parties hereto have executed this ENA as of the day and year first written above.

CITY:

CITY OF BANNING

Douglas Schulze, City Manager

DEVELOPER:

INVESTEL DEVELOPMENT, LLC

42DE327D4F1...

Danny Yinfeng Wei, Executive Vice President

ATTEST:

C25A97A47...

Caroline Patton, Deputy City Clerk

APPROVED AS TO FORM:

Serita R. Young, City Attorney
Richards, Watson & Gershon

EXHIBIT "A"
LEGAL DESCRIPTION
BEFORE LOT LINE ADJUSTMENT

LLA 21-5001

PARCEL 1 (APN 541-181-032)

PARCEL 1 OF PARCEL MAP NO. 36285 AS SHOWN BY MAP ON FILE IN BOOK 238 OF PARCEL MAPS AT PAGES 24 THROUGH 25, INCLUSIVE THEREOF, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, LYING WITHIN SECTION 10, TOWNSHIP 3 SOUTH, RANGE 1 EAST, SAN BERNARDINO MERIDIAN.

CONTAINING 2.48 ACRES.

PARCEL 2 (APN 541-181-033)

PARCEL 2 OF PARCEL MAP NO. 36285 AS SHOWN BY MAP ON FILE IN BOOK 238 OF PARCEL MAPS AT PAGES 24 THROUGH 25, INCLUSIVE THEREOF, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, LYING WITHIN SECTION 10, TOWNSHIP 3 SOUTH, RANGE 1 EAST, SAN BERNARDINO MERIDIAN.

CONTAINING 0.83 ACRE.

SEE PLAT ATTACHED HERETO AS EXHIBIT "B" AND MADE A PART HEREOF.
PREPARED UNDER MY SUPERVISION

MICHAEL E. JOHNSON, L.S. 7673 DATE 4/5/21



PREPARED BY: LB
CHECKED BY: MJ

EXHIBIT "A"
LEGAL DESCRIPTION
AFTER LOT LINE ADJUSTMENT
LLA 21-5001

PARCEL A

PORTIONS OF PARCELS 1 AND 2 OF PARCEL MAP NO. 36285 AS SHOWN BY MAP ON FILE IN BOOK 238 OF PARCEL MAPS AT PAGES 24 THROUGH 25, INCLUSIVE THEREOF, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, LYING WITHIN SECTION 10, TOWNSHIP 3 SOUTH, RANGE 1 EAST, SAN BERNARDINO MERIDIAN, DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWESTERLY CORNER OF SAID PARCEL 2, SAID CORNER BEING ON THE SOUTHERLY RIGHT OF WAY OF RAMSEY STREET (WIDTH VARIES);

THENCE SOUTH 89°35'53" EAST ALONG THE NORTHERLY LINE OF SAID PARCEL 2 AND ALONG SAID RIGHT OF WAY LINE, A DISTANCE OF 19.27 FEET TO AN ANGLE POINT THEREON;

THENCE NORTH 45°15'40" EAST CONTINUING ALONG SAID NORTHERLY LINE OF PARCEL 2 AND SAID RIGHT OF WAY LINE, A DISTANCE OF 23.98 FEET TO AN ANGLE POINT THEREON;

THENCE SOUTH 89°35'53" EAST CONTINUING ALONG SAID NORTHERLY LINE AND SAID RIGHT OF WAY LINE, A DISTANCE OF 9.00 FEET TO THE **TRUE POINT OF BEGINNING**;

THENCE LEAVING SAID NORTHERLY LINE OF PARCEL 2 AND SAID SOUTHERLY RIGHT OF WAY LINE SOUTH 00°00'00" EAST, A DISTANCE OF 288.80 FEET TO THE SOUTHERLY LINE OF SAID PARCEL 1;

THENCE SOUTH 89°46'39" EAST ALONG SAID SOUTHERLY LINE, A DISTANCE OF 222.77 FEET TO THE SOUTHEASTERLY CORNER OF SAID PARCEL 1, SAID CORNER BEING ON THE WESTERLY RIGHT OF WAY LINE OF MARTIN STREET (30.00 FEET IN WESTERLY HALF WIDTH);

THENCE NORTH 00°07'55" EAST ALONG THE EASTERLY LINE OF SAID PARCEL 1 AND ALONG SAID WESTERLY RIGHT OF WAY LINE, A DISTANCE OF 279.19 FEET TO THE NORTHEASTERLY CORNER OF SAID PARCEL 1, SAID POINT BEING ON SAID SOUTHERLY RIGHT OF WAY LINE OF RAMSEY STREET;

THENCE NORTH 65°32'39" WEST ALONG THE NORTHEASTERLY LINE OF SAID PARCEL 1 AND SAID SOUTHERLY RIGHT OF WAY LINE, A DISTANCE OF 21.85 FEET TO THE NORTHERLY LINE OF SAID PARCEL 1;

THENCE NORTH 89°35'53" WEST ALONG SAID NORTHERLY LINE AND ALONG SAID SOUTHERLY RIGHT OF WAY LINE, A DISTANCE OF 203.52 FEET TO THE **TRUE POINT OF BEGINNING**.

CONTAINING 1.48 ACRES, MORE OR LESS.

PARCEL B

PORTION OF PARCELS 1 AND 2 OF PARCEL MAP NO. 36285 AS SHOWN BY MAP ON FILE IN BOOK 238 OF PARCEL MAPS AT PAGES 24 THROUGH 25, INCLUSIVE THEREOF, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, LYING WITHIN SECTION 10, TOWNSHIP 3 SOUTH, RANGE 1 EAST, SAN BERNARDINO MERIDIAN, DESCRIBEDAS FOLLOWS:

BEGINNING AT THE NORTHWESTERLY CORNER OF SAID PARCEL 2, SAID CORNER BEING ON THE SOUTHERLY RIGHT OF WAY OF RAMSEY STREET (WIDTH VARIES);

THENCE SOUTH 89°35'53" EAST ALONG THE NORTHERLY LINE OF SAID PARCEL 2 AND ALONG SAID RIGHT OF WAY LINE, A DISTANCE OF 19.27 FEET TO AN ANGLE POINT THEREON;

THENCE NORTH 45°15'40" EAST CONTINUING ALONG SAID NORTHERLY LINE OF PARCEL 2 AND SAID RIGHT OF WAY LINE, A DISTANCE OF 23.98 FEET TO AN ANGLE POINT THEREON;

THENCE SOUTH 89°35'53" EAST CONTINUING ALONG SAID NORTHERLY LINE AND SAID RIGHT OF WAY LINE, A DISTANCE OF 9.00 FEET;

THENCE LEAVING SAID NORTHERLY LINE AND SAID RIGHT OF WAY LINE SOUTH 00°00'00" EAST, A DISTANCE OF 288.80 FEET TO THE SOUTHERLY LINE OF SAID PARCEL 1;

THENCE NORTH 89°46'39" WEST ALONG SAID SOUTHERLY LINE OF PARCEL 1, A DISTANCE OF 669.26 FEET TO THE SOUTHWESTERLY CORNER THEREOF;

THENCE NORTH 0°06'51" EAST ALONG THE WESTERLY LINE OF SAID PARCEL 1, A DISTANCE OF 17.12 FEET TO AN ANGLE POINT THEREON;

THENCE SOUTH 89°46'41" EAST ALONG SAID WESTERLY LINE, A DISTANCE OF 29.01 FEET TO AN ANGLE POINT THEREON;

THENCE NORTH 0°07'01" EAST ALONG SAID WESTERLY LINE, A DISTANCE OF 94.50 FEET TO THE NORTHWESTERLY CORNER OF SAID PARCEL 1;

THENCE NORTH 90°00'00" EAST ALONG THE NORTHERLY LINE OF SAID PARCEL 1 AND ALONG THE SOUTHERLY LINE OF PARCEL 3 AND 4 OF SAID PARCEL MAP, A DISTANCE OF 594.72 FEET TO THE SOUTHEASTERLY CORNER THEREOF;

THENCE NORTH 0°00'00" WEST ALONG THE EASTERLY LINE OF SAID PARCEL 3, A DISTANCE OF 158.02 FEET TO THE **POINT OF BEGINNING**.

CONTAINING 1.84 ACRES, MORE OR LESS.

SUBJECT TO ALL CONDITIONS, RESERVATIONS, RESTRICTIONS, EASEMENTS, OFFERS OF DEDICATIONS, RIGHTS AND RIGHT OF WAYS OF RECORD, IF ANY.

SEE PLAT ATTACHED HERETO AS EXHIBIT "B" AND MADE A PART HEREOF.

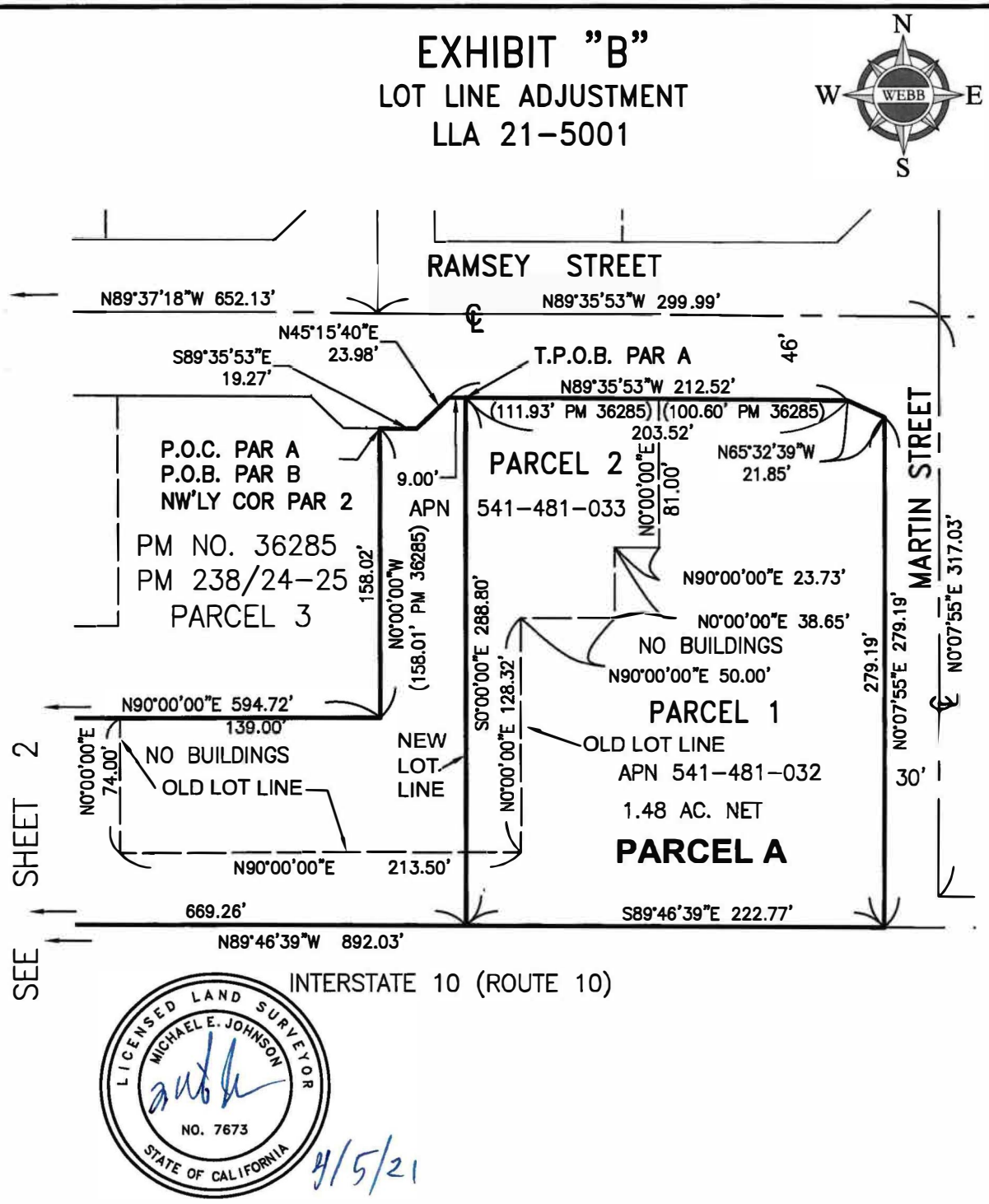
PREPARED UNDER MY SUPERVISION



MICHAEL E. JOHNSON, L.S. 7673 DATE 4/5/21

PREPARED BY: LB
CHECKED BY: mj

EXHIBIT "B"
LOT LINE ADJUSTMENT
LLA 21-5001



LICENSED LAND SURVEYOR
MICHAEL E. JOHNSON
NO. 7673
STATE OF CALIFORNIA

4/5/21

ALBERT A. WEBB ASSOCIATES

CITY OF BANNING

G:\2018\18-0271\Drawings\Mapping\LLA\18-0271 LLA.dwg

THIS PLAT IS SOLELY AN AID IN LOCATING THE PARCEL(S) IN THE ATTACHED DOCUMENT. ALL PRIMARY CALLS ARE LOCATED IN THE WRITTEN DOCUMENT.

SHEET 1 OF 2

W.O. 18-0271

SCALE: 1"=80'

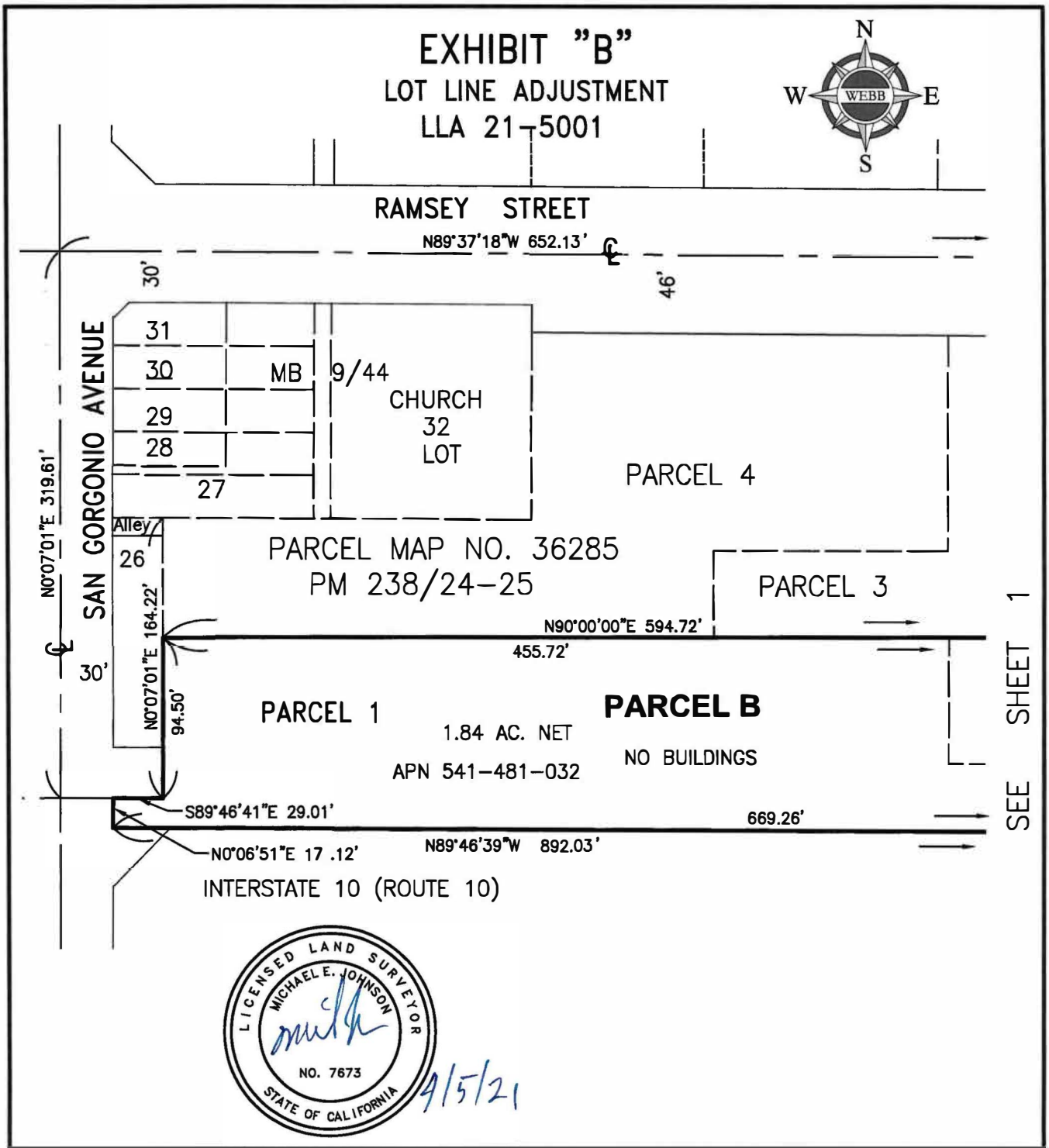
DRWN BY LD
CHKD BY mm

DATE 03/11/21
DATE 03/11/21

SUBJECT: LOT LINE ADJUSTMENT LLA 21-5001

EXHIBIT "B"

LOT LINE ADJUSTMENT
LLA 21-5001



LICENSED LAND SURVEYOR
MICHAEL E. JOHNSON
NO. 7673
STATE OF CALIFORNIA

9/5/21

ALBERT A. WEBB ASSOCIATES

CITY OF BANNING

G:\2018\18-0271\Drawings\Mapping\LLA\18-0271 LLA.dwg

THIS PLAT IS SOLELY AN AID IN LOCATING THE PARCEL(S) IN THE ATTACHED DOCUMENT. ALL PRIMARY CALLS ARE LOCATED IN THE WRITTEN DOCUMENT.

SHEET 2 OF 2

W.O. 18-0271

SCALE: 1"=80'

DRWN BY JR DATE 03/11/21

CHKD BY DMO DATE 03/11/21

SUBJECT: LOT LINE ADJUSTMENT LLA 21-5001

Secretary of State
Statement of Information
(Limited Liability Company)

LLC-12

22-B49171

FILED

In the office of the Secretary of State of the State of California

MAR 08, 2022

This Space For Office Use Only

IMPORTANT — This form can be filed online at bizfile.sos.ca.gov.

Read instructions **before completing this form.**

Filing Fee - $20.00

Copy Fees - First page $1.00; each attachment page $0.50; Certification Fee - $5.00 plus copy fees

1. Limited Liability Company Name (Enter the **exact** name of the LLC. If you registered in California using an alternate name, see instructions.)

INVESTEL DEVELOPMENT LLC

2. 12-Digit Secretary of State Entity Number	**3. State, Foreign Country or Place of Organization** (only if formed outside of California)
202003410101	CALIFORNIA

4. Business Addresses

	City (no abbreviations)	State	Zip Code
a. Street Address of Principal Office - Do not list a P.O. Box 12966 Euclid Street , Suite 300	Garden Grove	CA	92840
b. Mailing Address of LLC, **if different than item 4a** 12966 Euclid Street , Suite 300	Garden Grove	CA	92840
c. Street Address of **California** Office, if Item 4a is not in California Do not list a P.O. Box 12966 Euclid Street , Suite 300	Garden Grove	**CA**	92840

5. Manager(s) or Member(s)

If no managers have been appointed or elected, provide the name and address of each member. At least one name and address must be listed. If the manager/member is an individual, complete Items 5a and 5c (leave Item 5b blank). If the manager/member is an additional managers/members, enter the names(s) and address(es) on Form LLC-12A.

a. First Name, if an individual - Do not complete Item 5b	Middle Name	Last Name	Suffix

b. Entity Name - Do not complete Item 5a
SCG AMERICA CONSTRUCTION INC

c. Address	City (no abbreviations)	State	Zip Code
12966 Euclid Street , Suite 300	Garden Grove	CA	92840

6. Service of Process (Must provide either Individual **OR** Corporation.)

INDIVIDUAL – Complete Items 6a and 6b only. Must include agent's full name and California street address.

a. California Agent's First Name (if agent is **not** a corporation)	Middle Name	Last Name	Suffix
DANNY YINFENG		WEI	

b. Street Address (if agent is **not** a corporation) - **Do not enter a P.O. Box**	City (no abbreviations)	State	Zip Code
12966 Euclid Street , Suite 300	Garden Grove	**CA**	92840

CORPORATION – Complete Item 6c only. Only include the name of the registered agent Corporation.

c. California Registered Corporate Agent's Name (if agent is a corporation) – Do not complete Item 6a or 6b

7. Type of Business

Describe the type of business or services of the Limited Liability Company
Hotel and Hospitality Holding Company

8. Chief Executive Officer, if elected or appointed

a. First Name	Middle Name	Last Name	Suffix

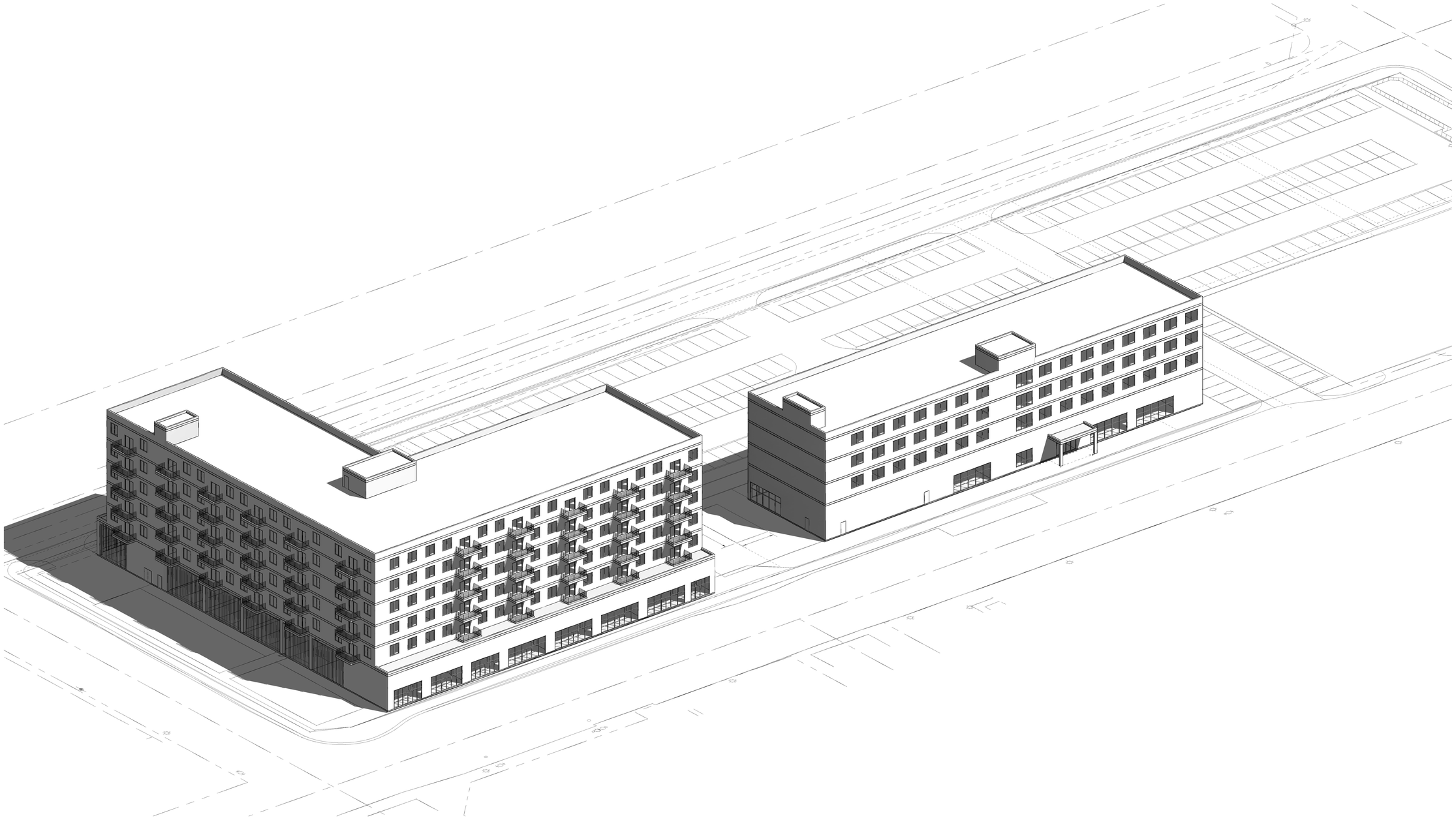
b. Address	City (no abbreviations)	State	Zip Code

9. Labor Judgment

Does a Manager or Member have an outstanding final judgment issued by the Division of Labor Standards Enforcement or a court of law, for which no appeal therefrom is pending, for the violation of any wage order or provision of the Labor Code?	☐ Yes ☑ No

10. By signing, I affirm under penalty of perjury that the information herein is true and correct and that I am authorized by California law to sign.

03/08/2022	DANNY YINFENG WEI	MANAGER	
Date	Type or Print Name	Title	Signature



BANNING DEVELOPMENT
PRE-APPLICATION DESIGN PACKAGE

DEC 2023

SCG AMERICA
CONSTRUCTION INC.
12966 Euclid St, Suite 300,
Garden Grove, CA, 92840
T 714.696.0000

BANNING
DEVELOPMENT

150 E. Ramsey St.,
Banning, CA, 92220

No.	Description	Date

Sheet Title: COVER PAGE

Project Number	2023001
Date	12/28/2023
Drawn By	CL
Checked By	KH
Scale	

Sheet Number
A0-000

ABBREVIATIONS

°	DEGREE	LAM	LAMINATE
±	PLUS OR MINUS	LAV	LAVATORY
Ø	DIAMETER	LBR	LUMBER
≈	ALMOST EQUAL	LDG	LANDING
≠	NOT EQUAL	LGTH	LENGTH
∠	ANGLE	LIN	LINEAR
	BOUNDARY LINE	LKR	LOCKER
℄	CENTER LINE	LONG	LONGITUDINAL
Δ	DELTA	LT	LIGHT
		LTG	LIGHTING
A/C	AIR CONDITIONING	LT WT	LIGHT WEIGHT
ACST	ACOUSTIC	LVR	LOUVER
AD	AREA DRAIN		
ADA	AMERICAN WITH DISABILITIES ACT	MACH	MACHINE
ADJ	ADJACENT / ADJUSTABLE	MAINT	MAINTENANCE
ADR	ACCESS DOOR	MAR	MARBLE
AFF	ABOVE FINISH FLOOR	MAS	MASONRY
AGG	AGGREGATE	MATL	MATERIAL
ALUM	ALUMINUM	MAX	MAXIMUM
ALT	ALTERNATE	MECH	MECHANICAL
APPROX	APPROXIMATELY	MEMB	MEMBRANE
APT	APARTMENT	MET	METAL
ARCH	ARCHITECTURAL	MFG	MANUFACTURING
ASPH	ASPHALT	MFR	MANUFACTURER
AUTO	AUTOMATIC	MIN	MINIMUM
AVG	AVERAGE	MISC	MISCELANEOUS
		MLDG	MOULDING
BATH	BATHROOM	MO	MASONRY OPENING
BD	BOARD	MTD	MOUNTED
BE	BOTTOM ELEVATION	MUL	MULLION
BL	BUILDING LINE		
BLDG	BUILDING	N	NORTH
BLKG	BLOCKING	(N)	NEW
BM	BENCH MARK / BEAM	NIC	NOT IN CONTRACT
BR	BARE ROOT	NG	NATURAL GRADE
BRG	BEARING	NO	NUMBER
		NOM	NOMINAL
CAB	CABINET	NTS	NOT TO SCALE
CB	CATCH BASIN	#	NUMBER
C/C	CENTER TO CENTER		
CE	COVER ELEVATION	OBSC	OBSCURE
CEM	CEMENT	OC	ON CENTER
CG	CORNER GUARD	OD	OUTSIDE DIAMETER
CIP	CAST IRON PIPE	OFF	OFFICE
CJ	CEILING JOIST	OH	OVERHEAD
CL	CENTER LINE	OPNG	OPENING
CLG	CEILING	OPP	OPPOSITE
CLO	CLOSET	OPS	OPERATIONS
CLR	CLEAR	OV	OVEN
CMU	CONCRETE MASONRY UNIT	OVFL	OVERFLOW
CO	CLEANOUT		
COL	COLUMN	P	POINT
COM	COMMON	PART	PARTITION
COMB	COMBINATION / COMBINE	PAVT	PAVEMENT
COMP	COMPOSITION	PED	PEDESTAL
CONC	CONCRETE	PKG	PARKING
CONN	CONNECTION	PL	PLATE / PROPERTY LINE
CONST	CONSTRUCTION	PLAS	PLASTER
CONT	CONTINUOUS / CONTINUATION	PLBG	PLUMBING
CONTR	CONTRACTOR	PLWD	PLYWOOD
COR	CORNER	PNL	PANEL
CORR	CORRIDOR	PR	PAIR
CTR	CENTER	PRC	PORCELAIN
CUYD	CUBIC YARD	PRCST	PRECAST
CW	COLD WATER	PREFAB	PREFABRICATED
CYL	CYLINDER	PROP	PROPERTY
		PROJ	PROJECTION
D	DRAIN / DIFFUSER	PRTN	PARTITION
DIFF	DIFFUSER	PVMT	PAVEMENT
DBL	DOUBLE		
DET	DETAIL	R	RISER
DEPT	DEPARTMENT	RAD	RADIUS
DF	DRINKING FOUNTAIN	RD	ROOF DRAIN
DIAG	DIAGONAL	RECP	RECEPTACLE
DIAM	DIAMETER	REF	REFERENCE
DIM	DIMENSION	REFR	REFRIGERATOR
DISC	DISCONNECT	REINF	REINFORCMENT
DISP	DISPENSER	REQD	REQUIRED
DIST	DISTRIBUTION	REV	REVISIONS
DK	DECK	RFG	ROOFING
DN	DOWN	RGH	ROUGH
DR	DOOR	RM	ROOM
DS	DOWNSPOUT	RND	ROUND
DW	DISHWASHER	RO	ROUGH OPENING
DWG	DRAWING	RUB	RUBBER
DWT	DRAWER		
		S	SOUTH
E	EAST	SC	SOLID CORE
(E)	EXISTING	SD	SMOKE DETECTOR
EA	EACH	SHT	SHEET
EL	ELEVATION	SHT MET	SHEET METAL
ELEC	ELECTRIC	SHTHG	SHEATHING
ELEV	ELEVATOR	SHWR	SHOWER
EMERG	EMERGENCY	SIM	SIMILAR
ENCL	ENCLOSURE	SPECS	SPECIFICATIONS
ENTR	ENTRANCE	SPKR	SPEAKER
EQ	EQUAL	SQ	SQUARE
EQUIP	EQUIPMENT	SS	STAINLESS STEEL
EXH	EXHAUST	STC	SOUND TRANS CLASS
EXIST	EXISTING	STD	STANDARD
EXP JT	EXPANSION JOINT	STL	STEEL
EXPN	EXPANSION	STOR	STORAGE
EXPO	EXPOSED	STRL	STRUCTURAL
EXT	EXTERIOR	STWY	STAIRWAY
		SUSP	SUSPENDED
F	FIRE MAIN	SYM	SYMMETRICAL
FA	FIRE ALARM		
FCU	FAN COIL UNIT	TB	TOWEL BAR
FD	FLOOR DRAIN	TBD	TO BE DETERMINED
FDN	FOUNDATION	TEL	TELEPHONE
FE	FIRE EXTINGUISHER	TEMP	TEMPERATURE
FEC	FIRE EXTINGUISHER CABINET	THERMO	THERMOSTAT
FG	FUEL GAS	THK	THICK
FGL	FIXED GLASS	THRES	THRESHOLD
FH	FIRE HYDRANT	TOC	TOP OF CURB
FHC	FIRE HOSE CABINET	TOF	TOP OF FENCE
FIN	FINISH	TOW	TOP OF WALL
FIXT	FIXTURE	TOL	TOILET
FJ	FLOOR JOIST	TOPO	TOPOGRAPHY
FL	FLOOR	TPD	TOILET PAPER DISPENSER
FLASH	FLASHING	TV	TELEVISION
FLG	FLOORING	TYP	TYPICAL
FLUOR	FLUORESCENT	THRU	THROUGH
FPRF	FIRE PROOF		
FR	FIRE RATED	UNFIN	UNFINISHED
FS	FLOW SWITCH / FLOOR SINK	UON	UNLESS OTHERWISE NOTED
FTG	FOOTING	UR	URINAL
G	GAS / GRILLE	VCT	VINYL COMPOSITE TILE
GA	GAGE	VENT	VENTILATOR
GALV	GALVANIZED	VERT	VERTICAL
GB	GRAB BAR	VIF	VERIFY IN FIELD
GEN	GENERAL	VTR	VENT THROUGH ROOF
GI	GALVANIZED IRON		
GL	GLASS / GLAZE	W	WEST
GLB	GLASS BLOCK	W/	WITH
GND	GROUND	W.C	WATER CLOSET
GOVT	GOVERNMENT	WD	WOOD
GR	GRADE	WDT	WIDTH
GYP	GYPSUM	WDW	WINDOW
GYP BD	GYPSUM WALL BOARD	WNSCT	WAINSCOT
		W/O	WITHOUT
HB	HOSE BIB	WP	WATERPROOF
HC	HOLLOW COR / HEATING COIL	WT	WEIGHT
HD	HEAD		
HDR	HEADER	MISCELLANEOUS REFERENCE	
HDRL	HANDRAIL	AA	ARTWORK / ARTIFACTS
HDW	HARDWARE	ACT	ACOUSTICAL TILE
HDWD	HARDWOOD	C	CARPET
HORIZ	HORIZONTAL	CT	CERAMIC TILES
HP	HORSEPOWER	LP	LAMINATED PLASTIC
HPT	HIGH POINT	MT	METAL FINISH
HR	HOUR	MIR	MIOORO / GLASS
HT	HEIGHT	PL	PLASTER
HTG	HEATING	PT	PAINT FINISH
HTR	HEATER	QT	QUAFFY TILES
HVAC	HEATING, VENTILATING AND AIR CONDITIONING	RF	RESILENT FINISH
		SF	SPECIAL FINISH
HW	HOT WATER	ST	STONE / MARBLE / TRAVERTINE
		UP	UPHOLSTEPY
ID	INSIDE DIAMETER	WC	WALL COVERING
IN	INCH	WD	WOOD FINISH
INSUL	INSULATION		
INT	INTERIOR	MATERIAL FINISH REFERENCE	
INTERMD	INTERMEDIATE	FF	FIXTURE & FURNITURE
INV	INVERT	FF&E	FIXTURE, FURNITURE & EQUIPMENT
IPS	IRON PIPE SIZE	FC	FLOOR COVERING
		G.R	GUESTROOM
JAN	JANITOR	GC	GENERAL CONTRACTOR
JB	JUNCTION BOX	IE	INTERIOR ELEVATION
JST	JOIST	IF	INTERIOR FURNISHING
JT	JOINT	KEC	KITCHEN EQUIPMENT CONTRACTOR
		MUR	MOCK-UP ROOM
KC	KEENE'S CEMENT	PS	POWER SUPPLY
KIT	KITCHEN	RC	REFLECTED CEILING
KP	KICK PLATE	RP	REFERENCE PLAN

PROJECT DATA

PROJECT ADDREASS: 150 E. RAMSEY ST.,
BANNING, CA 92220
LEGAL DESCRIPTION:
GENERAL PLAN LAND USE & ZONING: DOWNTOWN COMMERCIAL

BUILDING TYPE: RETAIL, HOTEL AND APARTMENT BUILDINGS
SPRINKLER: YES (FULLY SPRINKLED)

	HOTEL	APARTMENT
OCCUPANCY:	R-1 (TRANSIENT HOTEL) A-2 (RESTAURANT, BANQUET HALL) A-3 (LOBBY, GYM) B (OFFICE, KITCHEN) S-1 (BOH,STORAGE)	R-2 (APARTMENT HOUSES) S-2 (PARKING GARAGE) M (RETAIL)

	HOTEL	APARTMENT
CONST. TYPE:	TYPE IA FOR LEVEL 1 TYPE IIIA FOR LEVEL 2-6	TYPE IA FOR S-2 (LEVEL 1) TYPE IIIA FOR R-2 (LEVEL 2-6)

FIRE SEPARATIONS: LEVEL 1 TO LEVEL 2 - 3 HOURS
A-2, A-3 TO B - 1 HOUR

FIRE WALL	=2 HOURS
FIRE PARTITION BETWEEN UNIT AND CORRIDOR	=1 HOUR
FIRE BARRIER AT STAIRWAY, SHAFT ENCLOSURE	=2 HOURS

SITE AREA: 4.2331± ARCE (184,393.836± S.F.)
BUILDING AREA: 225,434 S.F.
LANDSCAPE AREA: 44,441 S.F. (24.1%)
PAVING AREA: 96,326 S.F.

A) PARKING BREAKDOWN:

STANDARD PARKING STALLS	170
COMPACT PARKING STALLS	0
ACCESSIBLE STALLS PROVIDED (# VAN STALLS)	8 (3)
EVCS PARKING STALLS	13
EVCS ACCESSIBLE PARKING STALL	1
EVCS ACCESSIBLE VAN PARKING STALL	1
EV READY PARKING STALLS	75
EV CAPABLE PARKING STALLS	30
TOTAL PARKING STALLS PROVIDED	298

A-1) APARTMENT BUILDING GROSS SQ. FT. AND OCC. LOAD TABULATION:

PARKING GARAGE: (S-2 OCCUPANCY)		OCC. FACTOR	OCC. LOAD
LEVEL 01	= 21,437 S.F.	200 SF/OCC	107 OCC.
RETAIL: (M OCCUPANCY)			
LEVEL 01	= 7,326 S.F.	60 SF/OCC	122 OCC.
APARTMENT HOUSES: (R-2 OCCUPANCY)			
LEVEL 02 - 06	= 27,443 S.F.	200 SF/OCC	137 OCC.
SUB-TOTAL	= 137,215 S.F.		685 OCC.
TOTAL BGSF	= 165,978 S.F.		914 OCC.

A-2) HOTEL BUILDING GROSS SQ. FT. AND OCC. LOAD TABULATION:

RESTAURANT: (A-2 OCCUPANCY)		OCC. FACTOR	OCC. LOAD
LEVEL 01	= 2,250 S.F.	15 SF/OCC	150 OCC.
BANQUET HALL: (A-2 OCCUPANCY)			
LEVEL 01	= 4,221 S.F.	15 SF/OCC	281 OCC.
PRE-FUNCTION: (A-2 OCCUPANCY)			
LEVEL 01	= 824 S.F.	7 SF/OCC	118 OCC.
LOBBY: (A-3 OCCUPANCY)			
LEVEL 01	= 885 S.F.	15 SF/OCC	59 OCC.
GYM: (A-3 OCCUPANCY)			
LEVEL 01	= 747 S.F.	50 SF/OCC	15 OCC.
FRONT DESK & OFFICE: (B OCCUPANCY)			
LEVEL 01	= 982 S.F.	150 SF/OCC	7 OCC.
KITCHEN: (B OCCUPANCY)			
LEVEL 01	= 1,494 S.F.	200 SF/OCC	7 OCC.
BOH & ACCESORY: (S-1 OCCUPANCY)			
LEVEL 01	= 3,460 S.F.	300 SF/OCC	12 OCC.
LEVEL 02 - 04	= 3,267 S.F.	300 SF/OCC	11 OCC.
SUB-TOTAL	= 13,261 S.F		45 OCC.
HOTEL: (R-1 OCCUPANCY)			
LEVEL 02 - 04	= 11,597 S.F.	200 SF/OCC	58 OCC.
SUB-TOTAL	= 34,791 S.F		174 OCC.
TOTAL BGSF	= 59,456 S.F.		856 OCC.

B-1) APARTMENT DWELLING UNIT TABULATION (95 UNITS):

TYPE	1-BEDROOM	2-BEDROOM	3-BEDROOM	TOTAL
2/F	2	16	1	19
3/F	2	16	1	19
4/F	2	16	1	19
5/F	2	16	1	19
6/F	2	16	1	19
TOTAL	10	80	5	95

B-2) HOTEL GUESTROOM TABULATION (87 UNITS):

TYPE	STD	SUITE	TOTAL
2/F	27	2	29
3/F	27	2	29
4/F	27	2	29
TOTAL	81	6	87

PROJECT CONTACTS

OWNER:	SCG AMERICA DANNY WEI 714.696.0000 danny.wei@scgamerica.com
DESIGN ARCHITECT:	SCG AMERICA CONSTRUCTION INC. KENHAO HSU 714.696.0000 kenhao.hsu@scgamerica.com
EXECUTIVE ARCHITECT:	TBD
CIVIL ENGINEER:	TBD
PLUMBING / ELECTRICAL ENGINEER:	SCG AMERICA CONSTRUCTION INC. TEE YATPIYAKUL 714.696.0000 tee.yatpiyakul@scgamerica.com
STRUCTURAL ENGINEER:	TBD
MECHANICAL ENGINEER:	TBD

SCOPE OF WORK

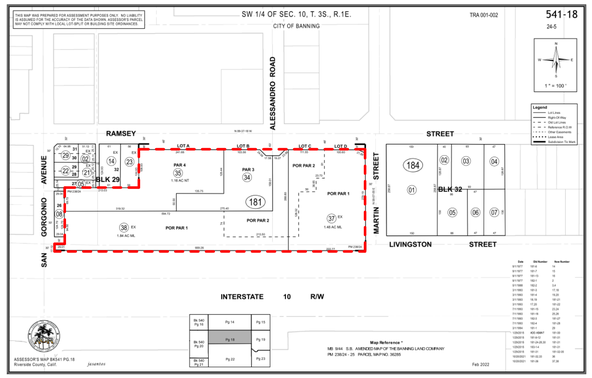
GENERAL SITE DESIGN AND PLANNING, INCLUDING ONE APARTMENT BUILDING AND ONE HOTEL BUILDING.

GENERAL:
1. NEW 6-STORY (1-STORY PARKING GARAGE AND 5-STORY RESIDENTIAL UNITS) CONSTRUCTION OF APARTMENT HOUSING BUILDING
2. NEW 4-STORY (1-STORY COMMON SPACE AND 3-STORY GUESTROOMS) CONSTRUCTION OF HOTEL BUILDING
3. PLANNING OF THE SITE INCLUDING THE MAIN ENTRANCE, PARKING ENTRANCE, AND DRIVEWAY
4. LANDSCAPING OF THE SITE

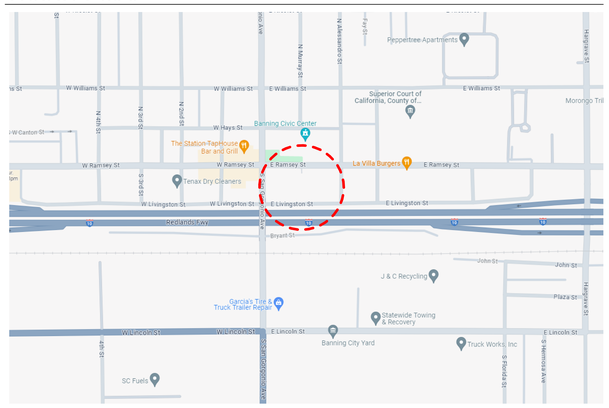
CODE COMPLIANCE

THIS PROJECT SHALL COMPLY WITH THE FOLLOWING CODES AND REGULATIONS:
2022 CALIFORNIA BUILDING CODE WITH LOCAL AMENDMENTS
2022 CALIFORNIA ELECTRICAL CODE WITH LOCAL AMENDMENTS
2022 CALIFORNIA ENERGY CODE (TITLE 24 PARTG)
2022 CALIFORNIA GREEN BUILDING CODE
2022 CALIFORNIA MECHANICAL CODE WITH LOCAL AMENDMENTS
2022 CALIFORNIA PLUMBING CODE WITH LOCAL AMENDMENTS
2022 CALIFORNIA FIRE CODE

ASSESSOR MAP



VICINITY MAP



MEP SYMBOLS

- DOWNLIGHTS, INCANDESCENT
- DECORATIVE FIXTURE
- WALLWASHER
- SPEAKER
- WALLSCONCE
- JUNCTION BOX
- PENDANT LIGHTING FIXTURE
- TRACK LIGHT
- CEILING FAN
- COVE LIGHTING
- PROJECTOR MOUNT & FEED (ABOVE CEILING)
- SPRINKLER / WALL
- SPRINKLER
- THERMOSTAT
- HVAC REMOTE CONTROLLER
- DOOR BELL
- PENDANT LIGHTING FIXTURE
- SMOKE DETECTOR
- EXHAUST FAN
- TELEVITION OUTLET
- DOOR CONTACT SWITCH
- FLUORESCENT "STRIP LIGHT" UNDER CABINET FIXTURE
- DUPLEX RECEPTACLE OUTLET
- DUPLEX WATERPROOF OUTLET
- GROUND FAULT INTERRUPT
- DUPLEX RECEPTACLE OUTLET - HALF HOT SWITCH
- RANGE OUTLET
- REFRIGERATOR OUTLET
- QUADPLEX RECEPTACLE OUTLET
- SINGLE SWITCH
- DIMMER SWITCH
- 3-WAY SWITCH
- 4-WAY SWITCH
- FLOOR DUPLEX OUTLET
- FLOOR QUADPLEX OUTLET
- TELEPHONE OUTLET
- USB CHANGING PORT

DRAWING SYMBOLS

- SECTION / EXTERIOR ELEVATION INDICATOR
- INTERIOR ELEVATION INDICATOR
- DETAIL INDICATOR
- DRAWING TITLE
- COLUMN GRID INDICATOR
- ROOM NUMBER / ROOM TYPE
- DOOR NUMBER INDICATOR
- WINDOW NUMBER INDICATOR
- PARTITION TYPE
- FF&E ITEM AND NUMBER
- MATERIAL FINISH AND NUMBER
- KEYNOTE INDICATOR
- BATHROOM ACCESSORY KEY
- CENTER LINE
- DEMOLITION LINE
- CEILING HEIGHT TO FINISH FLOOR
- ROOM NUMBER / ROOM TYPE / SHEET NUMBER
- REVISION INDICATOR
- REVISION CLOUD
- LINE BREAK
- DENOTES HEARING IMPAIRED ROOMS
- DENOTES ACCESSIBLE ROOMS
- BUILDING EXIT OR EXIT ACCESS
- DETAIL INDICATOR

INDEX OF SHEETS

LEGEND: X - SHEET ISSUED
R - SHEET ISSUED FOR REFERENCE AND COORDINATION ONLY
SEE TITLEBLOCK FOR REVISION ISSUE DATE(S)

SHEET NUMBER	SHEET TITLE	PRE-APPLICATION	ENTITTLEMENT	RESUBMITTAL	REVISION 1	REVISION 2	REVISION 3
A0-000	COVER PAGE						
A0-001	GENERAL INFORMATION	X					
A0-100	SITE PLAN (GROUND FLOOR)	X					
A1-101	HT FLOOR PLAN - LEVEL 1	X					
A1-102	HT FLOOR PLAN - LEVEL 2-4 & ROOF PLAN	X					
A1-301	HT BUILDING ELEVATOINS - NORTH & SOUTH	X					
A1-302	HT BUILDING ELEVATOINS - WEST & EAST	X					
A2-101	AP FLOOR PLAN - LEVEL 1	X					
A2-102	AP FLOOR PLAN - LEVEL 2	X					
A2-103	AP FLOOR PLAN - LEVEL 3-6	X					
A2-104	AP ROOF PLAN	X					
A2-301	HT BUILDING ELEVATOINS - NORTH & SOUTH	X					
A2-302	HT BUILDING ELEVATOINS - WEST & EAST	X					
ALTA-1	GENERAL INFORMATION	X					
ALTA-2	SURVEY PLAN	X					
ALTA-3	SURVEY PLAN	X					

No.	Description	Date

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SCG AMERICA CONSTRUCTION INC.
12966 Euclid St, Suite 300,
Garden Grove, CA, 92840
T 714.696.0000

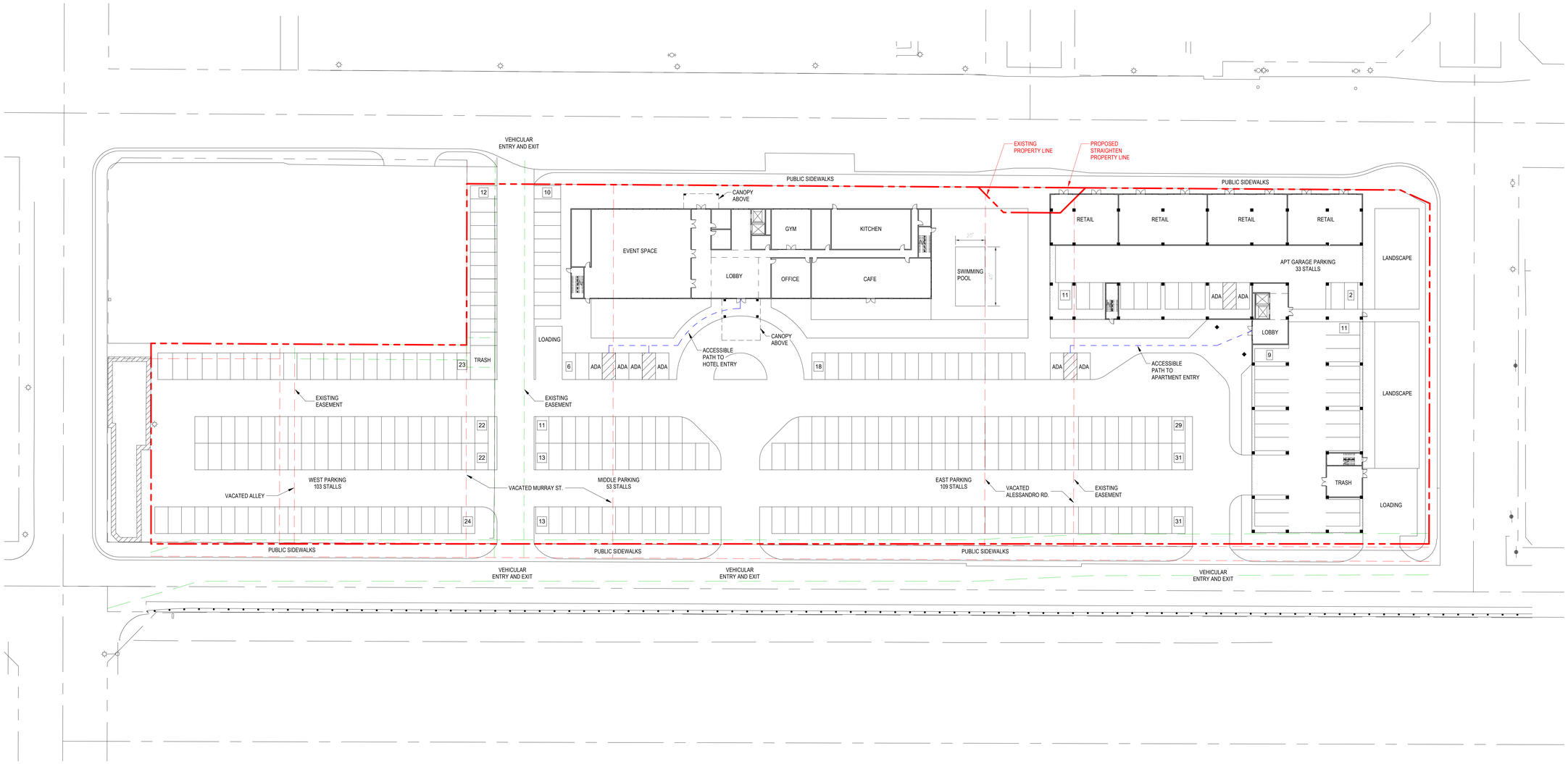
BANNING DEVELOPMENT

150 E. Ramsey St.,
Banning, CA, 92220

Sheet Title: GENERAL INFORMATION

Project Number	2023001
Date	12/28/2023
Drawn By	CL
Checked By	KH
Scale	As indicated

Sheet Number
A0-001



SITE PLAN (GROUND FLOOR) | 1 | SCALE: 1/16"=1'-0"

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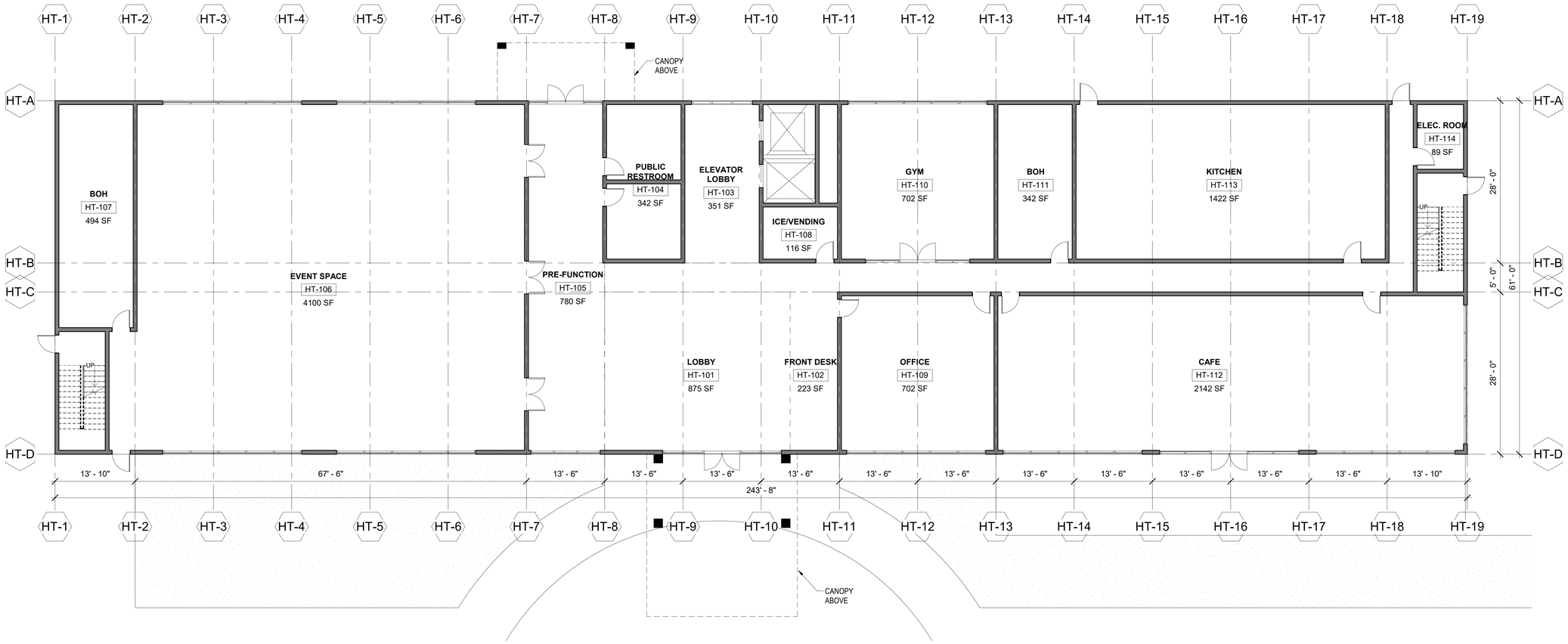
150 E. Ramsey St.,
Banning, CA, 92220

No.	Description	Date

Sheet Title: SITE PLAN (GROUND FLOOR)

Project Number	Date	Drawn By	Checked By	Scale
2023001	12/28/2023	CL	KH	1" = 30'-0"

Sheet Number
A0-100



HT FLOOR PLAN - LEVEL 1 | 1 | SCALE: 1/8"=1'-0"

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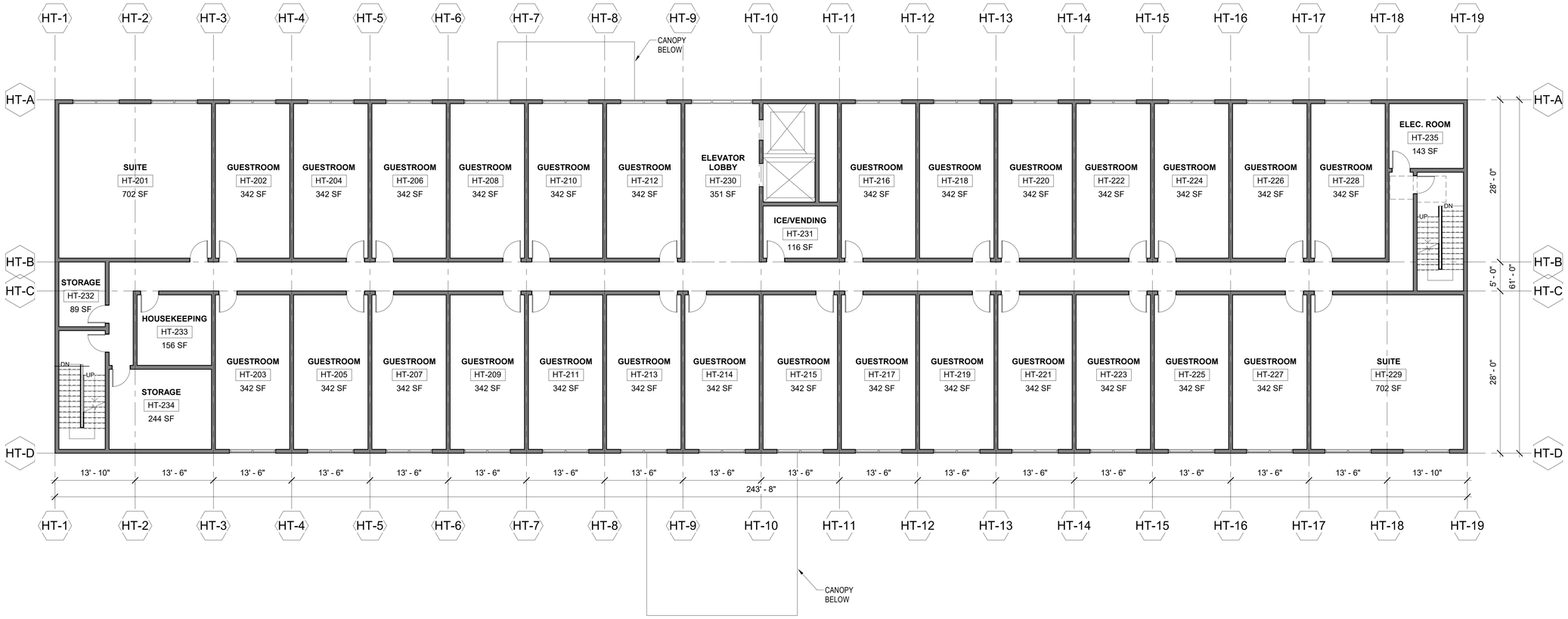
150 E. Ramsey St.,
Banning, CA, 92220

No.	Description	Date

Sheet Title: HT FLOOR PLAN - LEVEL 1

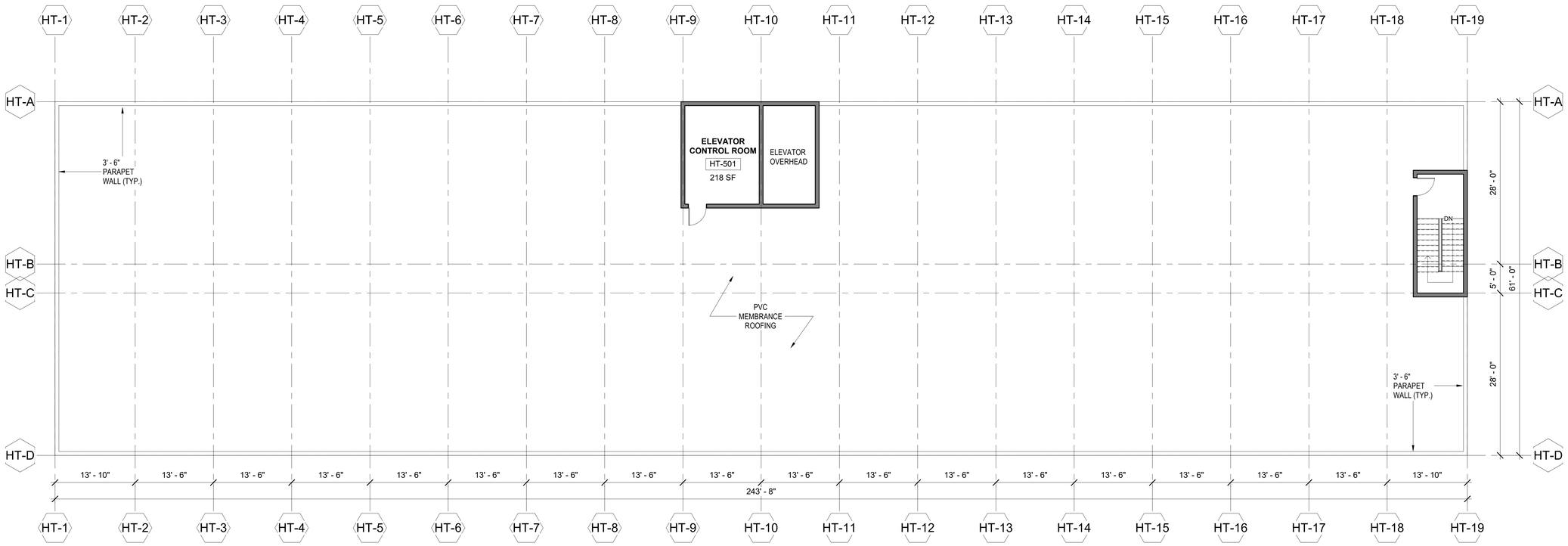
Project Number	2023001
Date	12/28/2023
Drawn By	CL
Checked By	KH
Scale	1/8" = 1'-0"

Sheet Number: A1-101



HT FLOOR PLAN - LEVEL 2-4

1 SCALE: 1/8"=1'-0"



HT ROOF PLAN

2 SCALE: 1/8"=1'-0"

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BANNING DEVELOPMENT

150 E. Ramsey St.,
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No.	Description	Date

Sheet Title

HT FLOOR PLAN - LEVEL 2-4 & ROOF PLAN

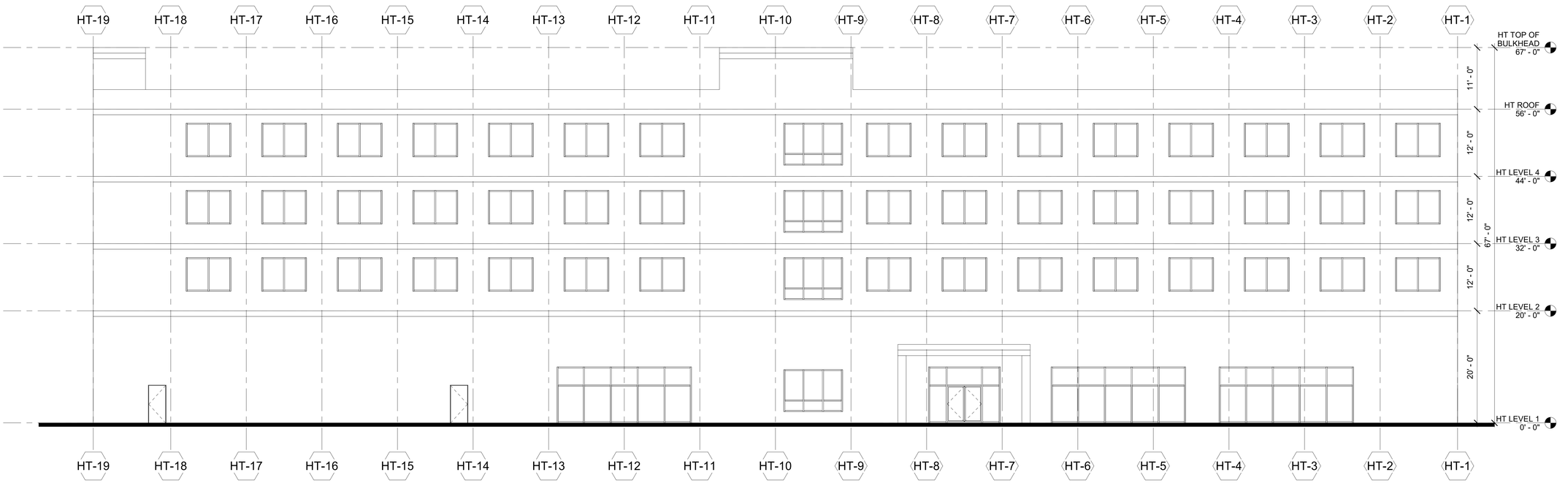
Project Number	2023001
Date	12/28/2023
Drawn By	CL
Checked By	KH
Scale	1/8" = 1'-0"

Sheet Number

A1-102



BUILDING ELEVATION - SOUTH 2 SCALE: 1/8"=1'-0"



BUILDING ELEVATION - NORTH 1 SCALE: 1/8"=1'-0"

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BANNING DEVELOPMENT

150 E. Ramsey St.,
Banning, CA, 92220

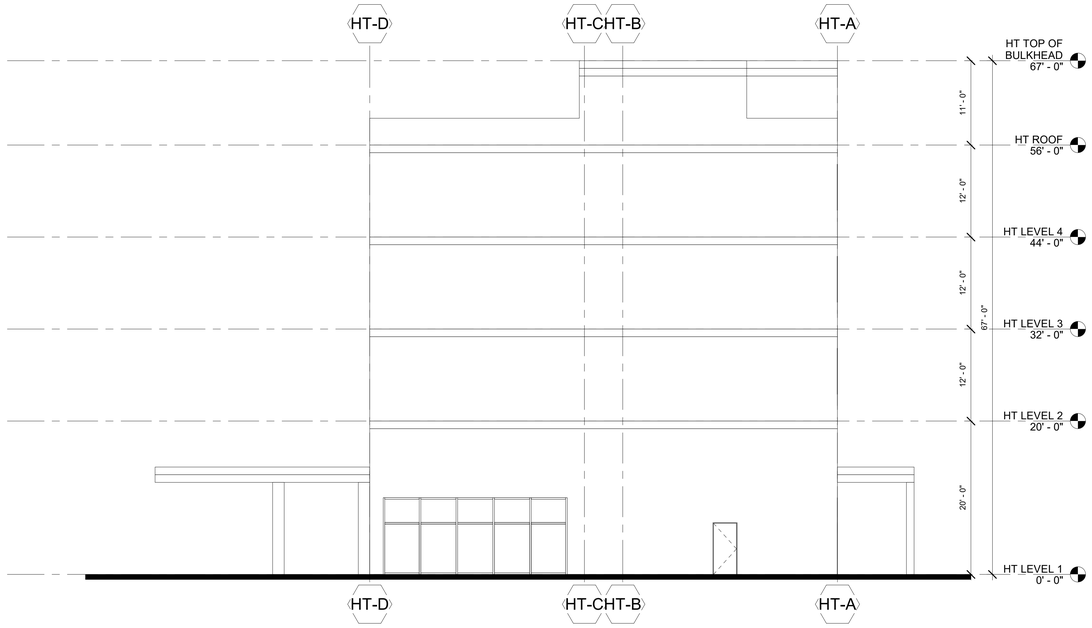
No.	Description	Date

Sheet Title: HT BUILDING ELEVATOINS - NORTH & SOUTH

Project Number	Date	Drawn By	Checked By	Scale
2023001	12/28/2023	CL	KH	1/8" = 1'-0"

Sheet Number: A1-301

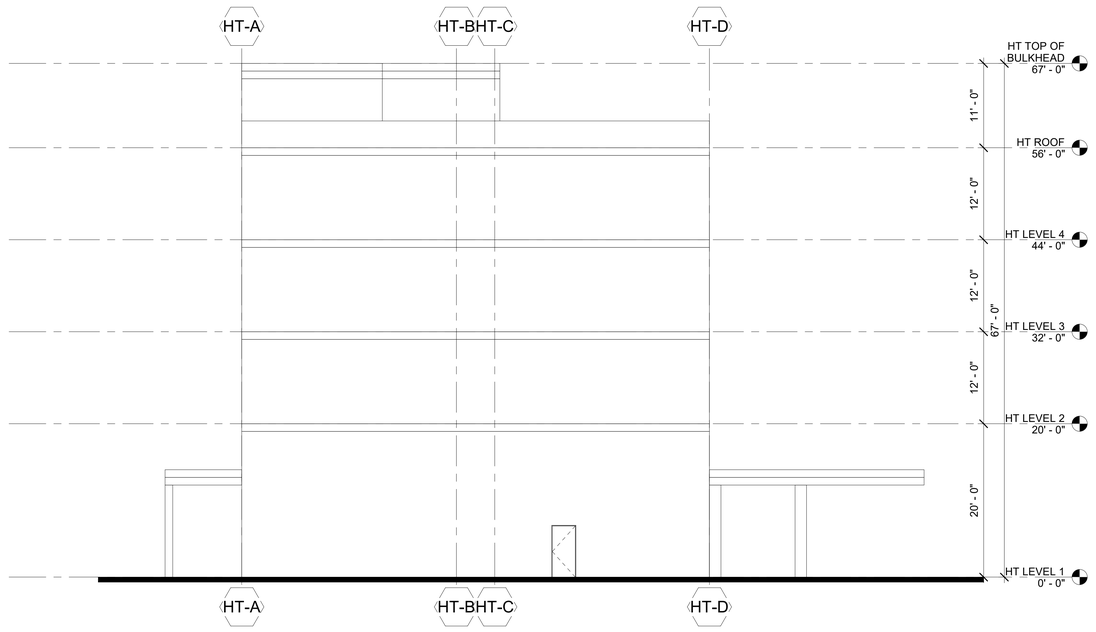
778



BUILDING ELEVATION - EAST

2

SCALE: 1/8"=1'-0"



BUILDING ELEVATION - WEST

1

SCALE: 1/8"=1'-0"

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150 E. Ramsey St.,
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No.	Description	Date

Sheet Title

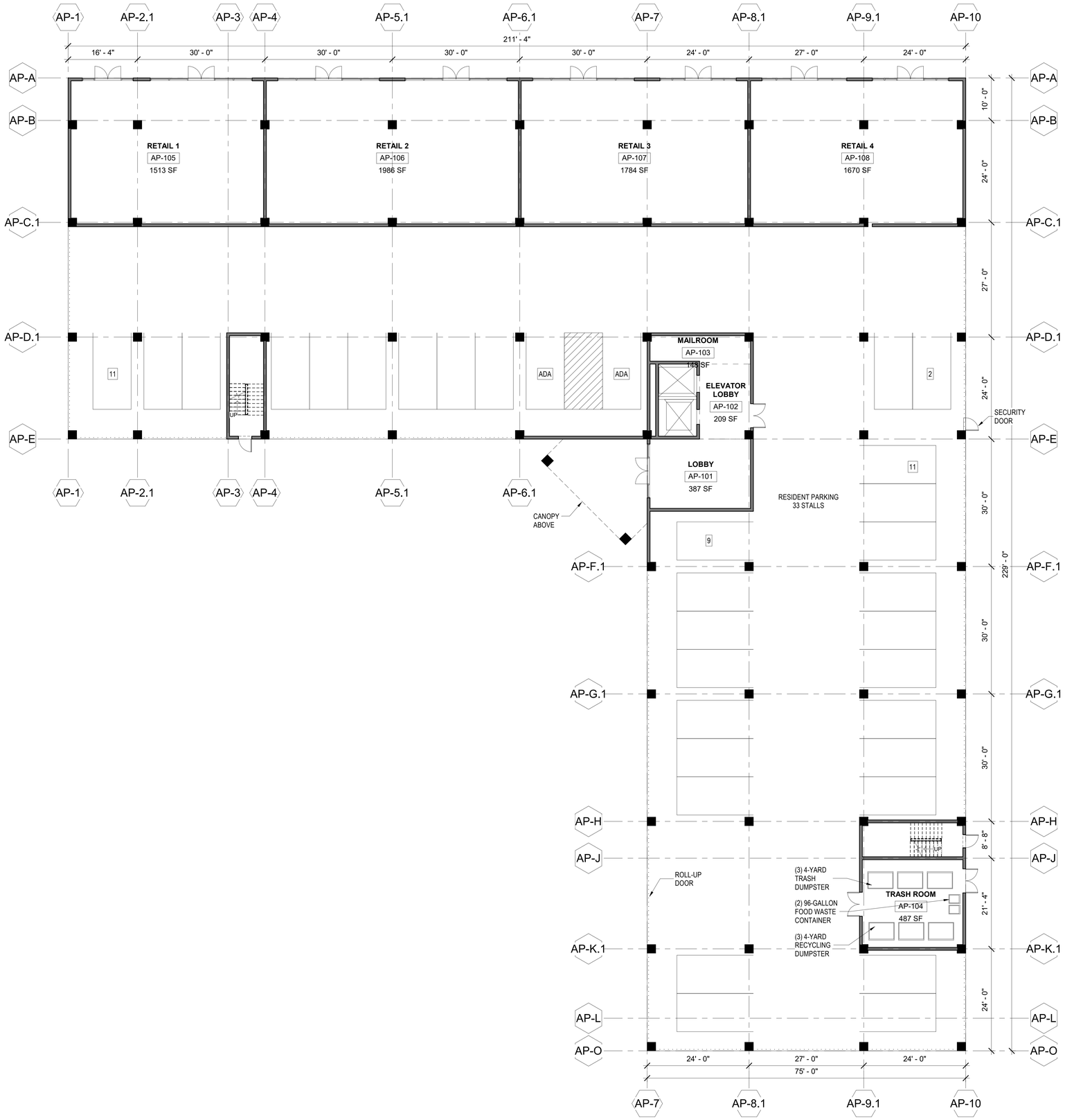
HT BUILDING ELEVATOINS - WEST & EAST

Project Number	2023001
Date	12/28/2023
Drawn By	CL
Checked By	KH
Scale	1/8" = 1'-0"

Sheet Number

A1-302

779



AP FLOOR PLAN - LEVEL 1 | 1 | SCALE: 1"=10'-0"

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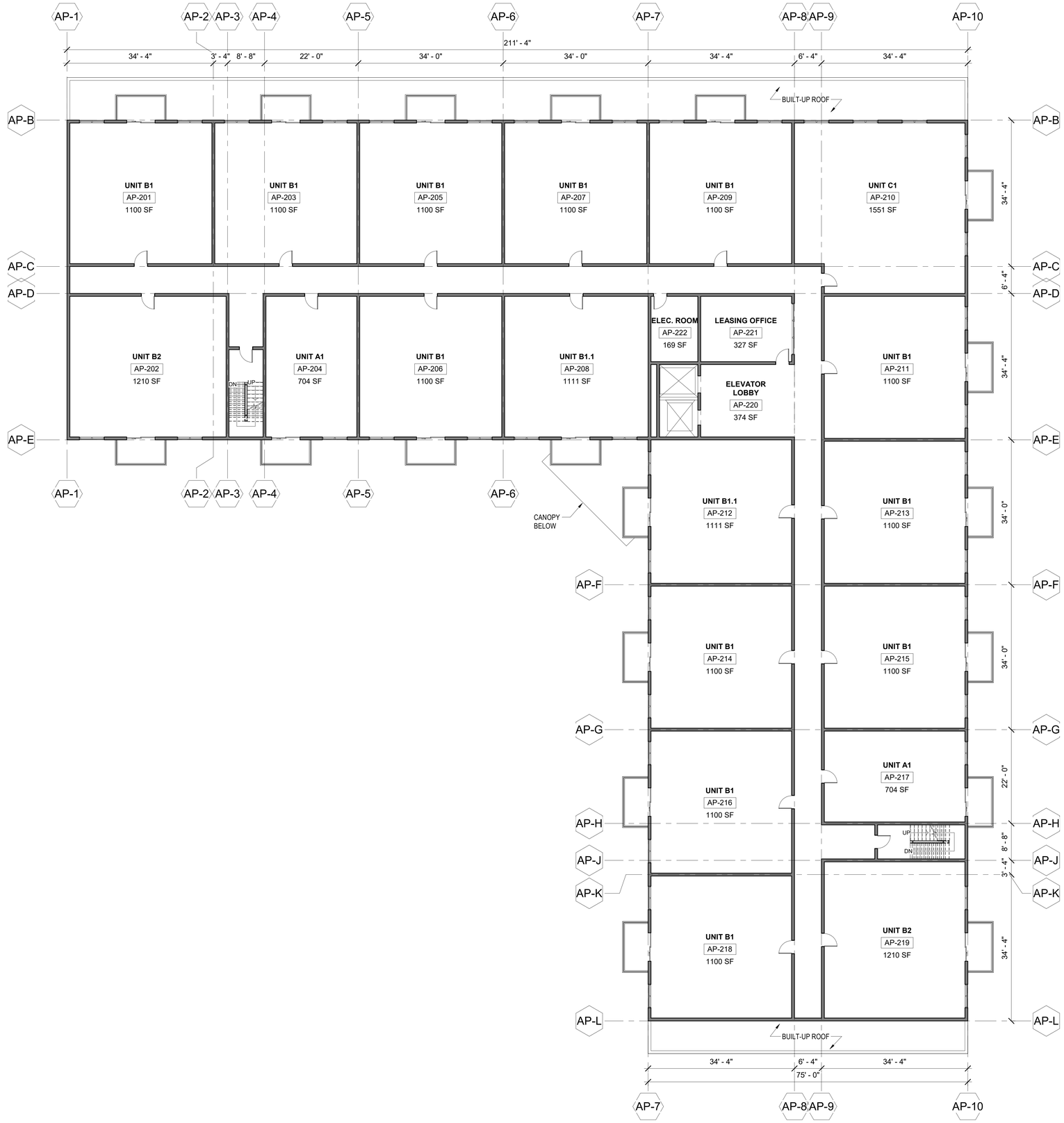
150 E. Ramsey St.,
Banning, CA, 92220

No.	Description	Date

Sheet Title: AP FLOOR PLAN - LEVEL 1

Project Number	2023001
Date	12/28/2023
Drawn By	CL
Checked By	KH
Scale	1" = 10'-0"

Sheet Number: A2-101



AP FLOOR PLAN - LEVEL 2 | 1 | SCALE: 1"=10'-0"

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BANNING DEVELOPMENT

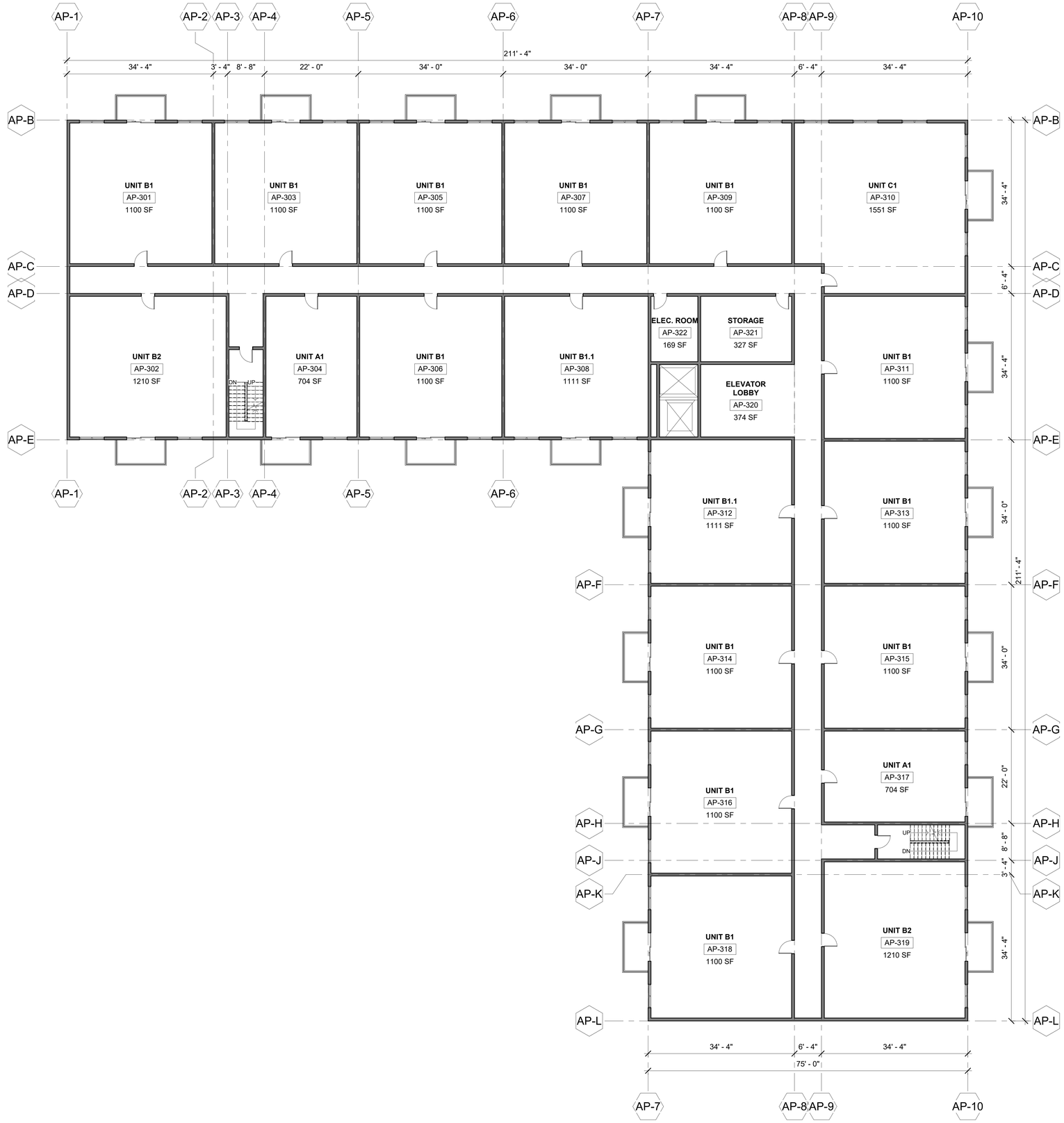
150 E. Ramsey St.,
Banning, CA, 92220

No.	Description	Date

Sheet Title: AP FLOOR PLAN - LEVEL 2

Project Number	2023001
Date	12/28/2023
Drawn By	CL
Checked By	KH
Scale	1" = 10'-0"

Sheet Number: A2-102



AP FLOOR PLAN - LEVEL 3-6 | 1 | SCALE: 1"=10'-0"

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BANNING DEVELOPMENT

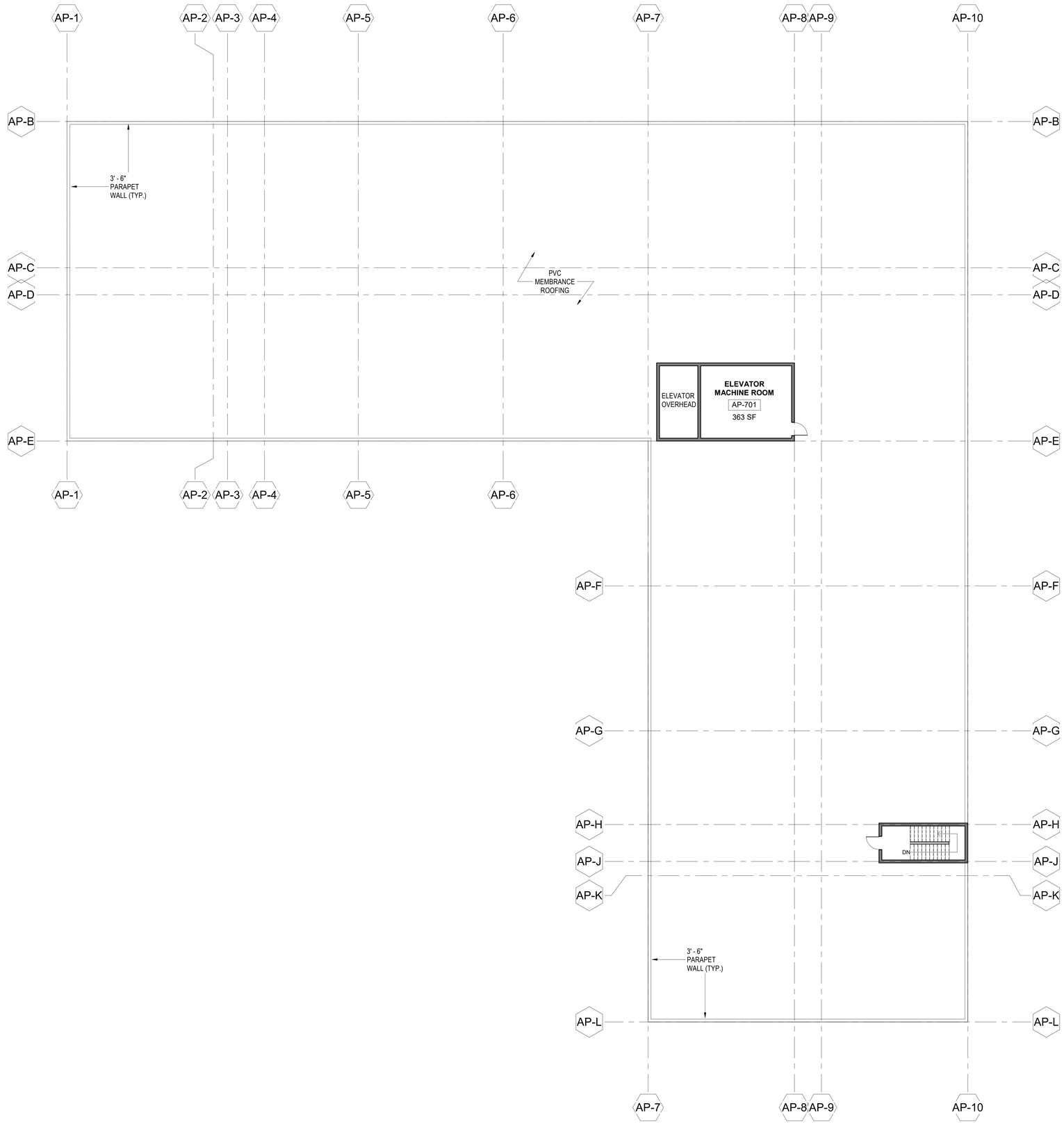
150 E. Ramsey St.,
Banning, CA, 92220

No.	Description	Date

Sheet Title: AP FLOOR PLAN - LEVEL 3-6

Project Number	2023001
Date	12/28/2023
Drawn By	CL
Checked By	KH
Scale	1" = 10'-0"

Sheet Number: A2-103



AP ROOF PLAN

1

SCALE: 1"= 10'-0"

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BANNING DEVELOPMENT

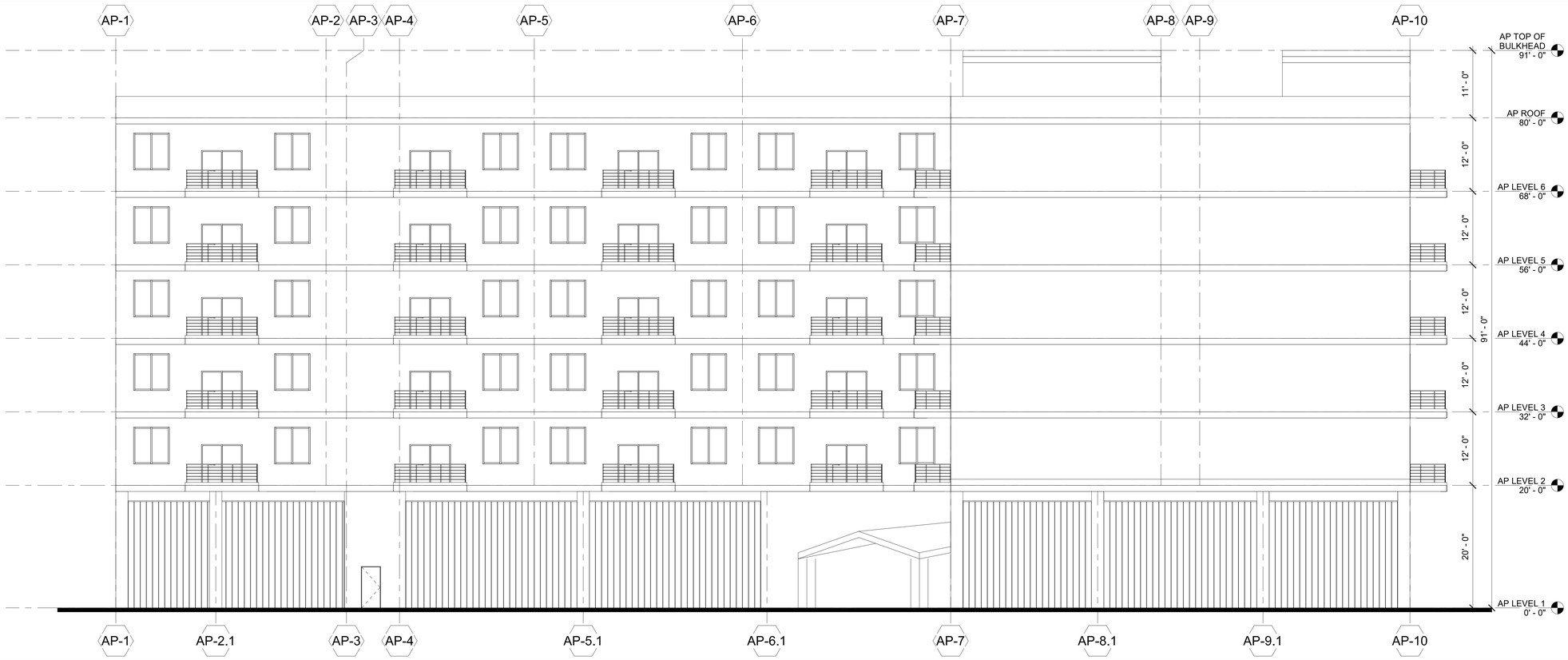
150 E. Ramsey St.,
Banning, CA, 92220

No.	Description	Date

Sheet Title: AP ROOF PLAN

Project Number	Date	Drawn By	Checked By	Scale
2023001	12/28/2023	CL	KH	1" = 10'-0"

Sheet Number: A2-104



BUILDING ELEVATION - SOUTH 2 SCALE: 1/8"=1'-0"



BUILDING ELEVATION - NORTH 1 SCALE: 1/8"=1'-0"

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BANNING DEVELOPMENT

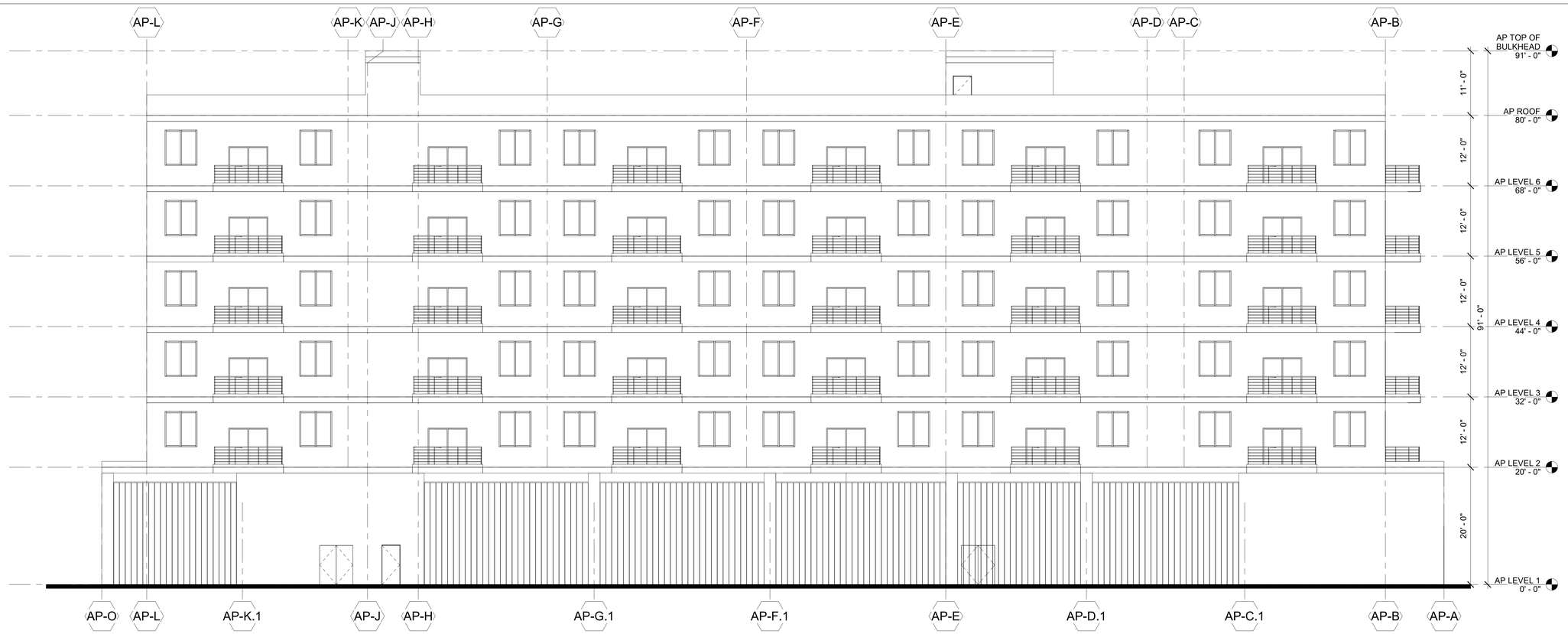
150 E. Ramsey St.,
Banning, CA, 92220

No.	Description	Date

Sheet Title: HT BUILDING ELEVATOINS - NORTH & SOUTH

Project Number	2023001
Date	12/28/2023
Drawn By	CL
Checked By	KH
Scale	1/8" = 1'-0"

Sheet Number: A2-301



BUILDING ELEVATION - EAST

2

SCALE: 1/8"=1'-0"



BUILDING ELEVATION - WEST

1

SCALE: 1/8"=1'-0"

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BANNING DEVELOPMENT

150 E. Ramsey St.,
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No.	Description	Date

Sheet Title

HT BUILDING ELEVATOINS - WEST & EAST

Project Number	Date	Drawn By	Checked By	Scale
2023001	12/28/2023	CL	KH	1/8" = 1'-0"

Sheet Number

A2-302

LEGAL DESCRIPTION

THIS PROPERTY SURVEYED AND SHOWN HEREON IS THE SAME PROPERTY AS DESCRIBED IN SCHEDULE A OF STEWART TITLE GUARANTY COMPANY ORDER NO. 23000110392, DATED MARCH 30, 2023.

THE LAND REFERRED TO HEREIN IS SITUATED IN THE STATE OF CALIFORNIA, COUNTY OF RIVERSIDE UNINCORPORATED AND DESCRIBED AS FOLLOWS:

PARCEL 1: APN 541–181–39 (UNDERLYING APNS 541–181–34; 541–181–35 AND 541–181–38)

PARCEL B OF LOT LINE ADJUSTMENT 21–5001 RECORDED MAY 28, 2021 AS DOCUMENT NO. 2021–0329136, OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, DESCRIBED AS FOLLOWS:

PORTION OF PARCELS 1 AND 2 OF PARCEL MAP NO. 36285 AS SHOWN BY MAP ON FILE IN BOOK 238 OF PARCEL MAPS AT PAGES 24 THROUGH 25, INCLUSIVE THEREOF, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, LYING WITHIN SECTION 10, TOWNSHIP 3 SOUTH, RANGE 1 EAST, SAN BERNARDINO MERIDIAN, DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWESTERLY CORNER OF SAID PARCEL 2, SAID CORNER BEING ON THE SOUTHERLY RIGHT OF WAY OF RAMSEY STREET (WIDTH VARIES);

THENCE SOUTH 89° 35' 53" EAST ALONG THE NORTHERLY LINE OF SAID PARCEL 2 AND ALONG SAID RIGHT OF WAY LINE, A DISTANCE OF 19.27 FEET TO AN ANGLE POINT THEREON;

THENCE NORTH 45° 15' 40" EAST CONTINUING ALONG SAID NORTHERLY LINE OF PARCEL 2 AND SAID RIGHT OF WAY LINE, A DISTANCE OF 23.98 FEET TO AN ANGLE POINT THEREON;

THENCE SOUTH 89° 35' 53" EAST CONTINUING ALONG SAID NORTHERLY LINE AND SAID RIGHT OF WAY LINE, A DISTANCE OF 9.00 FEET;

THENCE LEAVING SAID NORTHERLY LINE AND SAID RIGHT OF WAY LINE SOUTH 00° 00' 00" EAST, A DISTANCE OF 288.80 FEET TO THE SOUTHERLY LINE OF SAID PARCEL 1;

THENCE NORTH 89° 46' 39" WEST ALONG SAID SOUTHERLY LINE OF PARCEL 1, A DISTANCE OF 669.26 FEET TO THE SOUTHWESTERLY CORNER THEREOF;

THENCE NORTH 0° 06' 51" EAST ALONG THE WESTERLY LINE OF SAID PARCEL 1, A DISTANCE OF 17.12 FEET TO AN ANGLE POINT THEREON;

THENCE SOUTH 89° 46' 41" EAST ALONG SAID WESTERLY LINE, A DISTANCE OF 29.01 FEET TO AN ANGLE POINT THEREON;

THENCE NORTH 0° 07' 01" EAST ALONG SAID WESTERLY LINE, A DISTANCE OF 94.50 FEET TO THE NORTHWESTERLY CORNER OF SAID PARCEL 1;

THENCE NORTH 90° 00' 00" EAST ALONG THE NORTHERLY LINE OF SAID PARCEL 1 AND ALONG THE SOUTHERLY LINE OF PARCEL 3 AND 4 OF SAID PARCEL MAP, A DISTANCE OF 594.72 FEET TO THE SOUTHEASTERLY CORNER THEREOF;

THENCE NORTH 0° 00' 00" WEST ALONG THE EASTERLY LINE OF SAID PARCEL 3, A DISTANCE OF 158.02 FEET TO THE **POINT OF BEGINNING**.

TOGETHER WITH PARCELS 3 AND 4 OF PARCEL MAP NO. 36285 AS SHOWN BY MAP ON FILE IN BOOK 238 OF PARCEL MAPS AT PAGES 24 THROUGH 25, INCLUSIVE THEREOF, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, LYING WITHIN SECTION 10, TOWNSHIP 3 SOUTH, RANGE 1 EAST, SAN BERNARDINO MERIDIAN.

PARCEL 2: APN 541–181–37

PARCEL A OF LOT LINE ADJUSTMENT 21–5001 RECORDED MAY 28, 2021 AS DOCUMENT NO. 2021–0329136, OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, DESCRIBED AS FOLLOWS:

PORTIONS OF PARCELS 1 AND 2 OF PARCEL MAP NO. 36285 AS SHOWN BY MAP ON FILE IN BOOK 238 OF PARCEL MAPS AT PAGES 24 THROUGH 25, INCLUSIVE THEREOF, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, LYING WITHIN SECTION 10, TOWNSHIP 3 SOUTH, RANGE 1 EAST, SAN BERNARDINO MERIDIAN, DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWESTERLY CORNER OF SAID PARCEL 2, SAID CORNER BEING ON THE SOUTHERLY RIGHT OF WAY OF RAMSEY STREET (WIDTH VARIES);

THENCE SOUTH 89° 35' 53" EAST ALONG THE NORTHERLY LINE OF SAID PARCEL 2 AND ALONG SAID RIGHT OF WAY LINE, A DISTANCE OF 19.27 FEET TO AN ANGLE POINT THEREON;

THENCE NORTH 45° 15' 40" EAST CONTINUING ALONG SAID NORTHERLY LINE OF PARCEL 2 AND SAID RIGHT OF WAY LINE, A DISTANCE OF 23.98 FEET TO AN ANGLE POINT THEREON;

THENCE SOUTH 89° 35' 53" EAST CONTINUING ALONG SAID NORTHERLY LINE AND SAID RIGHT OF WAY LINE, A DISTANCE OF 9.00 FEET TO THE TRUE POINT OF BEGINNING;

THENCE LEAVING SAID NORTHERLY LINE OF PARCEL 2 AND SAID SOUTHERLY RIGHT OF WAY LINE SOUTH 00° 00' 00" EAST, A DISTANCE OF 288.80 FEET TO THE SOUTHERLY LINE OF SAID PARCEL 1;

THENCE SOUTH 89° 46' 39" EAST ALONG SAID SOUTHERLY LINE, A DISTANCE OF 222.77 FEET TO THE SOUTHEASTERLY CORNER OF SAID PARCEL 1, SAID CORNER BEING ON THE WESTERLY RIGHT OF WAY LINE OF MARTIN STREET (30.00FEET IN WESTERLY HALF WIDTH);

THENCE NORTH 00° 07' 55" EAST ALONG THE EASTERLY LINE OF SAID PARCEL 1 AND ALONG SAID WESTERLY RIGHT OF WAY LINE, A DISTANCE OF 279.19 FEET TO THE NORTHEASTERLY CORNER OF SAID PARCEL 1, SAID POINT BEING ON SAID SOUTHERLY RIGHT OF WAY LINE OF RAMSEY STREET;

THENCE NORTH 65° 32' 39" WEST ALONG THE NORTHEASTERLY LINE OF SAID PARCEL 1 AND SAID SOUTHERLY RIGHT OF WAY LINE, A DISTANCE OF 21.85 FEET TO THE NORTHERLY LINE OF SAID PARCEL 1;

THENCE NORTH 89° 35' 53" WEST ALONG SAID NORTHERLY LINE AND ALONG SAID SOUTHERLY RIGHT OF WAY LINE, A DISTANCE OF 203.52 FEET TO THE **TRUE POINT OF BEGINNING**.

APN: 541–181–039, 541–181–037
APN: 541–181–034, 541–181–035, 541–181–037, AND 541–181–038

(END OF LEGAL DESCRIPTION)

ENCUMBRANCE NOTES

THE FOLLOWING ENCUMBRANCES ITEMS ARE THOSE CONTAINED IN STEWART TITLE GUARANTY COMPANY ORDER NO. 23000110392, DATED MARCH 30, 2023 AND HAVE THE SAME NUMERICAL DESIGNATION AS IN THE REPORT. THOSE WHICH CAN BE PLOTTED ON THE SURVEY AS SHOWN THUS ○ . THE REMAINING ITEMS CANNOT BE PLOTTED AND REFERENCE TO THE RECORDED DOCUMENT SHOULD BE MADE FOR FURTHER PARTICULARS.
[....] INDICATES SURVEYOR'S COMMENTS.

EXCEPTIONS

1 WATER RIGHTS, CLAIMS OR TITLE TO WATER IN, OR, UNDER THE PROPERTY, WHETHER OR NOT SHOWN BY THE PUBLIC RECORDS.

2 OWNERSHIP OF, OR RIGHTS TO, MINERALS OR OTHER SUBSTANCES, SUBSURFACE AND SURFACE, OF WHATSOEVER KIND, INCLUDING, BUT NOT LIMITED TO COAL, ORES, METALS, LIGNITE, OIL, GAS, GEOTHERMAL RESOURCES, BRINE, URANIUM, CLAY, ROCK, SAND AND GRAVEL IN, ON, UNDER AND THAT MAY BE PRODUCED FROM THE LAND, TOGETHER WITH ALL RIGHTS, PRIVILEGES, AND IMMUNITIES RELATING THERETO, WHETHER THE OWNERSHIP OR RIGHTS ARISE BY LEASE, GRANT, EXCEPTION, CONVEYANCE, RESERVATION OR OTHERWISE, AND WHETHER OR NOT APPEARING IN THE PUBLIC RECORDS OR LISTED IN SCHEDULE B. STEWART TITLE GUARANTY COMPANY AND ITS ISSUING AGENT MAKE NO REPRESENTATION AS TO THE PRESENT OWNERSHIP OF ANY SUCH INTERESTS. THERE MAY BE LEASES, GRANTS, EXCEPTIONS, OR RESERVATIONS OF INTERESTS THAT ARE NOT LISTED.

3 ANY INTERESTS (INCLUDING RIGHTS OF THE PUBLIC) IN AND TO ANY PORTION OF THE PROPERTY LYING WITHIN ROADS, STREETS, ALLEYS OR HIGHWAYS.

(4) EASEMENT AND RIGHTS INCIDENTAL THERETO FOR SANITARY SEWER, TO LAY, CONSTRUCT, MAINTAIN, OPERATE, REPAIR, RENEW, CHANGE THE SIZE OR GRADE OF, REMOVE ALL OR A PORTION OF THE PIPES OR APPURTENANCES OF THE SAID SEWER LINE WITH THE RIGHT OF INGRESS AND EGRESS TO AND FROM THE SAME, AS SET FORTH IN A DOCUMENT RECORDED SEPTEMBER 14, 1977, AS INSTRUMENT NO. 179864, OF OFFICIAL RECORDS. **[PLOTTED ON THIS ALTA]**

5 RIGHTS OF THE SUCCESSOR AGENCY(IES) AS TO MATTERS CONTAINED IN THE PROJECT PLAN RECORDED JUNE 12, 1980 AS INSTRUMENT NO. 108342 OF OFFICIAL RECORDS.

6 RIGHTS OF THE SUCCESSOR AGENCY(IES) AS TO MATTERS CONTAINED IN THE PROJECT PLAN RECORDED JANUARY 28, 2008, AS INSTRUMENT NO. 2008–0041511, OF OFFICIAL RECORDS.

7 COVENANTS, CONDITIONS AND RESTRICTIONS AS SET FORTH IN A DOCUMENT RECORDED MARCH 3, 2011 AS INSTRUMENT NO. 2011–0113337, INSTRUMENT NO. 2011–0113345, AND INSTRUMENT NO. 2011–0113355, ALL OF OFFICIAL RECORDS.

SAID COVENANTS, CONDITIONS, AND RESTRICTIONS PROVIDE THAT A VIOLATION THEREOF SHALL NOT DEFEAT OR RENDER INVALID THE LIEN OF ANY MORTGAGE OR DEED OF TRUST MADE IN GOOD FAITH AND FOR VALUE.

8 COVENANTS, CONDITIONS AND RESTRICTIONS AS SET FORTH IN A DOCUMENT RECORDED MAY 3, 2012 AS INSTRUMENT NO. 2012–0201442, OF OFFICIAL RECORDS.

SAID COVENANTS, CONDITIONS, AND RESTRICTIONS PROVIDE THAT A VIOLATION THEREOF SHALL NOT DEFEAT OR RENDER INVALID THE LIEN OF ANY MORTGAGE OR DEED OF TRUST MADE IN GOOD FAITH AND FOR VALUE.

9 COVENANTS, CONDITIONS AND RESTRICTIONS AS SET FORTH IN A DOCUMENT RECORDED MAY 3, 2012 AS INSTRUMENT NO. 2012–0201443, OF OFFICIAL RECORDS AND RE–RECORDED MAY 15, 2012 AS INSTRUMENT NO. 2012–0224277, OF OFFICIAL RECORDS.

SAID COVENANTS, CONDITIONS, AND RESTRICTIONS PROVIDE THAT A VIOLATION THEREOF SHALL NOT DEFEAT OR RENDER INVALID THE LIEN OF ANY MORTGAGE OR DEED OF TRUST MADE IN GOOD FAITH AND FOR VALUE.

(10) RIGHTS OF ACCESS TO OR FROM THE PUBLIC ROAD OR STREET, HIGHWAY OR FREEWAY ADJACENT TO THE PROPERTY, AS RELINQUISHED OR SEVERED IN DEED RECORDED DECEMBER 9, 2014, AS INSTRUMENT NO. 2014–0470135, OF OFFICIAL RECORDS.

(11) MATTERS AS SHOWN ON THE PARCEL MAP NO. 36285 FILED IN BOOK 238, PAGES 24 AND 25, INCLUSIVE, OF MAP, TOGETHER WITH ANY PROVISIONS AND RECITALS CONTAINED THEREIN.
[DEDICATED TO THE CITY OF BANNING, A 28' WIDE EASEMENT FOR PUBLIC INGRESS, EGRESS AND UTILITIES]

12 DEED OF TRUST TO SECURE AN INDEBTEDNESS IN THE AMOUNT SHOWN BELOW, AND ANY OTHER OBLIGATIONS SECURED THEREBY:
AMOUNT : $1,020,000.00
TRUSTOR : JMA VILLAGE LLC, A CALIFORNIA LIMITED LIABILITY COMPANY
TRUSTEE : CHICAGO TITLE COMPANY
BENEFICIARY : THE CITY OF BANNING
RECORDED : MAY 3, 2012, AS INSTRUMENT NO. 2012–0201444, OF OFFICIAL RECORDS

MATTERS CONTAINED IN A DOCUMENT ENTITLED "ASSIGNMENT AND ASSUMPTION AGREEMENT AND CONSENT", BY AND BETWEEN JMA VILLAGE, LLC, A CALIFORNIA LIMITED LIABILITY COMPANY AND BANNING OFFICE VENTURE, LLC, A CALIFORNIA LIMITED LIABILITY COMPANY RECORDED DECEMBER 11, 2015, AS INSTRUMENT NO. 2015–0537493, OF OFFICIAL RECORDS.

MATTERS CONTAINED IN A DOCUMENT ENTITLED **"AMENDED AND RESTATED AGREEMENT FOR THE REVERTER OF REAL PROPERTY PURSUANT TO PURCHASE AND SALE AGREEMENT"**, BY AND BETWEEN CITY OF BANNING, A CALIFORNIA MUNICIPAL CORPORATION ("CITY"), BANNING OFFICE VENTURE, LLC ("BOV"), AND VANIR GROUP OF COMPANIES, INC., A CALIFORNIA CORPORATION ("VANIR") RECORDED MARCH 13, 2018, AS INSTRUMENT NO. 2018–0095158, OF OFFICIAL RECORDS.

MATTERS CONTAINED IN A DOCUMENT ENTITLED **"LIMITED RECIPROCAL EASEMENT AGREEMENT WITH COVENANTS, CONDITIONS AND RESTRICTIONS"**, BY AND BETWEEN JMA VILLAGE LLC AND THE CITY OF BANNING RECORDED DECEMBER 9, 2014, AS INSTRUMENT NO. 2014–0470137, OF OFFICIAL RECORDS. **[BLANKET IN NATURE – AFFECTS ALL PARCELS OF PM 238/24–25]**

13 MATTERS CONTAINED IN A DOCUMENT ENTITLED **"RECIPROCAL EASEMENT AGREEMENT WITH COVENANTS, CONDITIONS AND RESTRICTIONS"**, BY AND BETWEEN JMA BILLAGE LLC AND THE CITY OF BANNING RECORDED DECEMBER 9, 2014, AS INSTRUMENT NO. 2014–0470138, OF OFFICIAL RECORDS. **[BLANKET IN NATURE – AFFECTS ALL PARCELS OF PM 238/24–25]**

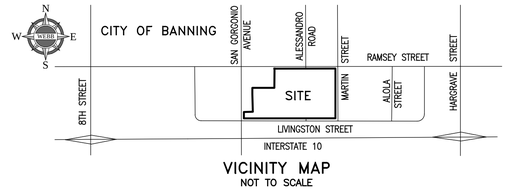
14 MATTERS CONTAINED IN A DOCUMENT ENTITLED "LOT LINE ADJUSTMENT", RECORDED MAY 28, 2021, AS INSTRUMENT NO. 2021–0329136, OF OFFICIAL RECORDS.

15 MATTERS CONTAINED IN A DOCUMENT ENTITLED "PARCEL MERGER", RECORDED JULY 14, 2021, AS INSTRUMENT NO. 2021–0423779, OF OFFICIAL RECORDS.

16 RIGHTS OR CLAIMS OF PARTIES IN POSSESSION WHETHER OR NOT SHOWN BY THE PUBLIC RECORDS.

17 ANY FACTS, RIGHTS, INTERESTS OR CLAIMS WHICH WOULD BE DISCLOSED BY AN INSPECTION OF THE LAND.

(END OF EXCEPTIONS)



VICINITY MAP
NOT TO SCALE

ZONING & DEVELOPMENT STANDARDS

THIS SITE IS ZONED "DC" (DOWNTOWN COMMERCIAL) PER CITY OF BANNING GENERAL PLAN LAND USE & ZONING, DATED 06/14/2021.

17.12.030 - Table of commercial and industrial development standards.

Table 17.12.030

Commercial and Industrial Development Standards

	DC	GC	HSC	PO	I	AI	BP	IMR
Min. Lot Size (Ac. or s.f.)	—	6,000 s.f.	6,000 s.f.	6,000 s.f.	10,000 s.f.	5 ac.	1 ac.	10 ac.
Min. Lot Width (Feet)	—	60	60	60	70	150	100	300
Min. Lot Depth (Feet)	—	100	100	100	100	150	150	300
Min. Front Setback (Feet)	0	10	10	0	10	10	10	50
Min. Rear Setback (Feet) [12]	0	0	0	0	0	0	0	50
Min. Side Yard Setback (Feet) [13] Min. Street Side (Feet)	0	0 5	0 5	0 5	0 10	0 10	0 10	0 20
Max. Bldg. Coverage (%)	75	35	35	35	60	75	60	25
Maximum Height (stories/feet) [14, 15]	4/60	2/35	2/35	2/35	2/50	2/50	2/50	2/50
Fence/Wall Height (ft.) [16]	6	6	6	6	8	8	6	8

[12] If a commercially or industrially zoned lot is located adjacent to a residentially zoned lot, the minimum setback shall be 10 feet.

[13] If a commercially or industrially zoned lot is located adjacent to a residentially zoned lot, the minimum setback shall be 10 feet.

[14] Not including belltowers, steeples and similar architectural embellishments not exceeding 10% of the total building area.

[15] Additional height may be permitted with approval of a Conditional Use Permit.

[16] Additional height may be permitted for security as approved by the director through a technical staff review.

(Zoning Ord. dated 1/31/06, § 9103.03 (part); Ord. No. 1355, § 3 (part).)

(Ord. No. 1469, § 5, 10-8-13)

THIS SURVEY WAS BASED ON AVAILABLE RECORD INFORMATION AT THE TIME OF SURVEY. ALL LINE WORK SHOWN HAS BEEN VERIFIED TO THE REFERENCE INFORMATION AS INDICATED ON THE SURVEY.

SURVEYOR'S CERTIFICATE

TO: CITY OF BANNING, A CALIFORNIA MUNICIPAL CORPORATION AND STEWART TITLE GUARANTY COMPANY.

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES 4, 11(a), 14, 15, 17, 18 AND 19 ITEMS OF TABLE A THEREOF. THE FIELDWORK WAS COMPLETED ON APRIL 13, 2023.

DATE OF PLAT OR MAP: 05/10/23

MICHAEL E. JOHNSON, P.L.S. 7673

LICENSED LAND SURVEYOR
MICHAEL E. JOHNSON
NO. 7673
STATE OF CALIFORNIA

REVISIONS	DATE	BY

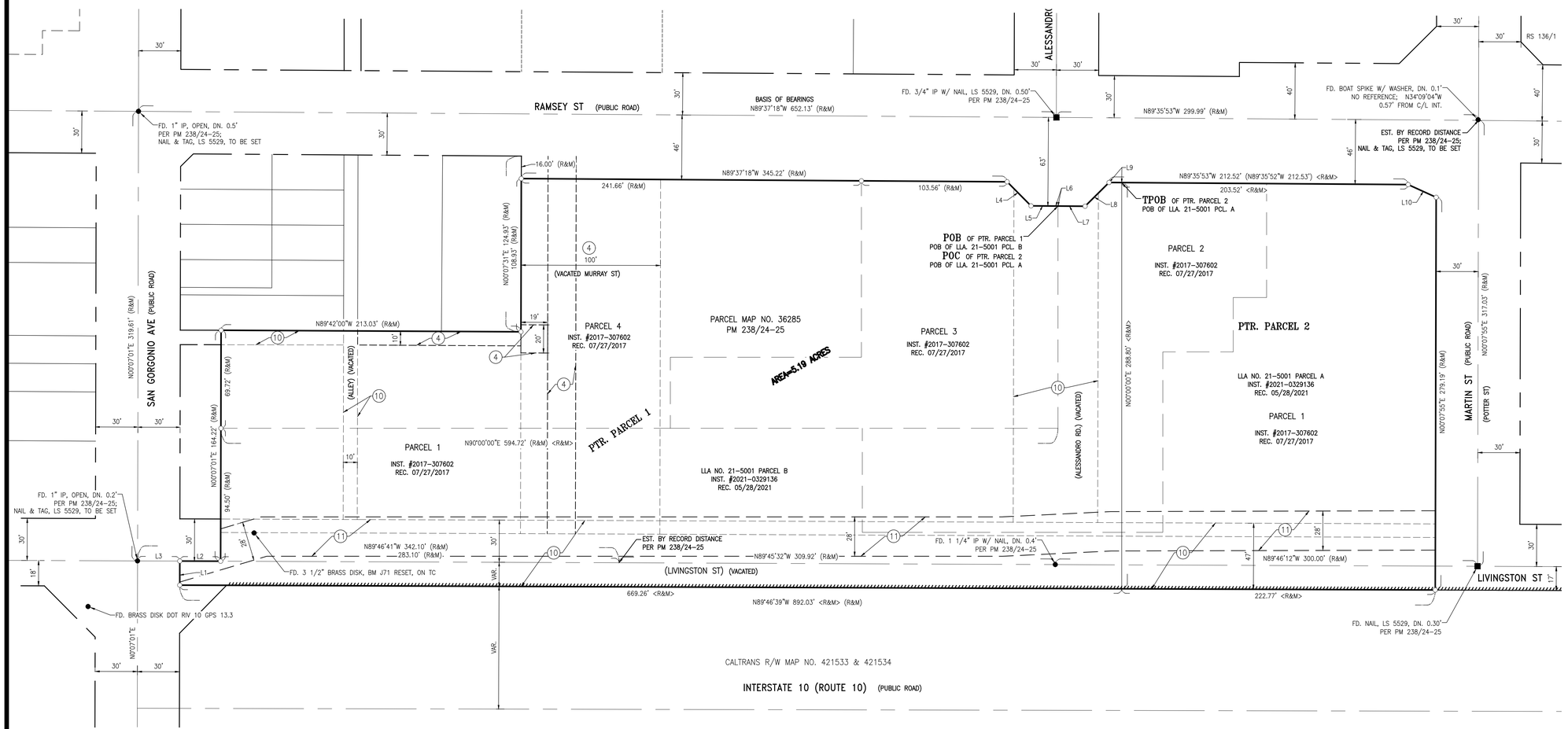
150 E. RAMSEY ST
CITY OF BANNING

ALTA/NSPS LAND TITLE SURVEY
PARCELS 1 THRU 4 OF PARCEL MAP NO. 36285, PM 238/24–25,
IN THE CITY OF BANNING, LYING IN SECTION 10,
TOWNSHIP 3 SOUTH, SBM, RIVERSIDE COUNTY, CALIFORNIA

SCALE:	1"=40'	ALBERT A. WEBB ASSOCIATES	W.O. 2023–0074
DATE:	04/06/2023	ENGINEERING CONSULTANTS 3788 McCRAY STREET RIVERSIDE CA. 92506 PH. (951) 686–1070 FAX (951) 788–1256	SHEET 1
DESIGNED:	JCR		OF 3 SHEETS
CHECKED:	MEJ		
PLN CK REF:	O–C		DWG. NO.
F.B.	N/A		23–0074–ALTA.dwg

H:\2023\23–0074\DRAWINGS\MAPPING\ALTA & BOUNDARY\23–0074–ALTA.DWG 5/9/2023 4:22:06 PM John

FOR ZONING & DEVELOPMENT STANDARDS, SEE SHEET 2.



LINE TABLE				
LINE #	DIRECTION	LENGTH	DIRECTION	LENGTH
L1	N0°06'51"E	17.12'	(R&M)	(R&M)
L2	N89°46'41"W	29.00'	(R&M)	<29.01'>
L3	N89°46'41"W	30.00'	(R&M)	(R&M)
L4	N44°43'57"W	24.09'	(R&M)	(R&M)
L5	N89°37'18"W	17.58'	(R&M)	(R&M)
L6	N89°35'53"W	1.56'	(N89°35'52"W)	(R&M)
L7	N89°35'53"W	19.27'	(N89°35'52"W)	(R&M)
L8	N45°15'40"E	23.98'	(R&M)	(R&M)
L9	N89°35'53"W	9.00'	<R&M>	<R&M>
L10	N65°32'39"W	21.85'	(R&M)	(R&M)

SURVEYOR'S NOTES

1. BASIS OF BEARINGS IS THE CENTERLINE OF RAMSEY STREET TAKEN AS NORTH 89°37'18" EAST PER PARCEL MAP NO. 36285, PM 238/24-25.
2. —●— INDICATES FOUND MONUMENTS AS NOTED.
3. ■ INDICATES MONUMENTS PER PREVIOUS WEBB SURVEY UNDER W.O. 19-123 AS SHOWN ON PM 238/24-25.
4. ○ INDICATES MONUMENT TO BE SET PER PM 238/24-25
5. ALL DIMENSIONS ARE MEASURED IN FEET AND DECIMAL PARTS THEREOF.
6. ALL BEARINGS READ IN A NORTHERLY DIRECTION UNLESS OTHERWISE NOTED.
7. TOTAL AREA OF THE SUBJECT PROPERTY IS 5.19 ACRES, MORE OR LESS.
8. PROPERTY WAS SURVEYED IN ACCORDANCE WITH STEWART TITLE GUARANTY COMPANY ORDER NO. 23000110392, DATED MARCH 30, 2023.
9. THIS SURVEY WAS PERFORMED WITH TRIMBLE S7 TOTAL STATIONS & TRIMBLE 12i GPS RECEIVERS, AND COMPLETED ON APRIL 13, 2023.
10. ( ) INDICATES RECORD OR CALCULATED DATA PER PM 238/24-25, UNLESS OTHERWISE NOTED
11. < > INDICATES RECORD OR CALCULATED DATA PER LLA NO. 21-5001, INST. #2021-0329136 O.R., REC. 05/28/2021.
12. SYMBOLS SHOWN ON THE SURVEY ARE NOT DRAFTED TO SCALE.
13. ////// INDICATED RESTRICTED ACCESS.

ALTA NOTES:

1. NO PROPOSED CHANGES IN STREET RIGHT OF WAY LINES MADE AVAILABLE TO THE SURVEYOR. NO EVIDENCE OF RECENT STREET OR SIDEWALK CONSTRUCTION OR REPAIRS OBSERVED IN THE PROCESS OF CONDUCTING THE FIELDWORK.
2. NO PLOTTABLE OFFSITE (I.E., APPURTENANT) EASEMENTS OR SERVITUDES DISCLOSED IN DOCUMENTS PROVIDED TO OR OBTAINED BY THE SURVEYOR.
3. PROPERTY HAS ACCESS TO AND FROM SAN GORGONIO AVE., RAMSEY ST. & MARTIN AVE. BEING PUBLIC ROADS.

1" = 40'

40 0 40 80 120

THIS SURVEY WAS BASED ON AVAILABLE RECORD INFORMATION AT THE TIME OF SURVEY. ALL LINE WORK SHOWN HAS BEEN VERIFIED TO THE REFERENCE INFORMATION AS INDICATED ON THE SURVEY.

BASIS OF COORDINATES

ASSUMED 10000.00,10000.00 PER AA WEBB PREVIOUS W.O. 2019-0123.

BENCHMARK DATA

NGS BM #H 1311 (DX3597)
ELEV. = 2364.82 FEET (NAVD 88)

RECOVERY NOTE BY NATIONAL GEODETIC SURVEY 1988.
RECOVERED IN GOOD CONDITION.
NEW DESCRIPTION FOLLOWS:
IN BANNING, AT THE CROSSING OF THE SOUTHERN PACIFIC RAILROAD AND 8TH STREET, INTHE NORTHEAST END OF THE ABUTMENT OF A RAILROAD BRIDGE, 4.8 M (15.7 FT) NORTH OF THE NORTH RAIL, 0.9 M (3.0 FT) WEST OF THE EAST END OF THE BRIDGE. THE MARK IS 0.3 M BELOW THE RAILROAD.

DATUM SHIFT TO NGVD 29 IS -2.67 FEET.

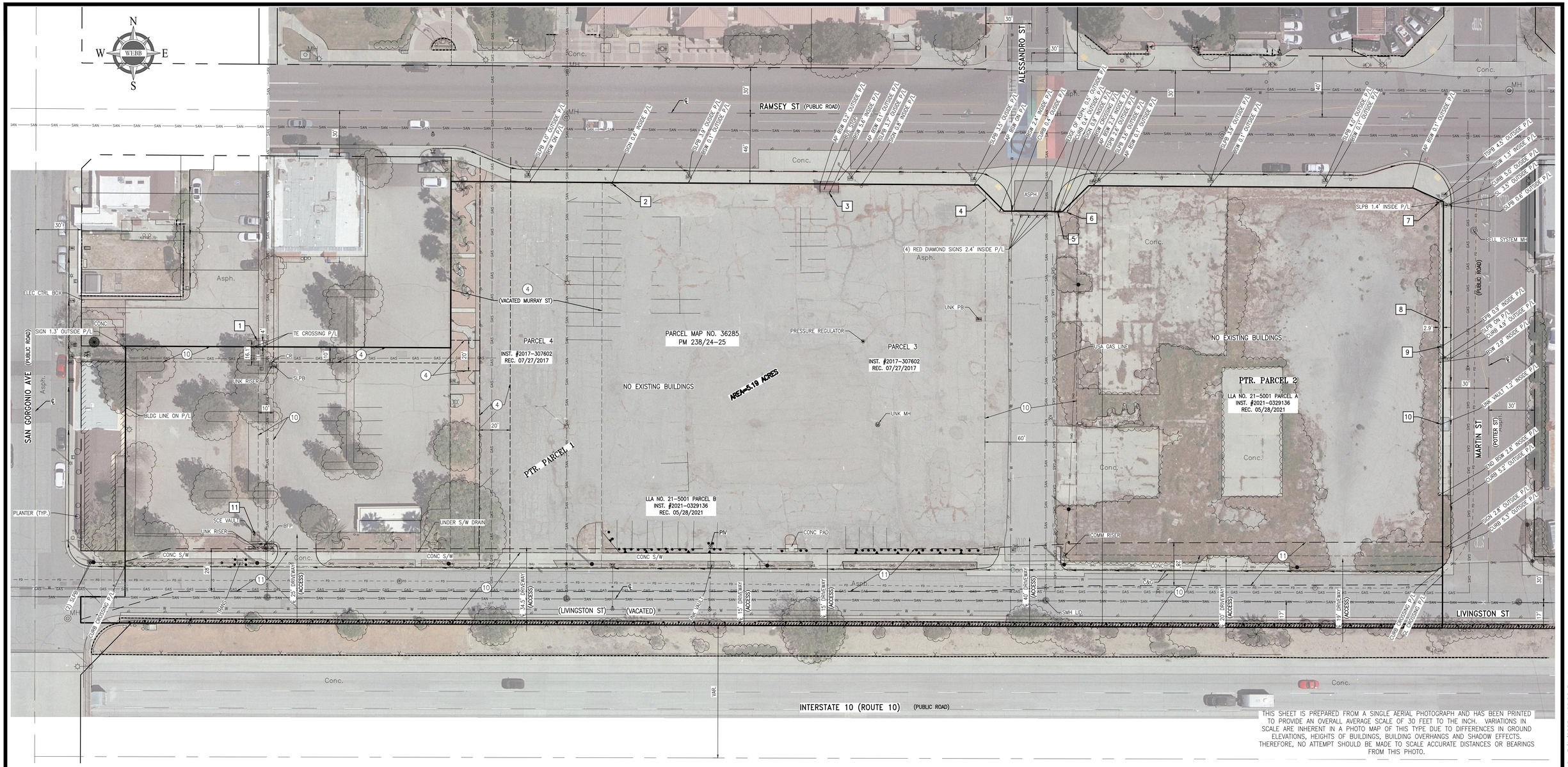
REVISIONS	DATE	BY

150 E. RAMSEY ST
CITY OF BANNING

ALTA/NSPS LAND TITLE SURVEY
PARCELS 1 THRU 4 OF PARCEL MAP NO. 36285, PM 238/24-25,
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SCALE:	1"=40'	ALBERT A. WEBB ASSOCIATES — ENGINEERING CONSULTANTS, 3788 McCRAY STREET, RIVERSIDE, CA. 92506, PH. (951) 686-1070, FAX (951) 788-1256	W.O. 2023-0074
DATE:	04/06/2023		SHEET 2
DESIGNED:	JCR		OF 3 SHEETS
CHECKED:	MEJ		
PLN CK REF:	O-C		DWG. NO. 23-0074-ALTA.dwg
F.B.	N/A		

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THIS SHEET IS PREPARED FROM A SINGLE AERIAL PHOTOGRAPH AND HAS BEEN PRINTED TO PROVIDE AN OVERALL AVERAGE SCALE OF 30 FEET TO THE INCH. VARIATIONS IN SCALE ARE INHERENT IN A PHOTO MAP OF THIS TYPE DUE TO DIFFERENCES IN GROUND ELEVATIONS, HEIGHTS OF BUILDINGS, BUILDING OVERHANGS AND SHADOW EFFECTS. THEREFORE, NO ATTEMPT SHOULD BE MADE TO SCALE ACCURATE DISTANCES OR BEARINGS FROM THIS PHOTO.

LEGEND

- BFP — BACKFLOW PREVENTOR
- COMM RISER — COMMUNICATION RISER
- E — ELECTRIC PULLBOX
- FIRE HYDRANT
- GV — GAS VALVE
- GUARD POST
- GUY ANCHOR
- LIGHT STANDARD
- MB — MAILBOX
- MH — MANHOLE
- PALM
- POST INDICATOR VALVE
- POWER POLE
- S — SEWER MANHOLE
- SIGN
- STREET LIGHT
- SLPB — STREET LIGHT PULLBOX
- T — TELEPHONE MANHOLE
- TSPB — TRAFFIC SIGNAL PULLBOX
- TREE
- TREE (SINGLE)
- TREES
- UKPB — UNKNOWN PULLBOX
- WM — WATER METER
- WV — WATER VALVE
- BOUNDARY
- CENTERLINE
- FO — FIBER OPTIC LINE
- FLOWLINE
- x — x — FENCE
- GAS — GAS — GAS LINE
- OHU — OVERHEAD UTILITY LINE
- MINIMUM BUILDING SETBACK LINE
- SAN — SAN — SANITARY SEWER LINE
- RETAINING WALL
- W — WATER LINE
- BUIDING

ABBREVIATIONS

AP	ANGLE POINT
APPROX.	APPROXIMATE
ASPH.	ASPHALT
BEG.	BEGIN
BFP	BACKFLOW PREVENTOR
BLDG	BUILDING
BSW	BACK OF SIDEWALK
C&G	CURB & GUTTER
COMM	COMMUNICATION
CONC	CONCRETE
COR.	CORNER
CR	COMMUNICATION RISER
CTRL	CONTROL
D/W	DRIVEWAY
EPB	ELECTRIC PULLBOX
ELEC	ELECTRIC
EST.	ESTABLISHED
EX.	EXISTING
FH	FIRE HYDRANT
INT.	INTERSECTION
MH	MANHOLE
MISC	MISCELLANEOUS
P/L	PROPERTY LINE
R	PROPERTY LINE
PB	PULLBOX
PIV	POST INDICATOR VALVE
PP	POWER POLE
POR.	PORTION OF
PROP.	PROPERTY
PTR	PRELIMINARY TITLE REPORT
PWR	POWER
R/W	RIGHT OF WAY
RET WALL	RETAINING WALL
S/W	SIDEWALK
SFN	SEARCHED, FOUND NOTHING
SWR	SEWER
TE	TRASH ENCLOSURE
TEL	TELEPHONE
TR	TELEPHONE RISER
TRANS	TRANSFORMER
TS	TRAFFIC SIGNAL
TSPB	TRAFFIC SIGNAL PULLBOX
UKPB	UNKNOWN PULLBOX
UNK	UNKNOWN
VAR.	VARIABLE
W/	WITH

ENCROACHMENT NOTES

1. TRASH ENCLOSURE (POSSIBLE) ENCROACHES INTO ADJOING PROPERTY BY 4.0'.
2. TRAFFIC SIGN (SPEED LIMIT) ENCROACHES INTO THE SUBJECT PROPERTY BY 0.6'.
3. BACK OF SIDEWALK (BUS STOP) ENCROACHES INTO THE SUBJECT PROPERTY BY 5.6'.
4. BACK OF SIDEWALK (IMPROVEMENT) ENCROACHES INTO THE SUBJECT PROPERTY BY 2.4'.
5. STOP SIGN ENCROACHES INTO THE SUBJECT PROPERTY BY 0.9'.
6. BACK OF SIDEWALK (IMPROVEMENT) ENCROACHES INTO THE SUBJECT PROPERTY BY 2.6'.
7. STREET LIGHT PULLBOX ENCROACHES INTO THE SUBJECT PROPERTY BY 1.4'.
8. BACK OF SIDEWALK (IMPROVEMENT) ENCROACHES INTO THE SUBJECT PROPERTY BY 2.9'.
9. ELECTRIC PULLBOX ENCROACHES INTO THE SUBJECT PROPERTY BY 0.9'.
10. UNKNOWN VAULT ENCROACHES INTO THE SUBJECT PROPERTY BY 1.2'.
11. EXISTING SC EDSION VAULT WITHOUT AN EASEMENT.

1" = 30'

30 0 30 60 90

THIS SURVEY WAS BASED ON AVAILABLE RECORD INFORMATION AT THE TIME OF SURVEY. ALL LINE WORK SHOWN HAS BEEN VERIFIED TO THE REFERENCE INFORMATION AS INDICATED ON THE SURVEY.

REVISIONS	DATE	BY

150 E. RAMSEY ST
CITY OF BANNING

ALTA/NSPS LAND TITLE SURVEY
PARCELS 1 THRU 4 OF PARCEL MAP NO. 36285, PM 238/24-25,
IN THE CITY OF BANNING, LYING IN SECTION 10,
TOWNSHIP 3 SOUTH, SBM, RIVERSIDE COUNTY, CALIFORNIA

SCALE:	1"=30'
DATE:	04/06/2023
DESIGNED:	JCR
CHECKED:	MEJ
PLN CK REF:	O-C
F.B.	N/A

ALBERT A. WEBB ASSOCIATES
ENGINEERING CONSULTANTS
3788 McCRAY STREET
RIVERSIDE, CA. 92506
PH. (951) 686-1070
FAX (951) 788-1256

W.O.	2023-0074
SHEET	3
OF	3 SHEETS
DWG. NO.	23-0074-ALTA.dwg

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EXCLUSIVE NEGOTIATING AGREEMENT

This EXCLUSIVE NEGOTIATING AGREEMENT ("ENA") is dated as of February 23, 2023 and is entered into by and between the CITY OF BANNING ("City") and Investel Development, LLC ("Developer"). The City and the Developer are sometimes individually referred to herein as a "Party" and are sometimes collectively referred to herein as the "Parties."

RECITALS

A. The City owns the land in the City of Banning, California described on Exhibit "A" (the Property) and desires to invite the Developer to propose a development plan for a mixed use of Hotel and Retail project on the Property (the "Project").

B. The City intends to incur significant costs in negotiating and preparing a disposition and development agreement or "DDA".

C. The Developer has therefore requested that the City negotiate with the Developer on an exclusive basis for a specified period of time to establish the terms and conditions of the DDA.

D. It is anticipated that during the term of this ENA, City staff and consultants and attorneys of the City will devote substantial time and effort in meeting with the Developer and its representatives and consultants, reviewing proposals, plans and reports, negotiating and preparing and revising the DDA, obtaining consultant advice and reports including an appraisal.

NOW, THEREFORE, The Developer has proposed the follows:

1. The term of The ENA shall commence on the date hereof and shall end on the earlier of: (i): January 10, 2024, or (ii) the date on which the City of the Developer terminates this ENA provided in Sections 2 below (the "ENA Period").

2. The City Manager may terminate this ENA by written notice to the Developer if the Developer should fail to comply with or perform any material provisions of this ENA and such failure is not cured within thirty (30) days after City Manger's delivery of written notice to the Developer (or such other period of time if such failure cannot by its nature be cured within such thirty (30) day period, so long as Developer diligently proceeds with efforts to cure such failure), or if reasonable progress is not being made in negotiations hereunder as determined by the City Manager in good faith. The Developer may terminate this ENA by written notice to the City if the Developer determines that it does not wish to pursue the Project any further.

3. During the ENA Period, the City shall not negotiate with any person or entity other than the Developer for the sale, lease, or development of the Property.

4. City must comply with California's surplus property statutes (Government Code Sections 54220-54234). City shall be solely responsible for all costs associated with the negotiation with California state.

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5. City shall agree to convey the Property to Developer at no cost to Developer and Developer will agree to accept such conveyance.

6. The City shall confirm that the CEQA/EIR process is not a requirement for Project entitlement if the total site area of the Project is under five (5) acres.

7. City shall provide to Developer phase one environment report and will be responsible for all costs associated with preparation of the report.

8. City shall provide to Developer ALTA land title survey and will be responsible for all costs associated with preparation of the survey.

9. Developer desires to have the flexibility to merge and redivide the parcel within the parcel 1, 2, 3, and 4 boundaries (see EXHIBIT A).

10. City shall confirm if N. Alessandro St. needs to be kept as a public through street on the Property.

11. City shall confirm that all utility lines are ready to be connected to the Property, and the capacity is sufficient. City shall be solely responsible for payment of all fees and charges in case of public utility line upgrade is needed.

12. In connection with the initial operation of the Project, to assist in creating future financial feasibility necessary to allow the operation of the project to proceed, the Developer has proposed certain financial assistance from the City including the rebates of a portion of the Transient Occupancy Tax Revenues and Sales Tax Revenues generated by the Project.

13. City shall provide to the Developer copies of all currently written information regarding the Property in its processions, to the extent not previously delivered to the Developer and to the extend material to the Property or Project and not subject to the attorney-client attorney work-product privilege.

14. The Parties understand and agree that no Party is under any obligation whatsoever to approve or enter into the DDA, and that notwithstanding its approval of this ENA, each party shall have the right to disapprove the DDA, its sole and absolute discretion, and in that regard, the Developer hereby expressly agrees that City shall not be bound by any implied covenant of good faith and fair dealing in connection with such approval or disapproval of any of the DDA. In the event of the expiration or earlier termination of this ENA, the City shall be free to negotiate with any persons or entities with respect to Property.

15. The Developer shall indemnify, defend, and hold the City and its officers, directors, members, employees, agents and contractors harmless from any and all claims, liabilities, losses, damages, costs and expenses relating to or arising out of this ENA or the Developer's failure to perform any obligation of the Developer under this ENA, or any challenges to the validity

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of this ENA. The Developer's obligations under the preceding sentence shall survive the expiration or earlier termination of this ENA.

16. The Developer represents and warrants that its undertakings pursuant to this ENA are for the purpose of development of the Property and not for speculation in land, and the Developer recognized that, in view of the importance of the development of the Property to the general welfare of the community, the qualifications and identity of the Developer and its principals are of particular concern to the City; therefore, this ENA may not be assigned by the Developer without the prior express written consent of the City Manager in his sole and absolute discretion. However, the City acknowledges that the Developer may intend to form a new entity to be party to the DDA, and Developer may do so provided that such new entity is controlled and majority-owned by Developer or by owners of Developer, and provided, further, that the Developer first delivers to City a copy of new entity's organizational documents and any amendments thereto, and any other documents necessary for the City to confirm compliance with the foregoing ownership and control conditions.

17. Any notice, request, approval or other communication to be provided by one Party to the other shall be in writing and provided by certified mail, return receipt requested, or a reputable overnight delivery service and addressed as follows:

Developer:
SCG America
12966 Euclid Street Suite 300
Garden Grove, CA 92840

City:
City of Banning
99 E. Ramsey Street
Banning, CA 92220
Attn: City Manager

Notice shall be deemed delivered: (i) if sent by certified mail, then upon the date of delivery or attempted delivery shown on the return receipt; or (ii) if delivery by overnight delivery service, then one (1) business day after delivery to the service as shown by records of the service.

18. This ENA constitutes the entire agreement of the Parties hereto with respect to the subject matter hereof. There are no agreements or understandings between the Parties and no representations by either Party to the other as an inducement to enter into this ENA, except as may be expressly set forth herein, and any and all prior discussions and negotiations between the Parties are superseded by this ENA.

19. This ENA may not be altered, amended or modified except by a writing duly authorized and executed by all Parties.

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20. No provision of this ENA may be waived except by an express written waiver duly authorized and executed by the waiving Party.

21. If any Party should bring any legal action or proceeding relating to this ENA or to enforce any provision hereof, the Party in whose favor a judgment or decision is rendered shall be entitled to recover reasonable attorneys' fees and expenses from the other. The Parties agree that any legal action shall be filed in and shall occur in the County of Los Angeles.

22. The interpretation and enforcement of this ENA shall be governed by the laws of the State of California.

23. Time is of the essence of each and every provision hereof in which time is a factor.

24. This ENA may be executed in counterparts, each of which shall be deemed an original, but all of which together shall constitute one and the same ENA. Executed counterparts of this ENA may be delivered electronically by email to: dschulze@banningca.gov (for City) and to kenhao.hsu@scgamerica.com (for Developer).

IN WITNESS WHEREOF, the Parties hereto have executed this ENA as of the day and year first written above.

CITY:

CITY OF BANNING

DocuSigned by:
Doug Schulze 2/21/2023
0AD14BA217CE497...
Douglas Schulze, City Manager

DEVELOPER:

INVESTEL DEVELOPMENT, LLC

DocuSigned by:
2/22/2023
370D42DE327D4F1...
Danny Yinfeng Wei, Executive Vice President

ATTEST:

DocuSigned by:
2/23/2023
C25A97A47354489...
Caroline Patton, Deputy City Clerk

APPROVED AS TO FORM AND LEGAL CONTENT:

DocuSigned by:
Serita Young 2/21/2023
F3821C827AF84EF...
Serita R. Young, City Attorney
Richards, Watson & Gershon

DocuSign Envelope ID: FD3C2E48-3812-4B66-AB43-63F909B13C1C

EXHIBIT "A"
LEGAL DESCRIPTION
BEFORE LOT LINE ADJUSTMENT

LLA 21-5001

PARCEL 1 (APN 541-181-032)

PARCEL 1 OF PARCEL MAP NO. 36285 AS SHOWN BY MAP ON FILE IN BOOK 238 OF PARCEL MAPS AT PAGES 24 THROUGH 25, INCLUSIVE THEREOF, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, LYING WITHIN SECTION 10, TOWNSHIP 3 SOUTH, RANGE 1 EAST, SAN BERNARDINO MERIDIAN.

CONTAINING 2.48 ACRES.

PARCEL 2 (APN 541-181-033)

PARCEL 2 OF PARCEL MAP NO. 36285 AS SHOWN BY MAP ON FILE IN BOOK 238 OF PARCEL MAPS AT PAGES 24 THROUGH 25, INCLUSIVE THEREOF, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, LYING WITHIN SECTION 10, TOWNSHIP 3 SOUTH, RANGE 1 EAST, SAN BERNARDINO MERIDIAN.

CONTAINING 0.83 ACRE.

SEE PLAT ATTACHED HERETO AS EXHIBIT "B" AND MADE A PART HEREOF.
PREPARED UNDER MY SUPERVISION

MICHAEL E. JOHNSON, L.S. 7673 DATE 4/5/21



PREPARED BY: LB
CHECKED BY: MJ

DocuSign Envelope ID: FD3C2E48-3812-4B66-AB43-63F909B13C1C

EXHIBIT "A"
LEGAL DESCRIPTION
AFTER LOT LINE ADJUSTMENT
LLA 21-5001

PARCEL A

PORTIONS OF PARCELS 1 AND 2 OF PARCEL MAP NO. 36285 AS SHOWN BY MAP ON FILE IN BOOK 238 OF PARCEL MAPS AT PAGES 24 THROUGH 25, INCLUSIVE THEREOF, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, LYING WITHIN SECTION 10, TOWNSHIP 3 SOUTH, RANGE 1 EAST, SAN BERNARDINO MERIDIAN, DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWESTERLY CORNER OF SAID PARCEL 2, SAID CORNER BEING ON THE SOUTHERLY RIGHT OF WAY OF RAMSEY STREET (WIDTH VARIES);

THENCE SOUTH 89°35'53" EAST ALONG THE NORTHERLY LINE OF SAID PARCEL 2 AND ALONG SAID RIGHT OF WAY LINE, A DISTANCE OF 19.27 FEET TO AN ANGLE POINT THEREON;

THENCE NORTH 45°15'40" EAST CONTINUING ALONG SAID NORTHERLY LINE OF PARCEL 2 AND SAID RIGHT OF WAY LINE, A DISTANCE OF 23.98 FEET TO AN ANGLE POINT THEREON;

THENCE SOUTH 89°35'53" EAST CONTINUING ALONG SAID NORTHERLY LINE AND SAID RIGHT OF WAY LINE, A DISTANCE OF 9.00 FEET TO THE **TRUE POINT OF BEGINNING**;

THENCE LEAVING SAID NORTHERLY LINE OF PARCEL 2 AND SAID SOUTHERLY RIGHT OF WAY LINE SOUTH 00°00'00" EAST, A DISTANCE OF 288.80 FEET TO THE SOUTHERLY LINE OF SAID PARCEL 1;

THENCE SOUTH 89°46'39" EAST ALONG SAID SOUTHERLY LINE, A DISTANCE OF 222.77 FEET TO THE SOUTHEASTERLY CORNER OF SAID PARCEL 1, SAID CORNER BEING ON THE WESTERLY RIGHT OF WAY LINE OF MARTIN STREET (30.00 FEET IN WESTERLY HALF WIDTH);

THENCE NORTH 00°07'55" EAST ALONG THE EASTERLY LINE OF SAID PARCEL 1 AND ALONG SAID WESTERLY RIGHT OF WAY LINE, A DISTANCE OF 279.19 FEET TO THE NORTHEASTERLY CORNER OF SAID PARCEL 1, SAID POINT BEING ON SAID SOUTHERLY RIGHT OF WAY LINE OF RAMSEY STREET;

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THENCE NORTH 65°32'39" WEST ALONG THE NORTHEASTERLY LINE OF SAID PARCEL 1 AND SAID SOUTHERLY RIGHT OF WAY LINE, A DISTANCE OF 21.85 FEET TO THE NORTHERLY LINE OF SAID PARCEL 1;

THENCE NORTH 89°35'53" WEST ALONG SAID NORTHERLY LINE AND ALONG SAID SOUTHERLY RIGHT OF WAY LINE, A DISTANCE OF 203.52 FEET TO THE **TRUE POINT OF BEGINNING**.

CONTAINING 1.48 ACRES, MORE OR LESS.

PARCEL B

PORTION OF PARCELS 1 AND 2 OF PARCEL MAP NO. 36285 AS SHOWN BY MAP ON FILE IN BOOK 238 OF PARCEL MAPS AT PAGES 24 THROUGH 25, INCLUSIVE THEREOF, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, LYING WITHIN SECTION 10, TOWNSHIP 3 SOUTH, RANGE 1 EAST, SAN BERNARDINO MERIDIAN, DESCRIBEDAS FOLLOWS:

BEGINNING AT THE NORTHWESTERLY CORNER OF SAID PARCEL 2, SAID CORNER BEING ON THE SOUTHERLY RIGHT OF WAY OF RAMSEY STREET (WIDTH VARIES);

THENCE SOUTH 89°35'53" EAST ALONG THE NORTHERLY LINE OF SAID PARCEL 2 AND ALONG SAID RIGHT OF WAY LINE, A DISTANCE OF 19.27 FEET TO AN ANGLE POINT THEREON;

THENCE NORTH 45°15'40" EAST CONTINUING ALONG SAID NORTHERLY LINE OF PARCEL 2 AND SAID RIGHT OF WAY LINE, A DISTANCE OF 23.98 FEET TO AN ANGLE POINT THEREON;

THENCE SOUTH 89°35'53" EAST CONTINUING ALONG SAID NORTHERLY LINE AND SAID RIGHT OF WAY LINE, A DISTANCE OF 9.00 FEET;

THENCE LEAVING SAID NORTHERLY LINE AND SAID RIGHT OF WAY LINE SOUTH 00°00'00" EAST, A DISTANCE OF 288.80 FEET TO THE SOUTHERLY LINE OF SAID PARCEL 1;

THENCE NORTH 89°46'39" WEST ALONG SAID SOUTHERLY LINE OF PARCEL 1, A DISTANCE OF 669.26 FEET TO THE SOUTHWESTERLY CORNER THEREOF;

THENCE NORTH 0°06'51" EAST ALONG THE WESTERLY LINE OF SAID PARCEL 1, A DISTANCE OF 17.12 FEET TO AN ANGLE POINT THEREON;

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THENCE SOUTH 89°46'41" EAST ALONG SAID WESTERLY LINE, A DISTANCE OF 29.01 FEET TO AN ANGLE POINT THEREON;

THENCE NORTH 0°07'01" EAST ALONG SAID WESTERLY LINE, A DISTANCE OF 94.50 FEET TO THE NORTHWESTERLY CORNER OF SAID PARCEL 1;

THENCE NORTH 90°00'00" EAST ALONG THE NORTHERLY LINE OF SAID PARCEL 1 AND ALONG THE SOUTHERLY LINE OF PARCEL 3 AND 4 OF SAID PARCEL MAP, A DISTANCE OF 594.72 FEET TO THE SOUTHEASTERLY CORNER THEREOF;

THENCE NORTH 0°00'00" WEST ALONG THE EASTERLY LINE OF SAID PARCEL 3, A DISTANCE OF 158.02 FEET TO THE **POINT OF BEGINNING**.

CONTAINING 1.84 ACRES, MORE OR LESS.

SUBJECT TO ALL CONDITIONS, RESERVATIONS, RESTRICTIONS, EASEMENTS, OFFERS OF DEDICATIONS, RIGHTS AND RIGHT OF WAYS OF RECORD, IF ANY.

SEE PLAT ATTACHED HERETO AS EXHIBIT "B" AND MADE A PART HEREOF.

PREPARED UNDER MY SUPERVISION



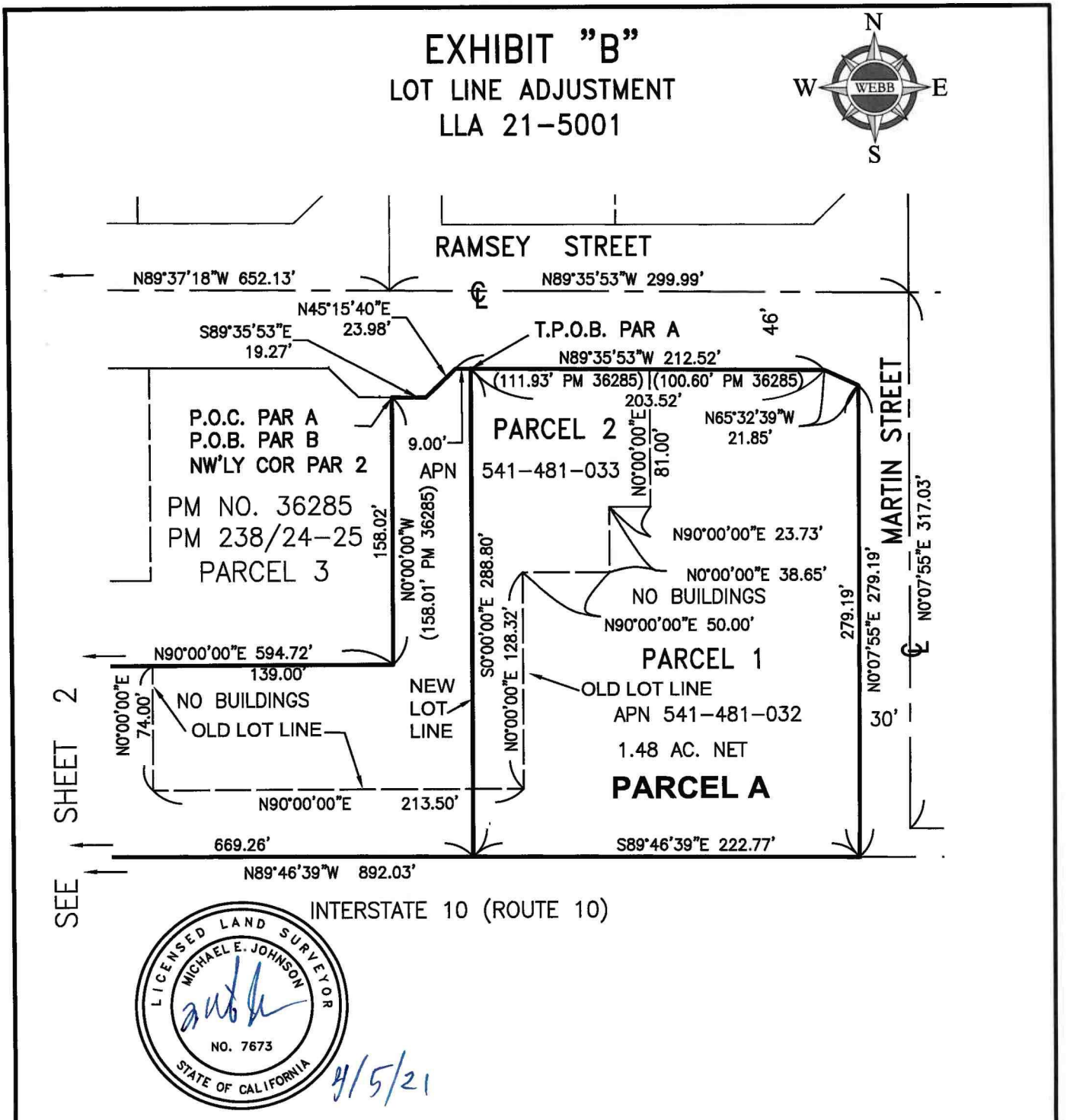
MICHAEL E. JOHNSON, L.S. 7673 DATE 4/5/21

PREPARED BY: LB
CHECKED BY: mj

DocuSign Envelope ID: FD3C2E48-3812-4B66-AB43-63F909B13C1C

EXHIBIT "B"

LOT LINE ADJUSTMENT
LLA 21-5001



LICENSED LAND SURVEYOR
MICHAEL E. JOHNSON
NO. 7673
STATE OF CALIFORNIA

4/5/21

ALBERT A. WEBB ASSOCIATES

CITY OF BANNING

G:\2018\18-0271\Drawings\Mapping\LLA\18-0271 LLA.dwg

THIS PLAT IS SOLELY AN AID IN LOCATING THE PARCEL(S) IN THE ATTACHED DOCUMENT. ALL PRIMARY CALLS ARE LOCATED IN THE WRITTEN DOCUMENT.

SHEET 1 OF 2

W.O. 18-0271

SCALE: 1"=80'

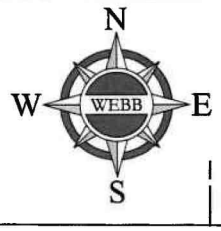
DRWN BY LD DATE 03/11/21
CHKD BY MJ DATE 03/11/21

SUBJECT: LOT LINE ADJUSTMENT LLA 21-5001

DocuSign Envelope ID: FD3C2E48-3812-4B66-AB43-63F909B13C1C

EXHIBIT "B"

LOT LINE ADJUSTMENT
LLA 21-5001



RAMSEY STREET

N89°37'18"W 652.13'

℄

30'

46'

SAN GORGONIO AVENUE

N0°07'01"E 319.61'

℄

31

30

29

28

27

MB 9/44

CHURCH
32
LOT

PARCEL 4

Alley

26

PARCEL MAP NO. 36285
PM 238/24-25

PARCEL 3

N90°00'00"E 594.72'

455.72'

30'

N0°07'01"E 164.22'

94.50'

PARCEL 1

PARCEL B

1.84 AC. NET

NO BUILDINGS

APN 541-481-032

S89°46'41"E 29.01'

669.26'

N0°06'51"E 17.12'

N89°46'39"W 892.03'

INTERSTATE 10 (ROUTE 10)

SEE SHEET 1



4/5/21

ALBERT A. WEBB ASSOCIATES

CITY OF BANNING

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THIS PLAT IS SOLELY AN AID IN LOCATING THE PARCEL(S) IN THE ATTACHED DOCUMENT. ALL PRIMARY CALLS ARE LOCATED IN THE WRITTEN DOCUMENT.

SHEET 2 OF 2

W.O. 18-0271

SCALE: 1"=80'

DRWN BY JB DATE 03/11/21

CHKD BY MJ DATE 03/11/21

SUBJECT: LOT LINE ADJUSTMENT LLA 21-5001

DocuSign Envelope ID: FD3C2E48-3812-4B66-AB43-63F909B13C1C

Secretary of State
Statement of Information
(Limited Liability Company)

LLC-12

22-B49171

FILED

In the office of the Secretary of State of the State of California

MAR 08, 2022

This Space For Office Use Only

IMPORTANT — This form can be filed online at bizfile.sos.ca.gov.

Read instructions **before completing this form.**

Filing Fee - $20.00

Copy Fees - First page $1.00; each attachment page $0.50; Certification Fee - $5.00 plus copy fees

1. Limited Liability Company Name (Enter the **exact** name of the LLC. If you registered in California using an alternate name, see instructions.)

INVESTEL DEVELOPMENT LLC

2. 12-Digit Secretary of State Entity Number	**3. State, Foreign Country or Place of Organization** (only if formed outside of California)
202003410101	CALIFORNIA

4. Business Addresses

	City (no abbreviations)	State	Zip Code
a. Street Address of Principal Office - Do not list a P.O. Box 12966 Euclid Street , Suite 300	Garden Grove	CA	92840
b. Mailing Address of LLC, **if different than item 4a** 12966 Euclid Street , Suite 300	Garden Grove	CA	92840
c. Street Address of **California** Office, if Item 4a is not in California Do not list a P.O. Box 12966 Euclid Street , Suite 300	Garden Grove	**CA**	92840

5. Manager(s) or Member(s)

If no managers have been appointed or elected, provide the name and address of each member. At least one name and address must be listed. If the manager/member is an individual, complete Items 5a and 5c (leave Item 5b blank). If the manager/member is an additional managers/members, enter the names(s) and address(es) on Form LLC-12A.

a. First Name, if an individual - Do not complete Item 5b	Middle Name	Last Name	Suffix

b. Entity Name - Do not complete Item 5a
SCG AMERICA CONSTRUCTION INC

c. Address	City (no abbreviations)	State	Zip Code
12966 Euclid Street , Suite 300	Garden Grove	CA	92840

6. Service of Process (Must provide either Individual **OR** Corporation.)

INDIVIDUAL – Complete Items 6a and 6b only. Must include agent's full name and California street address.

a. California Agent's First Name (if agent is **not** a corporation)	Middle Name	Last Name	Suffix
DANNY YINFENG		WEI	

b. Street Address (if agent is **not** a corporation) - **Do not enter a P.O. Box**	City (no abbreviations)	State	Zip Code
12966 Euclid Street , Suite 300	Garden Grove	**CA**	92840

CORPORATION – Complete Item 6c only. Only include the name of the registered agent Corporation.

c. California Registered Corporate Agent's Name (if agent is a corporation) – Do not complete Item 6a or 6b

7. Type of Business

Describe the type of business or services of the Limited Liability Company
Hotel and Hospitality Holding Company

8. Chief Executive Officer, if elected or appointed

a. First Name	Middle Name	Last Name	Suffix

b. Address	City (no abbreviations)	State	Zip Code

9. Labor Judgment

Does a Manager or Member have an outstanding final judgment issued by the Division of Labor Standards Enforcement or a court of law, for which no appeal therefrom is pending, for the violation of any wage order or provision of the Labor Code?	☐ Yes ☑ No

10. By signing, I affirm under penalty of perjury that the information herein is true and correct and that I am authorized by California law to sign.

03/08/2022	DANNY YINFENG WEI	MANAGER	
Date	Type or Print Name	Title	Signature

Docusign Envelope ID: 8FABC529-4083-4AF5-AAC2-BCFB3C55156D

EXCLUSIVE NEGOTIATING AGREEMENT

This EXCLUSIVE NEGOTIATING AGREEMENT ("ENA") is dated as of July 10, 2024 and is entered into by and between the CITY OF BANNING ("City") and Investel Development, LLC ("Developer"). The City and the Developer are sometimes individually referred to herein as a "Party" and are sometimes collectively referred to herein as the "Parties."

RECITALS

A. The City owns the land in the City of Banning, California described on Exhibit "A" (the Property) and desires to invite the Developer to propose a development plan for a mixed use of Hotel and Apartment/Retail project on the Property (the "Project").

B. The City intends to incur significant costs in negotiating and preparing a disposition and development agreement or "DDA".

C. The Developer has therefore requested that the City negotiate with the Developer on an exclusive basis for a specified period of time to establish the terms and conditions of the DDA.

D. It is anticipated that during the term of this ENA, City staff and consultants and attorneys of the City will devote substantial time and effort in meeting with the Developer and its representatives and consultants, reviewing proposals, plans and reports, negotiating and preparing and revising the DDA, obtaining consultant advice and reports including an appraisal.

NOW, THEREFORE, The Developer has proposed the follows:

1. The term of The ENA shall commence on the date hereof and shall end on the earlier of: (i): December 31, 2024, or (ii) the date on which the City of the Developer terminates this ENA provided in Sections 2 below (the "ENA Period").

2. The City Manager may terminate this ENA by written notice to the Developer if the Developer should fail to comply with or perform any material provisions of this ENA and such failure is not cured within thirty (30) days after City Manger's delivery of written notice to the Developer (or such other period of time if such failure cannot by its nature be cured within such thirty (30) day period, so long as Developer diligently proceeds with efforts to cure such failure), or if reasonable progress is not being made in negotiations hereunder as determined by the City Manager in good faith. The Developer may terminate this ENA by written notice to the City if the Developer determines that it does not wish to pursue the Project any further.

3. During the ENA Period, the City shall not negotiate with any person or entity other than the Developer for the sale, lease, or development of the Property.

4. City must comply with California's surplus property statutes (Government Code Sections 54220-54234). City shall be solely responsible for all costs associated with the negotiation with California state.

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5. City shall agree to convey the Property to Developer at no cost to Developer and Developer will agree to accept such conveyance.

6. The City shall confirm that the CEQA/EIR process is not a requirement for Project entitlement if the total site area of the Project is under five (5) acres.

7. City has provided to Developer phase one environment report and will be responsible for all costs associated with preparation of the report.

8. City has provided to Developer ALTA land title survey and will be responsible for all costs associated with preparation of the survey.

9. Developer desires to have the flexibility to merge and redivide the parcel within the parcel 1, 2, 3, and 4 boundaries (see EXHIBIT A).

10. City has confirmed that N. Alessandro St. does not need to be kept as a public through street on the Property.

11. City shall confirm that all utility lines are ready to be connected to the Property, and the capacity is sufficient. City shall be solely responsible for payment of all fees and charges in case of public utility line upgrade is needed.

12. In connection with the initial operation of the Project, to assist in creating future financial feasibility necessary to allow the operation of the project to proceed, the Developer has proposed certain financial assistance from the City including the rebates of a portion of the Transient Occupancy Tax Revenues and Sales Tax Revenues generated by the Project.

13. City shall provide to the Developer copies of all currently written information regarding the Property in its processions, to the extent not previously delivered to the Developer and to the extend material to the Property or Project and not subject to the attorney-client attorney work-product privilege.

14. The Parties understand and agree that no Party is under any obligation whatsoever to approve or enter into the DDA, and that notwithstanding its approval of this ENA, each party shall have the right to disapprove the DDA, its sole and absolute discretion, and in that regard, the Developer hereby expressly agrees that City shall not be bound by any implied covenant of good faith and fair dealing in connection with such approval or disapproval of any of the DDA. In the event of the expiration or earlier termination of this ENA, the City shall be free to negotiate with any persons or entities with respect to Property.

15. The Developer shall indemnify, defend, and hold the City and its officers, directors, members, employees, agents and contractors harmless from any and all claims, liabilities, losses, damages, costs and expenses relating to or arising out of this ENA or the Developer's failure to perform any obligation of the Developer under this ENA, or any challenges to the validity

Docusign Envelope ID: 8FABC529-4083-4AF5-AAC2-BCFB3C55156D

of this ENA. The Developer's obligations under the preceding sentence shall survive the expiration or earlier termination of this ENA.

16. The Developer represents and warrants that its undertakings pursuant to this ENA are for the purpose of development of the Property and not for speculation in land, and the Developer recognized that, in view of the importance of the development of the Property to the general welfare of the community, the qualifications and identity of the Developer and its principals are of particular concern to the City; therefore, this ENA may not be assigned by the Developer without the prior express written consent of the City Manager in his sole and absolute discretion. However, the City acknowledges that the Developer may intend to form a new entity to be party to the DDA, and Developer may do so provided that such new entity is controlled and majority-owned by Developer or by owners of Developer, and provided, further, that the Developer first delivers to City a copy of new entity's organizational documents and any amendments thereto, and any other documents necessary for the City to confirm compliance with the foregoing ownership and control conditions.

17. Any notice, request, approval or other communication to be provided by one Party to the other shall be in writing and provided by certified mail, return receipt requested, or a reputable overnight delivery service and addressed as follows:

Developer:
SCG America
12966 Euclid Street Suite 300
Garden Grove, CA 92840

City:
City of Banning
99 E. Ramsey Street
Banning, CA 92220
Attn: City Manager

Notice shall be deemed delivered: (i) if sent by certified mail, then upon the date of delivery or attempted delivery shown on the return receipt; or (ii) if delivery by overnight delivery service, then one (1) business day after delivery to the service as shown by records of the service.

18. This ENA constitutes the entire agreement of the Parties hereto with respect to the subject matter hereof. There are no agreements or understandings between the Parties and no representations by either Party to the other as an inducement to enter into this ENA, except as may be expressly set forth herein, and any and all prior discussions and negotiations between the Parties are superseded by this ENA.

19. This ENA may not be altered, amended or modified except by a writing duly authorized and executed by all Parties.

Docusign Envelope ID: 8FABC529-4083-4AF5-AAC2-BCFB3C55156D

20. No provision of this ENA may be waived except by an express written waiver duly authorized and executed by the waiving Party.

21. If any Party should bring any legal action or proceeding relating to this ENA or to enforce any provision hereof, the Party in whose favor a judgment or decision is rendered shall be entitled to recover reasonable attorneys' fees and expenses from the other. The Parties agree that any legal action shall be filed in and shall occur in the County of Los Angeles.

22. The interpretation and enforcement of this ENA shall be governed by the laws of the State of California.

23. Time is of the essence of each and every provision hereof in which time is a factor.

24. This ENA may be executed in counterparts, each of which shall be deemed an original, but all of which together shall constitute one and the same ENA. Executed counterparts of this ENA may be delivered electronically by email to: dschulze@banningca.gov (for City) and to kenhao.hsu@scgamerica.com (for Developer).

IN WITNESS WHEREOF, the Parties hereto have executed this ENA as of the day and year first written above.

CITY:

CITY OF BANNING

7/12/2024

Douglas Schulze, City Manager

DEVELOPER:

INVESTEL DEVELOPMENT, LLC

7/29/2024

Danny Yinfeng Wei, Executive Vice President

ATTEST:

7/11/2024

Caroline Patton, Deputy City Clerk

APPROVED AS TO FORM:

Serita Young 7/12/2024

Serita R. Young, City Attorney
Richards, Watson & Gershon

Docusign Envelope ID: 8FABC529-4083-4AF5-AAC2-BCFB3C55156D

EXHIBIT "A"
LEGAL DESCRIPTION
BEFORE LOT LINE ADJUSTMENT

LLA 21-5001

PARCEL 1 (APN 541-181-032)

PARCEL 1 OF PARCEL MAP NO. 36285 AS SHOWN BY MAP ON FILE IN BOOK 238 OF PARCEL MAPS AT PAGES 24 THROUGH 25, INCLUSIVE THEREOF, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, LYING WITHIN SECTION 10, TOWNSHIP 3 SOUTH, RANGE 1 EAST, SAN BERNARDINO MERIDIAN.

CONTAINING 2.48 ACRES.

PARCEL 2 (APN 541-181-033)

PARCEL 2 OF PARCEL MAP NO. 36285 AS SHOWN BY MAP ON FILE IN BOOK 238 OF PARCEL MAPS AT PAGES 24 THROUGH 25, INCLUSIVE THEREOF, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, LYING WITHIN SECTION 10, TOWNSHIP 3 SOUTH, RANGE 1 EAST, SAN BERNARDINO MERIDIAN.

CONTAINING 0.83 ACRE.

SEE PLAT ATTACHED HERETO AS EXHIBIT "B" AND MADE A PART HEREOF.
PREPARED UNDER MY SUPERVISION

MICHAEL E. JOHNSON, L.S. 7673 DATE 4/5/21



PREPARED BY: LB
CHECKED BY: MJ

Docusign Envelope ID: 8FABC529-4083-4AF5-AAC2-BCFB3C55156D

EXHIBIT "A"
LEGAL DESCRIPTION
AFTER LOT LINE ADJUSTMENT
LLA 21-5001

PARCEL A

PORTIONS OF PARCELS 1 AND 2 OF PARCEL MAP NO. 36285 AS SHOWN BY MAP ON FILE IN BOOK 238 OF PARCEL MAPS AT PAGES 24 THROUGH 25, INCLUSIVE THEREOF, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, LYING WITHIN SECTION 10, TOWNSHIP 3 SOUTH, RANGE 1 EAST, SAN BERNARDINO MERIDIAN, DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWESTERLY CORNER OF SAID PARCEL 2, SAID CORNER BEING ON THE SOUTHERLY RIGHT OF WAY OF RAMSEY STREET (WIDTH VARIES);

THENCE SOUTH 89°35'53" EAST ALONG THE NORTHERLY LINE OF SAID PARCEL 2 AND ALONG SAID RIGHT OF WAY LINE, A DISTANCE OF 19.27 FEET TO AN ANGLE POINT THEREON;

THENCE NORTH 45°15'40" EAST CONTINUING ALONG SAID NORTHERLY LINE OF PARCEL 2 AND SAID RIGHT OF WAY LINE, A DISTANCE OF 23.98 FEET TO AN ANGLE POINT THEREON;

THENCE SOUTH 89°35'53" EAST CONTINUING ALONG SAID NORTHERLY LINE AND SAID RIGHT OF WAY LINE, A DISTANCE OF 9.00 FEET TO THE **TRUE POINT OF BEGINNING**;

THENCE LEAVING SAID NORTHERLY LINE OF PARCEL 2 AND SAID SOUTHERLY RIGHT OF WAY LINE SOUTH 00°00'00" EAST, A DISTANCE OF 288.80 FEET TO THE SOUTHERLY LINE OF SAID PARCEL 1;

THENCE SOUTH 89°46'39" EAST ALONG SAID SOUTHERLY LINE, A DISTANCE OF 222.77 FEET TO THE SOUTHEASTERLY CORNER OF SAID PARCEL 1, SAID CORNER BEING ON THE WESTERLY RIGHT OF WAY LINE OF MARTIN STREET (30.00 FEET IN WESTERLY HALF WIDTH);

THENCE NORTH 00°07'55" EAST ALONG THE EASTERLY LINE OF SAID PARCEL 1 AND ALONG SAID WESTERLY RIGHT OF WAY LINE, A DISTANCE OF 279.19 FEET TO THE NORTHEASTERLY CORNER OF SAID PARCEL 1, SAID POINT BEING ON SAID SOUTHERLY RIGHT OF WAY LINE OF RAMSEY STREET;

Docusign Envelope ID: 8FABC529-4083-4AF5-AAC2-BCFB3C55156D

THENCE NORTH 65°32'39" WEST ALONG THE NORTHEASTERLY LINE OF SAID PARCEL 1 AND SAID SOUTHERLY RIGHT OF WAY LINE, A DISTANCE OF 21.85 FEET TO THE NORTHERLY LINE OF SAID PARCEL 1;

THENCE NORTH 89°35'53" WEST ALONG SAID NORTHERLY LINE AND ALONG SAID SOUTHERLY RIGHT OF WAY LINE, A DISTANCE OF 203.52 FEET TO THE **TRUE POINT OF BEGINNING**.

CONTAINING 1.48 ACRES, MORE OR LESS.

PARCEL B

PORTION OF PARCELS 1 AND 2 OF PARCEL MAP NO. 36285 AS SHOWN BY MAP ON FILE IN BOOK 238 OF PARCEL MAPS AT PAGES 24 THROUGH 25, INCLUSIVE THEREOF, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, LYING WITHIN SECTION 10, TOWNSHIP 3 SOUTH, RANGE 1 EAST, SAN BERNARDINO MERIDIAN, DESCRIBEDAS FOLLOWS:

BEGINNING AT THE NORTHWESTERLY CORNER OF SAID PARCEL 2, SAID CORNER BEING ON THE SOUTHERLY RIGHT OF WAY OF RAMSEY STREET (WIDTH VARIES);

THENCE SOUTH 89°35'53" EAST ALONG THE NORTHERLY LINE OF SAID PARCEL 2 AND ALONG SAID RIGHT OF WAY LINE, A DISTANCE OF 19.27 FEET TO AN ANGLE POINT THEREON;

THENCE NORTH 45°15'40" EAST CONTINUING ALONG SAID NORTHERLY LINE OF PARCEL 2 AND SAID RIGHT OF WAY LINE, A DISTANCE OF 23.98 FEET TO AN ANGLE POINT THEREON;

THENCE SOUTH 89°35'53" EAST CONTINUING ALONG SAID NORTHERLY LINE AND SAID RIGHT OF WAY LINE, A DISTANCE OF 9.00 FEET;

THENCE LEAVING SAID NORTHERLY LINE AND SAID RIGHT OF WAY LINE SOUTH 00°00'00" EAST, A DISTANCE OF 288.80 FEET TO THE SOUTHERLY LINE OF SAID PARCEL 1;

THENCE NORTH 89°46'39" WEST ALONG SAID SOUTHERLY LINE OF PARCEL 1, A DISTANCE OF 669.26 FEET TO THE SOUTHWESTERLY CORNER THEREOF;

THENCE NORTH 0°06'51" EAST ALONG THE WESTERLY LINE OF SAID PARCEL 1, A DISTANCE OF 17.12 FEET TO AN ANGLE POINT THEREON;

Docusign Envelope ID: 8FABC529-4083-4AF5-AAC2-BCFB3C55156D

THENCE SOUTH 89°46'41" EAST ALONG SAID WESTERLY LINE, A DISTANCE OF 29.01 FEET TO AN ANGLE POINT THEREON;

THENCE NORTH 0°07'01" EAST ALONG SAID WESTERLY LINE, A DISTANCE OF 94.50 FEET TO THE NORTHWESTERLY CORNER OF SAID PARCEL 1;

THENCE NORTH 90°00'00" EAST ALONG THE NORTHERLY LINE OF SAID PARCEL 1 AND ALONG THE SOUTHERLY LINE OF PARCEL 3 AND 4 OF SAID PARCEL MAP, A DISTANCE OF 594.72 FEET TO THE SOUTHEASTERLY CORNER THEREOF;

THENCE NORTH 0°00'00" WEST ALONG THE EASTERLY LINE OF SAID PARCEL 3, A DISTANCE OF 158.02 FEET TO THE **POINT OF BEGINNING**.

CONTAINING 1.84 ACRES, MORE OR LESS.

SUBJECT TO ALL CONDITIONS, RESERVATIONS, RESTRICTIONS, EASEMENTS, OFFERS OF DEDICATIONS, RIGHTS AND RIGHT OF WAYS OF RECORD, IF ANY.

SEE PLAT ATTACHED HERETO AS EXHIBIT "B" AND MADE A PART HEREOF.

PREPARED UNDER MY SUPERVISION



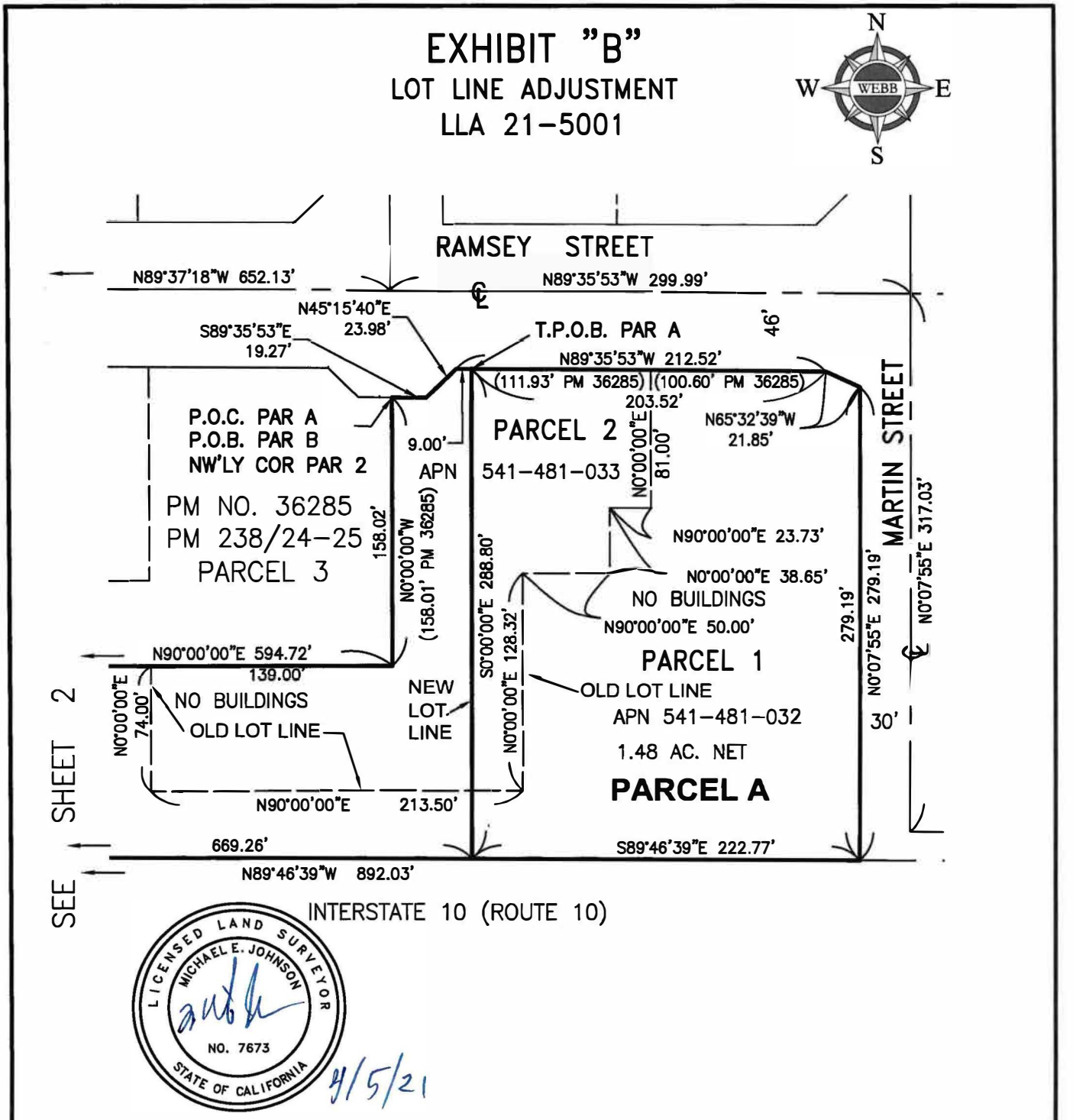
MICHAEL E. JOHNSON, L.S. 7673 DATE 4/5/21

PREPARED BY: LB
CHECKED BY: mj

Docusign Envelope ID: 8FABC529-4083-4AF5-AAC2-BCFB3C55156D

EXHIBIT "B"

LOT LINE ADJUSTMENT
LLA 21-5001



LICENSED LAND SURVEYOR
MICHAEL E. JOHNSON
NO. 7673
STATE OF CALIFORNIA

4/5/21

ALBERT A. WEBB ASSOCIATES

CITY OF BANNING

G:\2018\18-0271\Drawings\Mapping\LLA\18-0271 LLA.dwg

THIS PLAT IS SOLELY AN AID IN LOCATING THE PARCEL(S) IN THE ATTACHED DOCUMENT. ALL PRIMARY CALLS ARE LOCATED IN THE WRITTEN DOCUMENT.

SHEET 1 OF 2

W.O. 18-0271

SCALE: 1"=80'

DRWN BY LD DATE 03/11/21

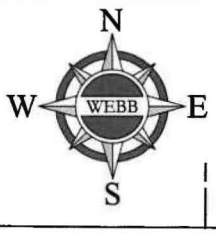
CHKD BY MJJ DATE 03/11/21

SUBJECT: LOT LINE ADJUSTMENT LLA 21-5001

Docusign Envelope ID: 8FABC529-4083-4AF5-AAC2-BCFB3C55156D

EXHIBIT "B"

LOT LINE ADJUSTMENT
LLA 21-5001



RAMSEY STREET

N89°37'18"W 652.13'

30'

46'

SAN GORGONIO AVENUE

N0°07'01"E 319.61'

31
30
29
28
27

MB 9/44

CHURCH
32
LOT

PARCEL 4

Alley

26

PARCEL MAP NO. 36285
PM 238/24-25

PARCEL 3

N90°00'00"E 594.72'

455.72'

30'

N0°07'01"E 164.22'

94.50'

PARCEL 1

PARCEL B

1.84 AC. NET

NO BUILDINGS

APN 541-481-032

S89°46'41"E 29.01'

669.26'

N0°06'51"E 17 .12'

N89°46'39"W 892.03'

INTERSTATE 10 (ROUTE 10)

SEE SHEET 1



4/5/21

ALBERT A. WEBB ASSOCIATES

CITY OF BANNING

G:\2018\18-0271\Drawings\Mapping\LLA\18-0271 LLA.dwg

THIS PLAT IS SOLELY AN AID IN LOCATING THE PARCEL(S) IN THE ATTACHED DOCUMENT. ALL PRIMARY CALLS ARE LOCATED IN THE WRITTEN DOCUMENT.

SHEET 2 OF 2

W.O. 18-0271

SCALE: 1"=80'

DRWN BY JR DATE 03/11/21

CHKD BY MJ DATE 03/11/21

SUBJECT: LOT LINE ADJUSTMENT LLA 21-5001

Docusign Envelope ID: 8FABC529-4083-4AF5-AAC2-BCFB3C55156D

Secretary of State Statement of Information
(Limited Liability Company)

LLC-12

22-B49171

FILED

In the office of the Secretary of State of the State of California

MAR 08, 2022

This Space For Office Use Only

IMPORTANT — This form can be filed online at bizfile.sos.ca.gov.

Read instructions **before completing this form.**

Filing Fee - $20.00

Copy Fees - First page $1.00; each attachment page $0.50; Certification Fee - $5.00 plus copy fees

1. Limited Liability Company Name (Enter the **exact** name of the LLC. If you registered in California using an alternate name, see instructions.)

INVESTEL DEVELOPMENT LLC

2. 12-Digit Secretary of State Entity Number	**3. State, Foreign Country or Place of Organization** (only if formed outside of California)
202003410101	CALIFORNIA

4. Business Addresses

	City (no abbreviations)	State	Zip Code
a. Street Address of Principal Office - Do not list a P.O. Box 12966 Euclid Street , Suite 300	Garden Grove	CA	92840
b. Mailing Address of LLC, **if different than item 4a** 12966 Euclid Street , Suite 300	Garden Grove	CA	92840
c. Street Address of **California** Office, if Item 4a is not in California Do not list a P.O. Box 12966 Euclid Street , Suite 300	Garden Grove	**CA**	92840

5. Manager(s) or Member(s)

If no managers have been appointed or elected, provide the name and address of each member. At least one name and address must be listed. If the manager/member is an individual, complete Items 5a and 5c (leave Item 5b blank). If the manager/member is an additional managers/members, enter the names(s) and address(es) on Form LLC-12A.

a. First Name, if an individual - Do not complete Item 5b	Middle Name	Last Name	Suffix

b. Entity Name - Do not complete Item 5a
SCG AMERICA CONSTRUCTION INC

c. Address	City (no abbreviations)	State	Zip Code
12966 Euclid Street , Suite 300	Garden Grove	CA	92840

6. Service of Process (Must provide either Individual **OR** Corporation.)

INDIVIDUAL – Complete Items 6a and 6b only. Must include agent's full name and California street address.

a. California Agent's First Name (if agent is **not** a corporation)	Middle Name	Last Name	Suffix
DANNY YINFENG		WEI	

b. Street Address (if agent is **not** a corporation) - **Do not enter a P.O. Box**	City (no abbreviations)	State	Zip Code
12966 Euclid Street , Suite 300	Garden Grove	**CA**	92840

CORPORATION – Complete Item 6c only. Only include the name of the registered agent Corporation.

c. California Registered Corporate Agent's Name (if agent is a corporation) – Do not complete Item 6a or 6b

7. Type of Business

Describe the type of business or services of the Limited Liability Company
Hotel and Hospitality Holding Company

8. Chief Executive Officer, if elected or appointed

a. First Name	Middle Name	Last Name	Suffix

b. Address	City (no abbreviations)	State	Zip Code

9. Labor Judgment

Does a Manager or Member have an outstanding final judgment issued by the Division of Labor Standards Enforcement or a court of law, for which no appeal therefrom is pending, for the violation of any wage order or provision of the Labor Code?	☐ Yes ☑ No

10. By signing, I affirm under penalty of perjury that the information herein is true and correct and that I am authorized by California law to sign.

03/08/2022	DANNY YINFENG WEI	MANAGER	
Date	Type or Print Name	Title	Signature

From: Marisol Lopez
To: Serita Young; Doug Schulze
Cc: Caroline Patton
Subject: Reference Check SCG America from the City of Garden Grove
Date: Tuesday, January 10, 2023 12:22:00 PM
Attachments: image001.png

Good afternoon,

Please see the email below from Grace E. Kim from the City for Garden Grove Office of Economic Development for your records.

Marisol Lopez
Economic Development Manager
City of Banning
Direct Line: (951) 922-3181
City Cell : (909) 222-8235
marisol.lopez@banningca.gov
99 E. Ramsey Street
Banning, CA 92220
www.banningca.gov

The information contained in this email message is intended only for the use of the individual or entity to which it is addressed and may contain information that is legally privileged and/or confidential. If the reader of this message is not the intended recipient or the employee or agent responsible for delivering the message to the intended recipient, if you have received this communication in error, please notify us immediately by telephone. Thank you

---

From: Grace Lee <gracel@ggcity.org>
Sent: Monday, January 9, 2023 8:45 AM
To: Marisol Lopez <marisol.lopez@banningca.gov>
Subject: Re: SCG America

Hello Marisol,
I apologize for the delay. I just got back from holiday break.

SCG America has completed quite a few projects in the City:

- Established their SoCal headquarters in Garden Grove.
- Purchased the Hyatt Regency Orange County
    - Completed an extensive renovation of the Starbucks inside the Hyatt Regency Orange County
    - Ongoing renovation of the Hyatt Regency Orange County
- Purchased a restaurant located at 12361 Chapman Ave. and completed a renovation over $2 MM and opened NOVA Restaurant
- Currently completed entitlements for a Le Meridien and Kimpton Hotel that includes 769 rooms, 1,200 parking structure, event space, conference space, retail and restaurant pads.
- Currently entitling a residential project on Choisser Ave.

If I can provide additional information, please let me know. Thank you.

Grace E. Kim
Office of Economic Development, AEDO
d: (714) 741-5130½w: ggcity.org/econdev

From: "Marisol Lopez" <marisol.lopez@banningca.gov>
To: "Grace Lee" <gracel@ggcity.org>
Sent: Thursday, January 5, 2023 3:34:09 PM
Subject: SCG America

Good afternoon, Grace,

Thank you for taking the time to speak with me regarding SCG America. Would you please describe the projects SCG America has completed in Garden Grove and the working relationship? The City of Banning has received an ENA proposal from SCG America. We are incredibly excited to work with SCG America Group. I truly appreciate the time and information that you can provide. Happy holidays!

Respectfully,

Marisol Lopez
Economic Development Manager
City of Banning
Direct Line: (951) 922-3181
City Cell : (909) 222-8235
marisol.lopez@banningca.gov
99 E. Ramsey Street
Banning, CA 92220
www.banningca.gov

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MERIDIEN



816

CITY OF BANNING
STAFF REPORT

TO:	**CITY COUNCIL**
FROM:	**Douglas Schulze, City Manager**
PREPARED BY:	**Ralph Wright, Parks and Recreation Director** **Ralph Wright, Parks and Recreation Director**
MEETING DATE:	**January 14, 2025**
SUBJECT:	**Consideration of Resolution 2025-07, Reprogramming Community Development Block Grant (CDBG) Funds in the Amount of $268,414 from Fiscal Year 2022/2023 - Sylvan Park improvement Project #2 ($107,000) AND FY 2023-24 - Sylvan Park Improvement Project #3 ($161,414) to Lion's Park Project #2 ($257,414) and Sylvan Park Improvement Project # 1 ($11,000)**

RECOMMENDATION:

Adopt Resolution 2025-07.

BACKGROUND:

The City of Banning is a Cooperating City in the Federal Community Development Block Grant (CDBG) Program which is managed by the County of Riverside. Each year, the Federal Government as part of their annual budget allocate funds to the CDBG program. The City is allocated a percentage based on census data and in the fall accepts applications for Public Service and public improvement projects. The City Council review and selects projects and then submits those projects to the County for review and approval. Approximately a year later, the grant agreements are approved and funding is available for selected and approved projects. There is a 15% cap on the available funding to be used for Public Service projects and the majority of the remaining funds have been used for park rehabilitation and ADA improvement projects.

The annual funding available has varied but it is not usually sufficient for completion of large needed park projects and funding has often been requested over multiple years. Additionally, project applications have included small piecemeal park rehabilitation projects that are often tough to secure sufficient responses to Invitation for Bids. The lack of sufficient funding, limited staffing, and small project sizes have led to significant completion delays resulting in timeliness concerns with expenditure of the allocated CDBG funds. The County of Riverside has been put on notice by the Federal Government that they need to spend down their available HUD funding for the program or potential lose future funding or add compliance requirements for funding. Similarly, the County has requested a drawdown plan from participating cities from FY 2023/2024 for funding cycles and all outstanding projects.
The City has completed a drawdown plan for outstanding CDBG projects and as part of the plan includes the reprogramming of two no longer viable CDBG projects:

Reprogramming of Sylvan Park Improvement Projects # 2 & # 3 - Fiscal Year 2022/2023 (CDBG Program 5.BN.58-22) Community Development Block Grant Funds in the amount of $107,000 and Fiscal Year 2023/2024 (CDBG Program 5.BN.60-23) Community Development Block Grant Funds in the amount of $161,414.

- Sylvan Park Improvement Project #2 was slotted for the development of a dog park in the southeast corner of Sylvan park and the project was not approved as applicable for CDBG funds.
- Sylvan Park Improvement Project # 3 was a demo of the existing Sylvan Park restroom and the construction and installation of a replacement restroom. The estimated project cost is over $400,000 and the funding is not sufficient for the completion of the project. Additionally, the restroom replacement funding is planned as part of development condition included with the Banning 98 project.

The funding will be reprogrammed to to Fiscal Year 2021/2022 (CDBG Program 5.BN.53-21) Sylvan Park Improvement Project # 1 in the amount of $11,000 and to Fiscal Year 2022/2023 (CDBG Program 5.BN.59-22) Lion's Park Project # 2 in the amount of $257,414. The reprogrammed funds will allow for completion of the CDBG projects, make needed park improvements and allow for the City to become compliant with the CDBG drawdown requirements from the County.

The following is a breakdown of the outstanding existing CDBG funded projects and their completion plan:

5.BN.48-20 - Repplier Park Rehabilitation and Improvement Project – Remaining Funds - $82,236.13

Project includes tennis court improvements - the replacement of six tennis court main posts, the chain link fence around the tennis court perimeter, and installation of tennis court mid-rail fencing. Additionally, the resurfacing of the tennis courts. Lastly, the project will include the purchase of restroom partitions for the Repplier restrooms to be installed by staff. Project will be completed by June of 2025.

5.BN.51-21 – Lion's Park Project – Remaining funds $42,965.72

Will be completed with Lion's Park Project # 2

5.BN.52-22 – Roosevelt Williams Park Project – Remaining funds - $20,400

IFB will be issued for installation of vinyl fencing on the south side of the north parking lot in February – Project completed by May of 2025

5.BN.52-23 – Sylvan Park Improvement Project # 1 – Remaining funds - $ 123,769.80 plus $11,000 reprogrammed

Project will include the replacement of the park shelter and replacement amenities as well as the resurfacing of the basketball courts. Purchase of shelter will be completed in February and IFB for installation and resurfacing of courts issued in February – Project completion anticipated in June 2025.

5.BN.59-22 – Lion's Park Project # 2 – Remaining funds - $104,414 plus reprogrammed funds of $257,414

This project will be in conjunction with an Integrated Regional Water Management grant will completely replace the dilapidated Lion's Park irrigation system with a non-potable water system and future reclaimed system. Additionally, this project will include the installation of a perimeter sidewalk and vinyl fencing around the North, East and South sides of the park. The total project cost is estimated at $758,562. The design and construction documents have been completed and IFB will be issued in late spring and the project will begin after the completion of the upcoming Little League season. The project is estimated to completed in the fall of 2025.

Two other outstanding CDBG projects from FY 2024-25 were just given the Notice to Incur Costs approval but are not included in the drawdown timeline request from the County but are included for your information:

5.BN.61-24 – Banning Senior Center ADA Improvement Project - $43,144

These funds are for the design and construction documents for ADA restroom improvements for the Senior Center Nutrition site restrooms – Quotes are being secured and project will begin in March – Requested Funding from FY 2025/2026 will be used to complete the project and also install AC units and replace the existing kitchen flooring.

5.BN.62.24 – Dysart Park Improvement Project - $105,000
An RFP will be issued in February for design and construction documents for large grandstand with admin building, restrooms, concessions and meeting space underneath grandstands. Design and construction documents delivered in Fall of 2025.

JUSTIFICATION:

The reprogramming of the CDBG funds will allow for the completion of the Sylvan and Lion's Park CDBG projects and allow for drawdowns within the required timeliness limits meeting the CDBG requirements. Failure to drawdown to the required limits could jeopardize future CDBG funding or timelines.

FISCAL IMPACT:

All funding for the projects listed are grant funded projects and will have no impact on the City's General Fund.

ALTERNATIVES:

Do not adopt the resolution and provide staff with alternate direction.

BUDGETED?:

Yes

CONTRACT/AGREEMENT:

No

ATTACHMENTS:

1. Resolution 2025-07, CDBG Funding Reprogram.docx
2. CDBG 10 year Funding Snapshot.pdf
3. CDBG Reprogram Request letter_January 15, 2025_Draft.doc
4. Notice of Approved CDBG projects 2021-2022.pdf
5. Notice of Approved CDBG projects 2022-2023.pdf
6. Notice of Approved CDBG projects 2023-2024.pdf
7. City of Banning_CDBG Performance Review Letter_November 8, 2024.pdf

RESOLUTION 2025-07

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BANNING, CALIFORNIA, REPROGRAMMING COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG) FUNDS IN THE AMOUNT OF $268,414 FROM FY 2022-23 SYLVAN IMPROVEMENT PROJECT #2 ($107,000) AND FY 2023-24 SYLVAN IMPROVEMENT PROJECT #3 ($161,414) TO LION'S PARK PROJECT #2 ($257,414) AND SYLVAN PARK IMPROVEMENT PROJECT ($11,000)

WHEREAS, The City of Banning is a Coopering City in the Community Development Block Grant Program administered through Riverside County's Housing, Homelessness Prevention and Workforce Solutions Division (HHWS); and

WHEREAS, the City of Banning was given notice by the County of Riverside's Housing, Homelessness Prevention and Workforce Solutions Division of timeliness concerns with drawdowns of approved Community Development Block Grant Funds; and

WHEREAS, The City of Banning has developed a CDBG project completion and drawdown plan to reduce the outstanding CDBG funding and this plan includes closing of two open CDBG projects and reprogramming funds to more viable projects; and

WHEREAS, the County of Riverside's HHWS awarded the City of Banning's Parks and Recreation Department CDBG funding for Sylvan Park Improvement project #2; and

WHEREAS, the County of Riverside's HHWS awarded the City of Banning's Parks and Recreation Department CDBG funding for Sylvan Park Improvement project #3; and

WHEREAS, both Sylvan Park Improvement Projects #2 and #3 do not have sufficient funding to complete the planned projects or are no. longer viable projects; and

WHEREAS, the reprogramming of the remaining CDBG funds to Lion's Park Project #2 and Sylvan Park Improvement Project # 1 will provide the necessary funding to complete both projects and make significant improvements to Banning parks.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Banning as follows:

SECTION 1. Authorizing the reprogramming of the remaining Fiscal Year 2022/2023 (CDBG Program 5.BN.58-22) Community Development Block Grant Funds in the amount of $107,000 and Fiscal Year 2023/2024 (CDBG Program 5.BN.60-23) Community Development Block Grant Funds in the amount of $161,414 to Fiscal Year 2021/2022 (CDBG Program 5.BN.53-21) Sylvan Park Improvement Project # 1 in the amount of $11,000 and to Fiscal Year 2022/2023 (CDBG Program 5.BN.59-22) Lion's Park Project # 2 in the amount of $257,414.

SECTION 2. Authorizing the City Manager or his designee to make necessary budget adjustments, appropriations and transfers to Fiscal Years 2021/2022, 2022/2023 and 2023/2024 CDBG Program Funds.

SECTION 3. Authorizing the City Manager or his designee to submit a letter requesting the reprogramming of CDBG program funds to the County of Riverside, Housing, Homelessness Prevention and Workforce Solutions Division.

SECTION 4. The City Clerk shall certify to the adoption of this resolution and shall cause a certified resolution to be filed in the book of original resolutions.

PASSED, APPROVED AND ADOPTED this 14th day of January, 2025

Sherry Flynn, Mayor
City of Banning

ATTEST:

Caroline Patton, Administrative City Clerk
City of Banning

APPROVED AS TO FORM:

John Pinkney, City Attorney

CERTIFICATION:

I, Caroline Patton, Administrative City Clerk of the City of Banning, California, do hereby certify that the foregoing Resolution 2025-07, was duly adopted by the City Council of the City of Banning, California, at a regular meeting thereof held on the 14th day of January 2025 by the following vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

Caroline Patton, Administrative City Clerk
City of Banning, California

City of Banning CDBG 10 Year History (Funding Years 2016-17 through 2025-26)

FY2016-2017	$ 172,331.00		
5.BN.34-16 Senior Center	$ 172,331.00	Flooring, doors and cabinetry	NOC 2019-0030389
Resolution 2018-24	$ 172,516.00	Reprogram from 5.BN.36-17 Lions Park Expansion	
FY2017-2018	$ 172,516.00		
5.BN.36-17 Lions Park	$ 172,516.00	Lions Park Expansion Project	Project cancelled
Resolution 2018-24	$ (172,516.00)	Reprogram to 5.BN.34-16 Senior Center	
FY2018-2019	$ 155,979.00		
5.BN.38-18 Lions Park	$ 155,979.00	Lions Park Expansion Project	Project Cancelled
Resolution 2018-152	$ (155,979.00)	Reprogram to 5.BN.43-19 Dysart Park	
FY2019-2020	$ 184,193.00		
5.BN.43-19 Dysart Park	$ 184,193.00	Fencing, Bathroom, Concession Building Project	NOC 2020-0322233
Resolution 2018-152	$ 155,979.00	Reprogram from 5.BN.38-18 Lions Park Expansion	
Resolution 2023-25	$ (1,677.77)	Reprogram to 5.BN.58.22 Sylvan Park II	
FY2020-2021	$ 349,081.90		
5.BN.46-20 Police Explorers	$ 18,000.00	Uniforms and Training of new Explorers	$6,271.63 Reimburs on 6/15/21
5.BN.46-20 Police Explorers	$ (11,728.37)	Reprogram to 5.BN.48-20 Repplier Park	
5.BN.47-20 Boys & Girls Club	$ 10,000.00	Teen Leaders Program	Reimbursed 5/14/2021
5.BN.48-20 Repplier Park	$ 166,336.00	Rehab: Bathrooms, Drinking Fountains, Tennis Court Fencing, repair Picnic Shelter	
5.BN.48-20 Repplier Park	$ 11,728.37	Reprogram from 5.BN.46-20 Police Explorers	Balance on Project $82,236.13
5.BN.49-20 Senior Center	$ 154,745.90	ADA Improvements; replace access ramps, walkways and stairs, add automatic door	
Resolution 2023-25	$ (26,297.50)	Reprogram to 5.BN.58.22 Sylvan Park II	NOC 2022-0125649
FY2021-2022	$ 213,916.00		
5.BN.50-21 Boys & Girls Club	$ 4,500.00	Teen Leaders Program	Reimbursed 5/5/2022
5.BN.51-21 Lions Park	$ 45,000.00	Install vinyl fencing along perimeter of park	Balance on Project $42,965.72
5.BN.52-21 Roosevelt Williams	$ 20,400.00	Install vinyl fancing along southern border of park lot	Balance on Project $20,400.00
5.BN.53-21 Sylvan Park I	$ 144,016.00	Replace Picnic Shelter and tables, resurface basketball courts, repair entry arch	Balance on Project $123,769.80

FY2022-2023		$ 194,818.00		
5.BN.57-22	Boys & Girls Club	$ 10,000.00	Teens Continue to Lead	Reimbursed 6/5/2023
5.BN.58-22	Sylvan Park II	$ 80,000.00	Replace Picnic Shelter and tables, resurface basketball courts, repair entry arch	
Resolution 2023-25		$ 27,975.37	Reprogram from 5.BN.43-19 and 5.BN.49.20 to 5.BN.58-22	Balance on Project $107,000.00
5.BN.59-22	Lions Park	$ 104,818.00	Irrigation and Fencing	Balance on Project $104,818.00
FY2023-2024		$ 191,264.00		
5.BN.60-23	Sylvan Park	$ 161,414.00	Restroom Improvements	Balance on Project $161,414.00
0.253-23	Faith in Action	$ 19,850.00	Navigation Center	Monitored by Riverside County
0.254-23	Voices for Children	$ 10,000.00	Child Advocacy Services	Monitored by Riverside County
FY2024-2025		$ 159,408.00		Supplemental Agreements signed
5.BN.61-24	Senior Center	$ 43,144.00	ADA Improvements to restrooms	Balance on Project $43,144
5.BN.62-24	Dysart Park	$ 105,000.00	Permanent bleachers, including meeting space and restrooms	Balance on Project $105,000
5.BN.63-24	Sunrise Church	$ 11,264.00	Banning Peace Center Food Program	Balnce on Project $11,264
FY2025-26		NOFA - $159,000		
Senior Center		$ 135,150.00	ADA restroom and kitchen improvements	Projects recommended for approval
Sunrise Life Development		$ 5,000.00		Resolution 2024-182
Voices for Children		$ 5,000.00		Awaiting County of Riverside
Habitat for Humanity		$ 5,000.00		review and approval
Faith in Action		$ 5,000.00		
Boy's and Girl's Club		$ 3,850.00		

CITY OF BANNING
99 E. Ramsey, Banning, CA 92220
(951) 922-3241

January 15, 2025

Anna Varona-Doromal
CDBG Development Specialist III
County of Riverside
Housing, Homelessness Prevention and Workforce Solutions
3403 10th Street Suite 300
Riverside, CA 92501

Subject: Request to reprogram a total of $268,414 CDBG Funds from CDBG FY 2022/2023 Funds in the amount of $107,000 and CDBG FY 2023/2024 Funds in the amount of $161,414 from Sylvan Park Improvement Project #2 and Sylvan Park Improvement Project # 3.

Please accept this request to reprogram CDBG FY 2022/2023 Funds in the amount of $107,000 and CDBG FY 2023/2024 Funds in the amount of $161,414 from Sylvan Park Improvement Project #2 and Sylvan Park Improvement Project # 3 to FY 2020-2021 Sylvan Park Improvement Project # 1 ($11,000) and FY 2022/2023 Lion's Park Irrigation and Fencing Project ($257,414).

The certified Resolution 2025-XX is enclosed as approved by City Council on January 14, 2025.

If you have any questions or would like further verification, please contact me at rwright@banningca.gov.

Sincerely,

Ralph Wright

Parks and Recreation Director

County of Riverside
HHPWS
Housing, Homelessness Prevention and Workforce Solutions

File No.: 5.BN.51-21, 5.BN.52-21, 5.BN.53-21

June 23, 2021

Ralph Wright, Parks and Recreation Director
City of Banning
99 East Ramsey Street
Banning, CA 92220

SUBJECT: Combined Notice
Approval of Proposed 2021-2022 CDBG Funded Activities, City of Banning
Notice of Mandatory Subrecipient Training

Dear Mr. Wright:

The Riverside County Board of Supervisors has approved your City's proposed CDBG project(s) for the 2021-2022 Program Year. These activities have been included in the 2021-2022 One Year Action Plan (OYAP). The One Year Action Plan has been submitted to the U.S. Department of Housing and Urban Development (HUD) for review. If approved by HUD, we anticipate that the effective date of our 2021-2022 One Year Action Plan will be July 1, 2021.

The approved projects are as follows:

5.BN.51-21	Lion's Park Project	$45,000
5.BN.52-21	Roosevelt Williams Park Project	$20,400
5.BN.53-21	Sylvan Park Improvement Project	$144,016
5.BN.50-21	Teen Leaders	$ 4,500

At this time, the County will undertake the required NEPA environmental review and administrative actions pertaining to your projects. Our staff may be contacting you to discuss approved project budgets, performance/outcome measures, national objective reporting, revised timelines and project milestones, and other necessary items. If the City desires to modify the project funding amounts due to the City's final 2021-22 allocation, changes can be made before the Supplemental Agreement is finalized.

The City is required to complete all necessary environmental reviews pursuant to the California Environmental Quality Act (CEQA) and submit copies of the documentation to HHPWS.

County of Riverside
HHPWS
Housing, Homelessness Prevention and Workforce Solutions

Combined Notice – Approved Funding Request / Mandatory Training
June 23, 2021
Page 2

In addition, your City must prepare and execute Subrecipient Agreements with all organizations receiving CDBG funds directly from the City (projects administered by the City). HHPWS must review and approve your subrecipient agreement language.

We are currently in the process of preparing your City's Supplemental Agreement for the use of the CDBG funds. Once you receive your Agreement, you will have sixty (60) days to have it properly executed and returned to HHPWS. A *Notice to Incur Cost* will not be issued until all environmental, subrecipient, online training, and other required documentation is submitted to HHPWS.

MANDATORY TRAINING – COOPERATING CITIES

As a Cooperating City in the County's 2021-2022 CDBG program, your City staff that are directly assigned to oversee the City's CDBG funded activities must be familiar with all applicable regulations and requirements of the CDBG program. The U.S. Department of Housing and Urban Development (HUD) requires the Housing, Homelessness Prevention and Workforce Solutions Agency to provide adequate training for all subrecipients of CDBG. To meet this requirement, HHPWS is once again providing an online CDBG Subrecipient training.

Cities and their subrecipients will be able to view the training at their own pace, share the training with other staff, and be able to email any questions to HHPWS staff. There will be a mandatory questionnaire and acknowledgement at the end of the online training to assess your staff's knowledge and understanding of the material and confirm participation in the online training.

Please note: all Cities are required to complete the online CDBG training prior to receiving their 2021-2022 *Notice to Incur Cost Letter* from the County. The online CDBG training can be accessed via the following link:

https://rivcoeda.org/Departments/Housing/Community-Development-Block-Grant/Community-Development/CDBG-ESG-Sub-recipient-Online-Training

In addition to the online training, all Cities and their subrecipients are encouraged to review and understand the applicable provisions of the Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (2 CFR Part 200) to better carry-out their CDBG-funded activities.

If you have any questions regarding the program process or need additional information, please feel free to contact my office at (951)955-5933 . To expedite all future correspondence and inquiries, please refer to the CDBG File number located in the upper right corner of this letter.

Sincerely,

Susana Orozco
Principal Development Specialist – CDBG/ESG Programs

HWS HOUSING AND WORKFORCE SOLUTIONS
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RECEIVED
CITY OF BANNING
AUG 31 2022
CITY MANAGER'S OFFICE
BY:

August 29, 2022

File No.: 5.BN.57-22, 5.BN.58-22, 5.BN.59-22

Doug Schulze, City Manager
City of Banning
99 East Ramsey Street
Banning, CA 92220

SUBJECT: Combined Notice
Approval of Proposed 2022-2023 CDBG Funded Activities,
City of Banning Notice of Mandatory Subrecipient Training

Dear Mr. Schulze:

The Riverside County Board of Supervisors has approved your City's proposed CDBG project(s) for the 2022-2023 Program Year. These activities have been included in the 2022-2023 One Year Action Plan (OYAP). The One Year Action Plan has been submitted to the U.S. Department of Housing and Urban Development (HUD) for review. If approved by HUD, we anticipate that the effective date of our 2022-2023 One Year Action Plan will be July 1, 2022.

The approved projects are as follows:

5.BN.57-22	Teens Continue to Lead	$10,000
5.BN.58-22	Sylvan Park Improvement Project II	$80,000
5.BN.59-22	Lion's Park Project II	$104,818

At this time, the County will undertake the required NEPA environmental review and administrative actions pertaining to your projects. Our staff may be contacting you to discuss approved project budgets, performance/outcome measures, national objective reporting, revised timelines and project milestones, and other necessary items. If the City desires to modify the project funding amounts due to the City's final 2022-2023 allocation, changes can be made before the Supplemental Agreement is finalized.

The City is required to complete all necessary environmental reviews pursuant to the California Environmental Quality Act (CEQA) and submit copies of the documentation to HWS.

In addition, your City must prepare and execute Subrecipient Agreements with all organizations receiving CDBG funds directly from the City (projects administered by the City). HWS must review and approve your subrecipient agreement language.

We are currently in the process of preparing your City's Supplemental Agreement for the use of the CDBG funds. Once you receive your Agreement, you will have sixty (60) days to have it properly executed and returned to HWS. A *Notice to Incur Cost* will not be issued until all environmental, subrecipient, online training, and other required documentation is submitted to HWS.

MANDATORY TRAINING – COOPERATING CITIES

The U.S. Department of Housing and Urban Development (HUD) requires the Riverside County Housing and Workforce Solutions to provide training for all sub-recipients of CDBG funding from the County. By entering into an agreement for the use of CDBG funds, your organization must comply with the various Federal regulations as well as County requirements. Therefore, these workshops are being provided to assist with a program overview for the CDBG sub-recipient training. We will be offering this class on September 14th in Riverside and September 28th in Indio.

In addition, we will have staff on hand to assist your organization with any additional questions you might have regarding the 2022-2023 CDBG program year.

These workshops also provide us with the opportunity to share new information on applicable federal requirements, and provide our sub-recipients with the opportunity to ask questions, network with other organizations, and share their successes. This training class is a mandatory requirement for the CDBG 2022-2023 program year and is an additional training resource to compliment the online training questionnaire. Due to limited space, our recommendation is to only send the staff who has the day-to-day responsibility for your CDBG-funded activity.

Date and time: (Riverside)

Wednesday, September 14, 2022
9:30am to 11:30am

Location:
Workforce Development Division
1325 Spruce Street Riverside, CA 92507

Date and time: (Indio)

Wednesday, September 28, 2022
9:30 to 11:30am

Location:
Workforce Development Division
44-199 Monroe Street Suite B, Indio CA 92201

Riverside Class Attendance:
Note: Please **confirm prior to September 12, 2022 by 5pm, with CDBG Staff at 951-955-5936, or via e-mail at RivCoCDBG@rivco.org.**

Indio Class Attendance:
Note: Please **confirm prior to September 26, 2022 by 5pm, with CDBG Staff at 951-955-5936, or via e-mail at RivCoCDBG@rivco.org.**

HWS HOUSING AND WORKFORCE SOLUTIONS
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In addition to the classroom training, all Cities and their subrecipients are encouraged to review and understand the applicable provisions of the Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (2 CFR Part 200) to better carry-out their CDBG-funded activities.

If you have any questions regarding the program process or need additional information, please feel free to contact Anna Varona-Doromal at (951)955-1113. To expedite all future correspondence and inquiries, please refer to the CDBG File number located in the upper right corner of this letter.

Sincerely,

Susana Orozco
Principal Development Specialist – CDBG/ESG Programs

HWS HOUSING AND WORKFORCE SOLUTIONS
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RECEIVED
CITY OF BANNING
SEP - 5 2023
CITY MANAGER'S OFFICE
BY:

File No.: 5.BN.60-23, 0.253-23, 0.254-23

August 24, 2023

Ralph Wright, Parks and Recreation Director
City of Banning
P.O Box 998
Banning, CA 92220

SUBJECT: Combined Notice
Approval of Proposed 2023-2024 CDBG Funded Activities, City of Banning
Notice of Mandatory Subrecipient Training

Dear Mr. Wright:

The Riverside County Board of Supervisors has approved your City's proposed CDBG project(s) for the 2023-2024 Program Year. These activities have been included in the 2023-2024 One Year Action Plan (OYAP). The One Year Action Plan has been submitted to the U.S. Department of Housing and Urban Development (HUD) for review. If approved by HUD, we anticipate that the effective date of our 2023-2024 One Year Action Plan will be July 1, 2023.

The approved projects are as follows:

5.BN.60-23	Sylvan Park Improvement Project Phase III	$161,414
0.253-23	Navigation Center	$19,850
0.254-23	Riverside County Court Appointed Special Advocate (CASA) Program	$10,000

At this time, the County will undertake the required NEPA environmental review and administrative actions pertaining to your projects. Our staff may be contacting you to discuss approved project budgets, performance/outcome measures, national objective reporting, revised timelines and project milestones, and other necessary items. If the City desires to modify the project funding amounts due to the City's final 2023-2024 allocation, changes can be made before the Supplemental Agreement is finalized.

The City is required to complete all necessary environmental reviews pursuant to the California Environmental Quality Act (CEQA) and submit copies of the documentation to HWS.

HWS HOUSING AND WORKFORCE SOLUTIONS
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In addition, your City must prepare and execute Subrecipient Agreements with all organizations receiving CDBG funds directly from the City (projects administered by the City). HWS must review and approve your subrecipient agreement language.

We are currently in the process of preparing your City's Supplemental Agreement for the use of the CDBG funds. Once you receive your Agreement, you will have sixty (60) days to have it properly executed and returned to HWS. A *Notice to Incur Cost* will not be issued until all environmental, subrecipient training, and other required documentation is submitted to HWS.

MANDATORY TRAINING – COOPERATING CITIES

As a Cooperating City in the County's 2023-2024 CDBG program, your City staff that are directly assigned to oversee the City's CDBG funded activities must be familiar with all applicable regulations and requirements of the CDBG program. The U.S. Department of Housing and Urban Development (HUD) requires the Housing and Workforce Solutions Agency to provide training for all subrecipients of CDBG. To meet this requirement HWS will be providing CDBG Subrecipient Training at Two locations: 1325 Spruce Street, Riverside 92507, and 44-199 Monroe Street, Indio 92201.

Cities are asked to send those staff members directly working on CDBG-funded activities. You will be able to ask questions and interact directly with HWS staff. There will be a mandatory questionnaire and acknowledgement at the end of the training to assess your organization's knowledge and understanding of the material and confirm participation in the training.

Please note: all Cities are required to complete the CDBG training prior to receiving their 2023-2024 *Notice to Incur Cost Letter* from the County. The CDBG training is scheduled for the following dates and times.

(Riverside) 1325 Spruce Street, Riverside 92507 (CITIES)
Wednesday, September 13, 2023 1pm-3pm and 3pm-5pm

(Indio) 44-199 Monroe Street, Indio 92201 (CITIES)
Wednesday, September 27, 2023 10am-12pm and 1pm-3pm

In addition to the training, all Cities and their subrecipients are encouraged to review and understand the applicable provisions of the Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (2 CFR Part 200) to better carry-out their CDBG-funded activities.

If you have any questions regarding the program process or need additional information, please feel free to contact Anna Varona-Doromal at (951) 955-1113. To expedite all future correspondence and inquiries, please refer to the CDBG File number located in the upper right corner of this letter.

Sincerely,

Juan Garcia, Development Manager – CDBG/ESG/HOME Programs

HWS HOUSING AND WORKFORCE SOLUTIONS

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November 8, 2024

Doug Schulze, City Manager
City of Banning
PO Box 998
Banning, CA 92220

RE: CDBG PROGRAM PERFORMANCE REVIEW

We are reaching out to all of our CDBG Cooperating Cities to provide an important update on compliance with a critical CDBG program requirement (24 CFR 570.902). This requirement, known as the "Timely Performance" guideline, restricts CDBG recipients from holding more than 1.5 times (or 150%) of unspent CDBG funds.

To ensure compliance with HUD's "timeliness" standard, the County is requesting all cities' cooperation as we implement a new measure to ensure timely and sufficient draws against their total CDBG allocations.

Attached, you'll find a current CDBG utilization performance report for your City, which includes updated account balances for each of the City's individual projects.

According to the Amended NOFA published online on November 8, 2024, if your City has any open projects from FY 2020, 2021, 2022, and 2023 with unspent funds as of November 30, 2024, your City may not be eligible to submit a project for FY 2025-2026.

If your City has open projects from 2020-2023, a realistic draw-down schedule for these projects must be submitted by November 21, 2024. If the schedule is accepted by HWS, the City will be allowed to apply for FY 2025-2026 funds. If no acceptable draw-down plan is submitted, your City will receive a notice.

However, please note that any unclaimed funds for FY 2025-2026 will roll over to the following year(s), and your City will not lose these funds.

If this doesn't apply to your City, there is nothing needed from you at this time. We wanted to ensure all cities were informed of this necessary measure being implemented as it affects our entire program. If you have any questions about your City's draw-down performance, please contact Anna Varona-Doromal (951) 955-1113 or email AVarona-Doromal@rivco.org.

Sincerely,

Susana Orozco

Susana Orozco
Principal Development Specialist

Enclosure: Draw Down Performance Report

CITY OF BANNING
STAFF REPORT

TO:	**CITY COUNCIL**
FROM:	**Douglas Schulze, City Manager**
PREPARED BY:	**Doug Schulze, City Manager**
MEETING DATE:	**January 14, 2025**
SUBJECT:	**Consideration of City Clerk and City Treasurer Compensation**

RECOMMENDATION:

Provide direction to City Manager regarding compensation of elected City Clerk and City Treasurer.

BACKGROUND:

The City Council has requested discussion of compensation for the elected City Clerk and City Treasurer position. The current salaries for the City Clerk and City Treasurer were set by Resolution 1988-54 and 1982-41 respectively. Salaries for both positions were set at $100 per month or $1,200 per annum.

JUSTIFICATION:

Compensation has not been adjusted since 1982 and 1988 for these positions.

The attachment showing annual compensation for elected City Clerks and City Treasurers in Riverside County below was sourced from the following web page containing compensation for elected officials: https://publicpay.ca.gov/Reports/Cities/City.aspx?entityid=355&year=2023&rpt=5

Note: Beaumont recently gave raises to their elected officials and has been incorporated. Blythe's City Clerk is the City Manager and its Treasurer is its Director of Finance. They are employees and not elected and were removed from the attachment below. Also, Indio's Elected Treasurer compensation was listed twice and one was an employee holding the Assistant City Manager - Finance Director position.

Elected City Clerk compensation in Riverside County ranges from $1,200 to $6,720 per year. Elected City Treasurer compensation in Riverside County ranges from $200 to $20,019 per year.

FISCAL IMPACT:

To be determined.

ALTERNATIVES:

Provide direction to City Manager.

BUDGETED?:

No

CONTRACT/AGREEMENT:

No

ATTACHMENTS:

1. CC Resolution No. 1982-041 city treasurer.pdf
2. CC Resolution No. 1988-054 city clerk.pdf
3. Elected Clerk & Treasurer Annual Salary Comparison 2025.pdf

RESOLUTION NO. 1982-41

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BANNING, CALIFORNIA, REVOKING DELEGATION OF AUTHORITY TO CITY TREASURER TO INVEST OR TO REINVEST FUNDS OF THE CITY OF BANNING, OR TO SELL OR EXCHANGE SECURITIES SO PURCHASED AND REPEALING RESOLUTIONS NO. 1974-24 AND 1978-24

WHEREAS, the City Council of the City of Banning ("this City Council") is authorized by California Government Code Section 53601 when a determination is made that the City of Banning has money in a sinking fund of, or surplus money in its treasury not required for the immediate necessities of the City of Banning, to invest such portion of the money as this City Council deems wise or expedient in certain legal and authorized investments; and

WHEREAS, the City Council is further authorized by California Government Code Section 53607 to delegate to the Treasurer of the City of Banning its authority to invest or reinvest funds of the City, or to sell or exchange securities so purchased, until such time as the delegation of authority is revoked; and

WHEREAS, the City Council by its adoption of Resolution No. 1974-24 on May 14, 1974, delegated its authority to invest or to reinvest funds of the City of Banning, or to sell or exchange securities so purchased, to the Treasurer of the City of Banning, for which the City agreed to compensate the Treasurer an additional $300 per month, bringing his total monthly salary to $400 per month; and

WHEREAS, by the adoption of Resolution No. 1978-24 on April 10, 1978, this additional compensation for investing or reinvesting municipal funds was increased by $100 per month,

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Banning, California, that the delegation of authority to the Treasurer of the City of Banning to invest or to reinvest funds of the City of Banning, or to sell or exchange securities so purchased, is hereby revoked pursuant to California Government Code Section 53607 and the Treasurer of the City of Banning is hereby relieved of his duty of making a monthly report of such transactions to this City Council; and

BE IT FURTHER RESOLVED that Resolutions No. 1974-24 and 1978-24 adopted by the City Council on May 14, 1974, and April 10, 1978, are hereby repealed.

BE IT FURTHER RESOLVED that the City Treasurer of Banning will now be compensated as provided for by the City Council in Ordinance No. 470 dated March 6, 1960, at a total of $100 per month.

PASSED AND ADOPTED this 9th day of August, 1982.

Carl W Wallace
Mayor, City of Banning, California

ATTEST:

Lucille M. Elzinga
City Clerk of the City of
Banning, California

CERTIFICATION

I, LUCILLE M. ELIZONDO, City Clerk of the City of Banning, DO HEREBY CERTIFY that the foregoing Resolution was duly adopted by the City Council of the City of Banning at a Regular Meeting thereof held on August 9, 1982, by the following vote, to wit:

AYES: Councilmembers Burgess, Page, Williams, Kohagen, Mayor Wolfram
NOES: None
ABSENT: None

Lucille M. Elizondo, City Clerk

(S E A L)

RESOLUTION NO. 1988-54

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BANNING, CALIFORNIA, FIXING AND ESTABLISHING THE SALARY OF THE CITY CLERK AND RESCINDING RESOLUTION NO. 1975-54

WHEREAS, it is necessary to clarify the salary of the City Clerk;

NOW THEREFORE, BE IT RESOLVED by the City Council of the City of Banning that the salary of the City Clerk shall be established at $1,200.00 per year ($100.00 per month) effective November 9, 1988; and

BE IT FURTHER RESOLVED that the sum of $290.00 be appropriated from the Contingent Account to the City Clerk's account to provide sufficient funds for this salary during fiscal year 1988-89; and

BE IT FURTHER RESOLVED that the above $1,200.00 annual salary be placed in the City Clerk's Budget each year in the future.

PASSED, APPROVED AND ADOPTED this 25th day of October, 1988.

Larry Higgins, Mayor

ATTEST:

Lucille M. Elizondo, City Clerk

CERTIFICATION

I, LUCILLE M. ELIZONDO, City Clerk of the City of Banning, California, DO HEREBY CERTIFY that the foregoing Resolution was duly adopted by the City Council of the City of Banning at a regular meeting thereof held on the 25th day of October, 1988, by the following vote, to wit:

AYES: Councilmembers Cowles, Shledon, Williams, Lawrence, Mayor Higgins
NOES: None
ABSTAIN: None
ABSENT: None

Lucille M. Elizondo, City Clerk
City of Banning, California

(S E A L)

Riverside County Elected
Treasurer/City Clerk Salary Comparison

City	Position	Other Position Held	Department	Total Wages	Employee or Elected
Cathedral City	City Treasurer		City Council	$20,019	Elected
Hemet	City Treasurer		Elected Officials	$8,984	Elected
Corona	City Treasurer		Treasurer	$2,605	Elected
Beaumont	Treasurer		Finance	$6,720	Elected
Beaumont	City Clerk		City Clerk	$6,720	Elected
Banning	City Clerk		City Clerk	$1,200	Elected
Banning	City Treasurer		Finance	$1,200	Elected
Indio	City Clerk		City Clerk's Office	$1,200	Elected
Indio	City Treasurer		Finance Department	$200	Elected

CITY OF BANNING
STAFF REPORT

TO: **CITY COUNCIL**

FROM: **Douglas Schulze, City Manager**

PREPARED BY: **Laurie Sampson, Assistant City Manager**
Jeff Platt, Director of Homeless Services

MEETING DATE: **January 14, 2025**

SUBJECT: **Opportunity Village Gift Card Policy**

RECOMMENDATION:

Receive and file.

BACKGROUND:

Our staff at Opportunity Village have implemented a program that rewards our shelter residents for continuing to better themselves by working to reestablish their identities, participating in drug and alcohol counseling and community events, and other requirements. The staff has found that by treating the residents with dignity and human decency, they advance toward this goal of self-reliance more rapidly.

JUSTIFICATION:

One of the key components of helping residents is restoring a sense of community, dignity and emotional well-being. When residents participate in community events such as clean up events in the parks and removal of homeless encampments, they begin to redevelop pride and commitment. The issuance of gift cards fosters dignity as they empower the residents to make personal choices and control over their lives. Making these choices also helps them develop financial literacy. A complete explanation of benefits is included in this report as Exhibit A.

The Gift Card Issuance Program is not available to all residents. There are parameters that allow them to participate as well as precluding some. The complete guidelines are included in this report as Exhibit B.

The requirement to obtain gift cards includes signing for receipt of these cards as well as having a W-9 on file in case the issuance of these gift cards exceeds $600 per year. The list of cards issued and the status of each card and recipient is attached to this report as Exhibit C.

FISCAL IMPACT:

The fiscal impact of this program as of this fiscal year is $4,813.70 including activation fees.

ALTERNATIVES:

An alternative to issuing Visa gift cards can be to offer store specific gift cards such as, Walmart or Stater Bros. This would avoid the activation fees.

BUDGETED?:

No

CONTRACT/AGREEMENT:

No

ATTACHMENTS:

1. Exhibit A OPV Gift Cards Why We Do It.pdf
2. Exhibit B GIft Card Participation Requirements.pdf
3. Exhibit C Gift Card Tracking.pdf

WHY WE DO IT

Our implemented gift card program for residents at Opportunity Village offers numerous benefits, enhancing support and fostering dignity among individuals experiencing homelessness. Here are some key advantages to our program.

1. Empowerment and Choice

Gift cards allow residents to choose their own items, fostering a sense of control over their lives, which is often stripped away in difficult situations.

Tailored Needs:
Individuals can select gift cards for items they specifically need, whether it's clothing, hygiene products, or food, thus catering to their personal circumstances.

2. Dignity and Respect

Avoiding Stigmatization:
Receiving a carefully chosen item can feel more dignified than relying solely on donations or handouts, helping to preserve residents' self-esteem.

Privatized Choice:
Gift cards enable residents to shop discreetly, allowing them to maintain privacy regarding their needs and circumstances.

3. Social Integration

Community Interaction:
When residents use gift cards in local stores, they engage with the community, potentially leading to social inclusivity and connections that could be beneficial for future support.

Breaking Barriers:
This program can help residents reintegrate into society, fostering a sense of normalcy and community engagement.

4. Mental and Emotional Well-being

Boosting Morale:
Allowing individuals to pick out what they want can uplift spirits and instill hope during challenging times.

Promoting Independence:
Making choices, even small ones, contributes positively to mental health and self-confidence.

5. Practicality and Flexibility

Frictionless Use:
Gift cards can be easier to manage than distributing specific items, reducing the logistical burdens on shelter staff.

Adaptability:
They can be adjusted to meet changing needs, allowing shelters to respond quickly to the preferences and requirements of their residents.

6. Partnership and Collaboration Opportunities

Local Business Engagement:
Partnering with local businesses to provide gift cards can foster community relationships and support local economies.

Sustainability and Support:
This initiative can lead to sponsors or donors who wish to fund gift card programs, further encouraging community support for the shelter.

7. Building Life Skills

Financial Literacy:
Managing a gift card can help residents practice budgeting and financial decision-making, essential skills for ongoing independence.

Shopping Skills:
Residents learn how to evaluate their needs and make informed purchasing decisions, which can contribute to their development during and after their time at the shelter.

Conclusion
Our gift card program at Opportunity Village significantly enhance the support system for residents by providing them with autonomy, dignity, and the opportunity to reintegrate socially and economically.

Gift Card Policy

When considering whether we provide gift cards to residents at Opportunity Village, various qualifying and disqualifying factors come into play. These factors ensure that the distribution aligns with the shelter's goals, supports the residents effectively, and maintains the integrity of the program:

Qualifying Factors:

1. Need Assessment:
Individual Assessment: Residents may be assessed based on specific needs, such as food insecurity, lack of clothing, or requirements for personal care items.

Current Circumstances:
Consideration of residents' immediate situations (e.g., employment status, family conditions) can help determine eligibility.

2. Program Participation:

Engagement in Shelter Programs:
Residents who actively participate in shelter programs, workshops, or community service may be prioritized for gift cards as an incentive and reward.

3. Duration of Stay:

Length of Residence:

Residents who have been at the shelter for a certain period may be eligible for gift cards as part of their transitioning support.

4. Personal Goals:

Development of Individual Plans:
Residents working towards specific goals (such as obtaining employment, going to school, or securing housing) could qualify for gift cards to support their efforts.

5. Feedback Mechanism:

Resident Input:
Input from residents about their preferences for support can guide the decision-making process for gift card distributions.

6. Prior Support:

Previous Assistance:
Consideration of whether residents have previously received gift cards or similar support can help assess eligibility for additional assistance.

Disqualifying Factors:

1. Substance Abuse Issues:

Misuse of Gift Cards:
If there is a concern that residents may use gift cards to purchase substances (alcohol, drugs), it may be a disqualifying factor.

2. Behavioral Concerns:

Violations of Shelter Rules:
Residents who have repeatedly violated shelter policies or engage in disruptive behavior may be disqualified from receiving gift cards.

3. Fraudulent Behavior:

Dishonesty in Requests:
If there are allegations or evidence of residents misrepresenting their needs or circumstances to obtain gift cards, this may disqualify them.

4. Stable Housing:

Sufficient Means:
Residents who have secured stable housing and are no longer in need of immediate support may not qualify for gift cards.

5. Eligibility for Other Benefits:

Existing Benefits:
If residents are already receiving sufficient support from social services, financial assistance, or other programs, this may disqualify them for additional support like gift cards.

6. Lack of Participation:

Limited Engagement:
Residents who do not participate in shelter programs or are not involved in their recovery/transition processes may be less likely to receive gift cards.
By utilizing these qualifying and disqualifying factors, our system creates a fair and effective process for distributing gift cards. This ensures that the support provided is both meaningful and constructive, helping residents in their journey towards stability and independence.

Village Gift Card Tracking								
				W-9 on file	W-9 on file		W-9 on file	
DATE			Alcala, Robert	Brannon, Buritius	Cadena, Adriana	Carson, Mila	Davis, Denise	Delgado, David
7/3/2024	Rite Aid	$ 447.60	$ 50.00		**$ 50.00**			$ 50.00
7/15/2024	Rite Aid	$ 447.60	$ 50.00					
7/19/2024	Rite Aid	$ 447.60			**$ 50.00**			
8/20/2024	Rite Aid	$ 457.60						
9/8/2024	Rite Aid	$ 447.60						
9/21/2024	Rite Aid	$ 447.60	$ 50.00					
10/11/2024	Rite Aid	$ 447.60				**$ 50.00**		
10/17/2024	Rite Aid	$ 335.70		**$ 50.00**			**$ 50.00**	
11/6/2024	Rite Aid	$ 447.60		$ 50.00			$ 50.00	
11/26/2024	Rite Aid	$ 447.60						
12/13/2024	Rite Aid	$ 439.60						
	Total	$ 4,813.70	$ 150.00	$ 100.00	$ 100.00	$ 50.00	$ 100.00	$ 50.00
	* Green indicates no longer in the shelter							
	*Bold indicates signed receipts on file							

			W-9 on file	W-9 on file		W-9 on file	
Duran, David	Green, Damien	Hasani, Dean	Hawk, Kenneth	Hernandez, David	Johnson, Traemar	Leary, Nyesha	Marshall, Maurice
					$ 50.00		
$ 100.00					$ 50.00		
$ 100.00				**$ 50.00**			
$ 50.00			**$ 50.00**	**$ 50.00**			$ 50.00
	$ 50.00		**$ 100.00**			**$ 50.00**	$ 50.00
$ 50.00			**$ 100.00**				$ 50.00
			$ 100.00	**$ 50.00**			
		$ 50.00	**$ 50.00**			**$ 50.00**	
			$ 50.00				
			$ 50.00	$ 50.00			
			$ 100.00	$ 100.00			
$ 300.00	$ 50.00	$ 50.00	$ 600.00	$ 300.00	$ 100.00	$ 100.00	$ 150.00

W-9 on file	W-9 on file			W-9 on file	W-9 on file		
Moore, Tyler	Owens, Jason	Prince, Brandon	Raradin, Ron	Richardson, Josh	Rubalcava, Arturo	Shaw, Johnny	Sheldon, Cody
	$ 50.00	$ 50.00					$ 50.00
	$ 50.00	$ 100.00					$ 50.00
	$ 50.00	$ 50.00					
	$ 50.00		$ 50.00				
	$ 50.00					$ 50.00	
	$ 50.00						
	$ 50.00				**$ 50.00**		
$ 50.00	$ 100.00			$ 50.00			
$ 50.00	$ 50.00			$ 50.00			
	$ 100.00						
$ 100.00	$ 600.00	$ 200.00	$ 50.00	$ 100.00	$ 50.00	$ 50.00	$ 100.00

W-9 on File		W-9 on file		
Timmons, Stevelen	Williams	Yoder, Robert	Other	
		$ 50.00	$ 47.60	$ 447.60
			$ 47.60	$ 447.60
$ 100.00			$ 47.60	$ 447.60
$ 100.00			$ 57.60	$ 457.60
$ 50.00			$ 47.60	$ 447.60
$ 100.00			$ 47.60	$ 447.60
$ 100.00			$ 47.60	$ 447.60
		$ 50.00	$ 35.70	$ 335.70
$ 50.00			$ 47.60	$ 447.60
$ 100.00		$ 50.00	$ 47.60	$ 447.60
	$ 50.00	$ 50.00	$ 39.60	$ 439.60
				$ -
$ 600.00	$ 50.00	$ 200.00	$513.70	$ 4,813.70

CITY OF BANNING
STAFF REPORT

TO:	**CITY COUNCIL**
FROM:	**Douglas Schulze, City Manager**
PREPARED BY:	**Doug Schulze, City Manager**
MEETING DATE:	**January 14, 2025**
SUBJECT:	**Consideration of Zoom Video Conferencing Accessibility for City Council Meetings**

RECOMMENDATION:

Provide direction to the City Manager regarding use of Zoom for City Council meetings.

BACKGROUND:

In response to social distancing requirements during COVID 19, use of Zoom for public meetings so members of the City Council, staff, and consultants could participate remotely. In addition, members of the public were also provided with the opportunity to participate via Zoom. After social distancing restrictions were lifted, use of Zoom was continued until "Zoom Bombing" became problematic for several organizations, including the City of Banning. Since the decision to use Zoom was an administrative decision and not Council policy, an administrative decision was made to discontinue use of Zoom for public participation. Use of Zoom is limited to consultants, City Treasurer and occasionally by staff participating remotely, which requires identity verification. When Zoom was offered as an option for members of the public to participate, there were just a few people online each meeting so, it was not used broadly.

Currently, staff resources are used to make all public meetings accessible on Government Access Channel 10 and streaming on the City website. These options do not allow members of the public to comment during meetings, but they are able to view meetings in real time. Members of the public are currently able to provide comments during the City Council's meeting by either attending City Council meetings and making verbal comments to the City Council at the appropriate times or by submitting written comments to the City Clerk on items on the Council's agenda, which comments are forwarded to the City Council for the Council's consideration. While Zoom Bombing seems to be less of an issue, it could be related to the fact that many public agencies discontinued use of Zoom for public meetings. Use of Zoom as a webinar provides more control because access to speak must be granted by a monitor (staff member), which also reduces the likelihood of Zoom Bombing. However, a staff person would either need to be hired or paid overtime to serve as monitor during public meetings.

City Managers in Riverside County were asked if they use Zoom for public participation in City Council meetings. In total, 16 cities did not allow remote participation, 3 cities did, and 3 did not respond to the poll. These were the exact responses:

- Beaumont - No
- Calimesa - No
- Cathedral City - No
- Coachella - Yes
- Corona - No

- Desert Hot Springs - No
- Eastvale - No
- Hemet - No
- Indian Wells - Did not respond
- Indio - No
- LaQuinta - Did not respond
- Menifee - No
- Moreno Valley - No
- Palm Desert - Yes
- Palm Springs - Yes
- Perris - No
- Rancho Mirage - No
- Riverside - Did not respond
- San Jacinto - No
- Temecula - No
- Wildomar - No
- Yucaipa - No

JUSTIFICATION:

Allowing members of the public to provide comments during City Council meetings via Zoom would allow for an additional form of public participation and engagement during City Council meetings.

FISCAL IMPACT:

Should the Council provide direction to offer the ability to make public comments via Zoom during City Council meetings, an additional staff member would be needed to monitor and promote individuals to presenter status when members of the public request to speak.

ALTERNATIVES:

Option 1 - Offer Zoom as an additional form or public participation during City Council meetings.
Option 2 - Do not offer Zoom as an additional for public participation during City Council meetings.

BUDGETED?:

No

CONTRACT/AGREEMENT:

No

CITY OF BANNING
STAFF REPORT

TO:	**CITY COUNCIL**
FROM:	**Douglas Schulze, City Manager**
PREPARED BY:	**Doug Schulze, City Manager** **John Pinkney, City Attorney**
MEETING DATE:	**January 14, 2025**
SUBJECT:	**City Litigation Update**

RECOMMENDATION:
Receive and file.

BACKGROUND:
Report on pending litigation involving the City of Banning attached.

JUSTIFICATION:
Per Council Request.

FISCAL IMPACT:
Not Applicable.

ALTERNATIVES:
Not Applicable.

BUDGETED?:
No

CONTRACT/AGREEMENT:
No

ATTACHMENTS:
1. November Claim Report Redacted.pdf

Date of Loss	Master Claim Number	Claim Type Description	Cause Description	Claim Request Amount	Department	Date Reported	Date Opened
12/28/2018	200-BA2011	Litigated Employment Practices	Retaliation, discrimination & harassment	Unknown	POLICE	11/22/2019	11/22/2019
6/15/2021	21-159604	Litigated Other Property Damag	During a search warrant, seizure of $39,051.30.	>$10,000 - Unlimited	POLICE	12/8/2021	12/9/2021
7/7/2022	22-168512	Litigated Other Personal Inj	Tried missing a pothole and hit a guardrail and flipped over.	>$10,000 - Unlimited	PUBLIC WORKS	12/13/2022	12/14/2022
6/3/2022	23-169563	Litigated Employment Practices	Harassment and Retaliation	Unknown	POLICE	2/2/2023	2/6/2023
1/1/2021	23-169998	Employment Practices Liability	Whistle-blowing, retaliation and discrimination.	Unknown	POLICE	1/4/2023	2/26/2023
12/9/2022	23-172226	Litigated Other Bodily Injury	Claimant lost control of vehicle due to dangerous roads.	Unknown	PUBLIC WORKS	5/23/2023	6/6/2023
9/7/2023	23-174272	Litigated Employment Practices	Dates are multiple and continuing to present; retaliation, discrimination, harassment.	Unknown	POLICE	9/8/2023	9/12/2023
5/17/2022	23-174273	Employment Practices Liability	Complaint reported 9-7-23.	Unknown	POLICE	9/8/2023	9/12/2023
10/13/2023	23-175126	Employment Practices Liability	Due to disability denied promotion.	Unknown	POLICE	10/19/2023	10/23/2023
6/29/2023	23-175133	Employment Practices Liability	Complaining again about Deusenberry for retaliatory actions.	Unknown	POLICE		10/23/2023
5/4/2023	24-176622	Other Personal Injury	No identifiable parking spot for the disabled.	Unknown	PUBLIC WORKS	1/4/2024	1/14/2024
10/31/2023	24-176714	Other Property Damage	Wind caused tree branch to fall on roof.	5692.09	PUBLIC WORKS	1/16/2024	1/20/2024
12/18/2023	24-176715	Other Property Damage	Edison Line fell on Banning utility line.	395	PUBLIC WORKS	1/16/2024	1/20/2024
9/7/2023	24-177551	OBI / Property Damage	Was driving, entered the intersection, hit by Banning Police unit who was entering intersection	Unknown	POLICE	2/22/2024	2/28/2024
2/19/2024	24-178108	Employment Practices Liability	Council member Flynn defamed and slander claimant on Facebook and other social media.	Unknown	ADMINISTRATION	3/20/2024	3/22/2024
1/23/2024	24-178149	Litigated Employment Practices	Employment discrimination - disputing termination.	Unknown	PUBLIC WORKS	3/12/2024	3/25/2024
10/9/2023	24-178192	Other Bodily Injury	Trip and fall on sidewalk, sustained injuries.	>$10,000 - Unlimited	PUBLIC WORKS	3/27/2024	3/27/2024
10/24/2023	24-178810	Other Bodily Injury	Banning PD arrested without cause.	>$10,000 - Unlimited	POLICE	4/18/2024	4/25/2024
11/25/2023	24-179405	Other Bodily Injury	Attacked by French Bulldog with a record of previous attacks.	>$10,000 - Unlimited	ANIMAL CONTRO	5/23/2024	5/27/2024
5/13/2024	24-179956	Other Property Damage	Cable wire to the transformer fell on fence and caught fire.	>$10,000 - Unlimited	PUBLIC WORKS	6/18/2024	6/22/2024
3/2/2024	24-180060	Other Bodily Injury	Passenger on bus that was going too fast and sustained injuries.	Unknown	PUBLIC TRANSIT		6/27/2024
1/30/2024	24-180233	Other Property Damage	Wrongfully taken into custody (separate claim against Riverside County.	Unknown	POLICE	7/2/2024	7/7/2024
5/13/2024	24-180895	Other Property Damage	Light pole in Alley behind home caught on fire.	Unknown	FIRE	6/11/2024	8/5/2024
7/22/2024	24-181831	Other Property Damage	City water main leak cause damage to property.	Unknown	PUBLIC WORKS	9/4/2024	9/18/2024
8/30/2024	24-182716	Other Property Damage	Overgrown olive trees limbs broke and fell on car.	Unknown	PUBLIC WORKS	10/31/2024	11/4/2024
7/26/2024	24-182871	Other Bodily Injury	Three Banning PD during arrest caused injuries.	Unknown	POLICE	11/7/2024	11/12/2024

TOTAL ACTIVE: 26

Previous Update (September): 28

CLAIM PENDING CLOSURE / CLOSED:

1/6/2024	24-180386	OBI / Property Damage	Dangerous road conditions, caused collision of motor cycle into parked car.		PUBLIC WORKS	7/8/2024	7/11/2024
1/20/2024	24-179914	Other Bodily Injury	Passenger in car that flew off cliff, rolled several times.		PUBLIC WORKS	6/18/2024	6/20/2024
9/24/2023	24-179271	Litigated Other Property Damag	Spayed & rabies shot to be included in adoption cost reimbursement.		ANIMAL CONTRO	5/16/2024	5/18/2024
10/11/2021	22-163787	Litigated Other Bodily Injury	Slipped on tree clippings in the street.	>$10,000 - Unlimited	PUBLIC WORKS	4/12/2022	5/10/2022
6/7/2023	23-172520	Other Property Damage	City of Banning employee backed out of stall hit claimant.	1521.15	ELECTRIC	6/20/2023	6/21/2023
5/5/2024	24-181162	Other Property Damage	Tree branch fell and damaged wrought iron fence.	Unknown	PUBLIC WORKS	8/13/2024	8/15/2024
8/5/2024	24-181605	Other Property Damage	fire in transformer knocking out electricity to homes.	Unknown	PUBLIC WORKS	8/29/2024	9/5/2024

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EXCLUSIVE NEGOTIATING AGREEMENT

This EXCLUSIVE NEGOTIATING AGREEMENT ("ENA") is dated as of July 10, 2024 and is entered into by and between the CITY OF BANNING ("City") and Investel Development, LLC ("Developer"). The City and the Developer are sometimes individually referred to herein as a "Party" and are sometimes collectively referred to herein as the "Parties."

RECITALS

A. The City owns the land in the City of Banning, California described on Exhibit "A" (the Property) and desires to invite the Developer to propose a development plan for a mixed use of Hotel and Apartment/Retail project on the Property (the "Project").

B. The City intends to incur significant costs in negotiating and preparing a disposition and development agreement or "DDA".

C. The Developer has therefore requested that the City negotiate with the Developer on an exclusive basis for a specified period of time to establish the terms and conditions of the DDA.

D. It is anticipated that during the term of this ENA, City staff and consultants and attorneys of the City will devote substantial time and effort in meeting with the Developer and its representatives and consultants, reviewing proposals, plans and reports, negotiating and preparing and revising the DDA, obtaining consultant advice and reports including an appraisal.

NOW, THEREFORE, The Developer has proposed the follows:

1. The term of The ENA shall commence on the date hereof and shall end on the earlier of: (i): December 31, 2024, or (ii) the date on which the City of the Developer terminates this ENA provided in Sections 2 below (the "ENA Period").

2. The City Manager may terminate this ENA by written notice to the Developer if the Developer should fail to comply with or perform any material provisions of this ENA and such failure is not cured within thirty (30) days after City Manger's delivery of written notice to the Developer (or such other period of time if such failure cannot by its nature be cured within such thirty (30) day period, so long as Developer diligently proceeds with efforts to cure such failure), or if reasonable progress is not being made in negotiations hereunder as determined by the City Manager in good faith. The Developer may terminate this ENA by written notice to the City if the Developer determines that it does not wish to pursue the Project any further.

3. During the ENA Period, the City shall not negotiate with any person or entity other than the Developer for the sale, lease, or development of the Property.

4. City must comply with California's surplus property statutes (Government Code Sections 54220-54234). City shall be solely responsible for all costs associated with the negotiation with California state.

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5. City shall agree to convey the Property to Developer at no cost to Developer and Developer will agree to accept such conveyance.

6. The City shall confirm that the CEQA/EIR process is not a requirement for Project entitlement if the total site area of the Project is under five (5) acres.

7. City has provided to Developer phase one environment report and will be responsible for all costs associated with preparation of the report.

8. City has provided to Developer ALTA land title survey and will be responsible for all costs associated with preparation of the survey.

9. Developer desires to have the flexibility to merge and redivide the parcel within the parcel 1, 2, 3, and 4 boundaries (see EXHIBIT A).

10. City has confirmed that N. Alessandro St. does not need to be kept as a public through street on the Property.

11. City shall confirm that all utility lines are ready to be connected to the Property, and the capacity is sufficient. City shall be solely responsible for payment of all fees and charges in case of public utility line upgrade is needed.

12. In connection with the initial operation of the Project, to assist in creating future financial feasibility necessary to allow the operation of the project to proceed, the Developer has proposed certain financial assistance from the City including the rebates of a portion of the Transient Occupancy Tax Revenues and Sales Tax Revenues generated by the Project.

13. City shall provide to the Developer copies of all currently written information regarding the Property in its processions, to the extent not previously delivered to the Developer and to the extend material to the Property or Project and not subject to the attorney-client attorney work-product privilege.

14. The Parties understand and agree that no Party is under any obligation whatsoever to approve or enter into the DDA, and that notwithstanding its approval of this ENA, each party shall have the right to disapprove the DDA, its sole and absolute discretion, and in that regard, the Developer hereby expressly agrees that City shall not be bound by any implied covenant of good faith and fair dealing in connection with such approval or disapproval of any of the DDA. In the event of the expiration or earlier termination of this ENA, the City shall be free to negotiate with any persons or entities with respect to Property.

15. The Developer shall indemnify, defend, and hold the City and its officers, directors, members, employees, agents and contractors harmless from any and all claims, liabilities, losses, damages, costs and expenses relating to or arising out of this ENA or the Developer's failure to perform any obligation of the Developer under this ENA, or any challenges to the validity

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of this ENA. The Developer's obligations under the preceding sentence shall survive the expiration or earlier termination of this ENA.

16. The Developer represents and warrants that its undertakings pursuant to this ENA are for the purpose of development of the Property and not for speculation in land, and the Developer recognized that, in view of the importance of the development of the Property to the general welfare of the community, the qualifications and identity of the Developer and its principals are of particular concern to the City; therefore, this ENA may not be assigned by the Developer without the prior express written consent of the City Manager in his sole and absolute discretion. However, the City acknowledges that the Developer may intend to form a new entity to be party to the DDA, and Developer may do so provided that such new entity is controlled and majority-owned by Developer or by owners of Developer, and provided, further, that the Developer first delivers to City a copy of new entity's organizational documents and any amendments thereto, and any other documents necessary for the City to confirm compliance with the foregoing ownership and control conditions.

17. Any notice, request, approval or other communication to be provided by one Party to the other shall be in writing and provided by certified mail, return receipt requested, or a reputable overnight delivery service and addressed as follows:

Developer:
SCG America
12966 Euclid Street Suite 300
Garden Grove, CA 92840

City:
City of Banning
99 E. Ramsey Street
Banning, CA 92220
Attn: City Manager

Notice shall be deemed delivered: (i) if sent by certified mail, then upon the date of delivery or attempted delivery shown on the return receipt; or (ii) if delivery by overnight delivery service, then one (1) business day after delivery to the service as shown by records of the service.

18. This ENA constitutes the entire agreement of the Parties hereto with respect to the subject matter hereof. There are no agreements or understandings between the Parties and no representations by either Party to the other as an inducement to enter into this ENA, except as may be expressly set forth herein, and any and all prior discussions and negotiations between the Parties are superseded by this ENA.

19. This ENA may not be altered, amended or modified except by a writing duly authorized and executed by all Parties.

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20. No provision of this ENA may be waived except by an express written waiver duly authorized and executed by the waiving Party.

21. If any Party should bring any legal action or proceeding relating to this ENA or to enforce any provision hereof, the Party in whose favor a judgment or decision is rendered shall be entitled to recover reasonable attorneys' fees and expenses from the other. The Parties agree that any legal action shall be filed in and shall occur in the County of Los Angeles.

22. The interpretation and enforcement of this ENA shall be governed by the laws of the State of California.

23. Time is of the essence of each and every provision hereof in which time is a factor.

24. This ENA may be executed in counterparts, each of which shall be deemed an original, but all of which together shall constitute one and the same ENA. Executed counterparts of this ENA may be delivered electronically by email to: dschulze@banningca.gov (for City) and to kenhao.hsu@scgamerica.com (for Developer).

IN WITNESS WHEREOF, the Parties hereto have executed this ENA as of the day and year first written above.

CITY:

CITY OF BANNING

7/12/2024

Douglas Schulze, City Manager

DEVELOPER:

INVESTEL DEVELOPMENT, LLC

7/29/2024

Danny Yinfeng Wei, Executive Vice President

ATTEST:

7/11/2024

Caroline Patton, Deputy City Clerk

APPROVED AS TO FORM:

Serita Young 7/12/2024

Serita R. Young, City Attorney
Richards, Watson & Gershon

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EXHIBIT "A"
LEGAL DESCRIPTION
BEFORE LOT LINE ADJUSTMENT

LLA 21-5001

PARCEL 1 (APN 541-181-032)

PARCEL 1 OF PARCEL MAP NO. 36285 AS SHOWN BY MAP ON FILE IN BOOK 238 OF PARCEL MAPS AT PAGES 24 THROUGH 25, INCLUSIVE THEREOF, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, LYING WITHIN SECTION 10, TOWNSHIP 3 SOUTH, RANGE 1 EAST, SAN BERNARDINO MERIDIAN.

CONTAINING 2.48 ACRES.

PARCEL 2 (APN 541-181-033)

PARCEL 2 OF PARCEL MAP NO. 36285 AS SHOWN BY MAP ON FILE IN BOOK 238 OF PARCEL MAPS AT PAGES 24 THROUGH 25, INCLUSIVE THEREOF, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, LYING WITHIN SECTION 10, TOWNSHIP 3 SOUTH, RANGE 1 EAST, SAN BERNARDINO MERIDIAN.

CONTAINING 0.83 ACRE.

SEE PLAT ATTACHED HERETO AS EXHIBIT "B" AND MADE A PART HEREOF.
PREPARED UNDER MY SUPERVISION

MICHAEL E. JOHNSON, L.S. 7673 DATE 4/5/21



PREPARED BY: LB
CHECKED BY: MJ

Docusign Envelope ID: 8FABC529-4083-4AF5-AAC2-BCFB3C55156D

EXHIBIT "A"
LEGAL DESCRIPTION
AFTER LOT LINE ADJUSTMENT
LLA 21-5001

PARCEL A

PORTIONS OF PARCELS 1 AND 2 OF PARCEL MAP NO. 36285 AS SHOWN BY MAP ON FILE IN BOOK 238 OF PARCEL MAPS AT PAGES 24 THROUGH 25, INCLUSIVE THEREOF, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, LYING WITHIN SECTION 10, TOWNSHIP 3 SOUTH, RANGE 1 EAST, SAN BERNARDINO MERIDIAN, DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWESTERLY CORNER OF SAID PARCEL 2, SAID CORNER BEING ON THE SOUTHERLY RIGHT OF WAY OF RAMSEY STREET (WIDTH VARIES);

THENCE SOUTH 89°35'53" EAST ALONG THE NORTHERLY LINE OF SAID PARCEL 2 AND ALONG SAID RIGHT OF WAY LINE, A DISTANCE OF 19.27 FEET TO AN ANGLE POINT THEREON;

THENCE NORTH 45°15'40" EAST CONTINUING ALONG SAID NORTHERLY LINE OF PARCEL 2 AND SAID RIGHT OF WAY LINE, A DISTANCE OF 23.98 FEET TO AN ANGLE POINT THEREON;

THENCE SOUTH 89°35'53" EAST CONTINUING ALONG SAID NORTHERLY LINE AND SAID RIGHT OF WAY LINE, A DISTANCE OF 9.00 FEET TO THE **TRUE POINT OF BEGINNING**;

THENCE LEAVING SAID NORTHERLY LINE OF PARCEL 2 AND SAID SOUTHERLY RIGHT OF WAY LINE SOUTH 00°00'00" EAST, A DISTANCE OF 288.80 FEET TO THE SOUTHERLY LINE OF SAID PARCEL 1;

THENCE SOUTH 89°46'39" EAST ALONG SAID SOUTHERLY LINE, A DISTANCE OF 222.77 FEET TO THE SOUTHEASTERLY CORNER OF SAID PARCEL 1, SAID CORNER BEING ON THE WESTERLY RIGHT OF WAY LINE OF MARTIN STREET (30.00 FEET IN WESTERLY HALF WIDTH);

THENCE NORTH 00°07'55" EAST ALONG THE EASTERLY LINE OF SAID PARCEL 1 AND ALONG SAID WESTERLY RIGHT OF WAY LINE, A DISTANCE OF 279.19 FEET TO THE NORTHEASTERLY CORNER OF SAID PARCEL 1, SAID POINT BEING ON SAID SOUTHERLY RIGHT OF WAY LINE OF RAMSEY STREET;

Docusign Envelope ID: 8FABC529-4083-4AF5-AAC2-BCFB3C55156D

THENCE NORTH 65°32'39" WEST ALONG THE NORTHEASTERLY LINE OF SAID PARCEL 1 AND SAID SOUTHERLY RIGHT OF WAY LINE, A DISTANCE OF 21.85 FEET TO THE NORTHERLY LINE OF SAID PARCEL 1;

THENCE NORTH 89°35'53" WEST ALONG SAID NORTHERLY LINE AND ALONG SAID SOUTHERLY RIGHT OF WAY LINE, A DISTANCE OF 203.52 FEET TO THE **TRUE POINT OF BEGINNING**.

CONTAINING 1.48 ACRES, MORE OR LESS.

PARCEL B

PORTION OF PARCELS 1 AND 2 OF PARCEL MAP NO. 36285 AS SHOWN BY MAP ON FILE IN BOOK 238 OF PARCEL MAPS AT PAGES 24 THROUGH 25, INCLUSIVE THEREOF, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, LYING WITHIN SECTION 10, TOWNSHIP 3 SOUTH, RANGE 1 EAST, SAN BERNARDINO MERIDIAN, DESCRIBEDAS FOLLOWS:

BEGINNING AT THE NORTHWESTERLY CORNER OF SAID PARCEL 2, SAID CORNER BEING ON THE SOUTHERLY RIGHT OF WAY OF RAMSEY STREET (WIDTH VARIES);

THENCE SOUTH 89°35'53" EAST ALONG THE NORTHERLY LINE OF SAID PARCEL 2 AND ALONG SAID RIGHT OF WAY LINE, A DISTANCE OF 19.27 FEET TO AN ANGLE POINT THEREON;

THENCE NORTH 45°15'40" EAST CONTINUING ALONG SAID NORTHERLY LINE OF PARCEL 2 AND SAID RIGHT OF WAY LINE, A DISTANCE OF 23.98 FEET TO AN ANGLE POINT THEREON;

THENCE SOUTH 89°35'53" EAST CONTINUING ALONG SAID NORTHERLY LINE AND SAID RIGHT OF WAY LINE, A DISTANCE OF 9.00 FEET;

THENCE LEAVING SAID NORTHERLY LINE AND SAID RIGHT OF WAY LINE SOUTH 00°00'00" EAST, A DISTANCE OF 288.80 FEET TO THE SOUTHERLY LINE OF SAID PARCEL 1;

THENCE NORTH 89°46'39" WEST ALONG SAID SOUTHERLY LINE OF PARCEL 1, A DISTANCE OF 669.26 FEET TO THE SOUTHWESTERLY CORNER THEREOF;

THENCE NORTH 0°06'51" EAST ALONG THE WESTERLY LINE OF SAID PARCEL 1, A DISTANCE OF 17.12 FEET TO AN ANGLE POINT THEREON;

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THENCE SOUTH 89°46'41" EAST ALONG SAID WESTERLY LINE, A DISTANCE OF 29.01 FEET TO AN ANGLE POINT THEREON;

THENCE NORTH 0°07'01" EAST ALONG SAID WESTERLY LINE, A DISTANCE OF 94.50 FEET TO THE NORTHWESTERLY CORNER OF SAID PARCEL 1;

THENCE NORTH 90°00'00" EAST ALONG THE NORTHERLY LINE OF SAID PARCEL 1 AND ALONG THE SOUTHERLY LINE OF PARCEL 3 AND 4 OF SAID PARCEL MAP, A DISTANCE OF 594.72 FEET TO THE SOUTHEASTERLY CORNER THEREOF;

THENCE NORTH 0°00'00" WEST ALONG THE EASTERLY LINE OF SAID PARCEL 3, A DISTANCE OF 158.02 FEET TO THE **POINT OF BEGINNING**.

CONTAINING 1.84 ACRES, MORE OR LESS.

SUBJECT TO ALL CONDITIONS, RESERVATIONS, RESTRICTIONS, EASEMENTS, OFFERS OF DEDICATIONS, RIGHTS AND RIGHT OF WAYS OF RECORD, IF ANY.

SEE PLAT ATTACHED HERETO AS EXHIBIT "B" AND MADE A PART HEREOF.

PREPARED UNDER MY SUPERVISION



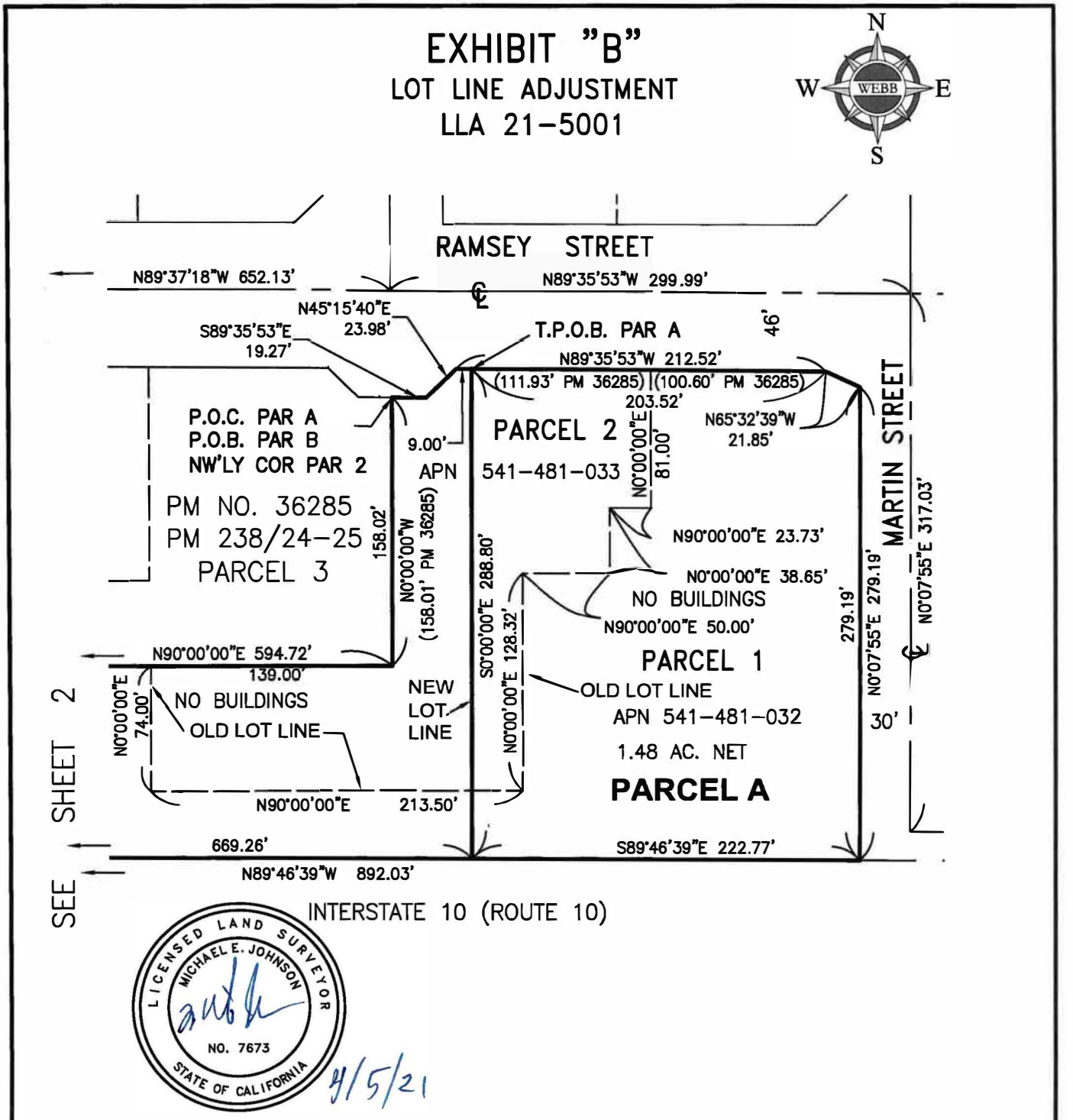
MICHAEL E. JOHNSON, L.S. 7673 DATE 4/5/21

PREPARED BY: LB
CHECKED BY: mj

Docusign Envelope ID: 8FABC529-4083-4AF5-AAC2-BCFB3C55156D

EXHIBIT "B"

LOT LINE ADJUSTMENT
LLA 21-5001



LICENSED LAND SURVEYOR
MICHAEL E. JOHNSON
NO. 7673
STATE OF CALIFORNIA

4/5/21

ALBERT A. WEBB ASSOCIATES

CITY OF BANNING

G:\2018\18-0271\Drawings\Mapping\LLA\18-0271 LLA.dwg

THIS PLAT IS SOLELY AN AID IN LOCATING THE PARCEL(S) IN THE ATTACHED DOCUMENT. ALL PRIMARY CALLS ARE LOCATED IN THE WRITTEN DOCUMENT.

SHEET 1 OF 2

W.O. 18-0271

SCALE: 1"=80'

DRWN BY LD DATE 03/11/21

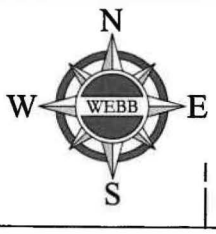
CHKD BY MJJ DATE 03/11/21

SUBJECT: LOT LINE ADJUSTMENT LLA 21-5001

Docusign Envelope ID: 8FABC529-4083-4AF5-AAC2-BCFB3C55156D

EXHIBIT "B"

LOT LINE ADJUSTMENT
LLA 21-5001



RAMSEY STREET

N89°37'18"W 652.13'

30'

46'

SAN GORGONIO AVENUE

N0°07'01"E 319.61'

31
30
29
28
27

MB 9/44

CHURCH
32
LOT

PARCEL 4

Alley

26

PARCEL MAP NO. 36285
PM 238/24-25

PARCEL 3

N90°00'00"E 594.72'

455.72'

30'

N0°07'01"E 164.22'

94.50'

PARCEL 1

PARCEL B

1.84 AC. NET

NO BUILDINGS

APN 541-481-032

S89°46'41"E 29.01'

669.26'

N0°06'51"E 17 .12'

N89°46'39"W 892.03'

INTERSTATE 10 (ROUTE 10)

SEE SHEET 1



4/5/21

ALBERT A. WEBB ASSOCIATES

CITY OF BANNING

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THIS PLAT IS SOLELY AN AID IN LOCATING THE PARCEL(S) IN THE ATTACHED DOCUMENT. ALL PRIMARY CALLS ARE LOCATED IN THE WRITTEN DOCUMENT.

SHEET 2 OF 2

W.O. 18-0271

SCALE: 1"=80'

DRWN BY JR DATE 03/11/21

CHKD BY MJ DATE 03/11/21

SUBJECT: LOT LINE ADJUSTMENT LLA 21-5001

Docusign Envelope ID: 8FABC529-4083-4AF5-AAC2-BCFB3C55156D

Secretary of State Statement of Information
(Limited Liability Company)

LLC-12

22-B49171

FILED

In the office of the Secretary of State of the State of California

MAR 08, 2022

This Space For Office Use Only

IMPORTANT — This form can be filed online at bizfile.sos.ca.gov.

Read instructions **before completing this form.**

Filing Fee - $20.00

Copy Fees - First page $1.00; each attachment page $0.50; Certification Fee - $5.00 plus copy fees

1. Limited Liability Company Name (Enter the **exact** name of the LLC. If you registered in California using an alternate name, see instructions.)

INVESTEL DEVELOPMENT LLC

2. 12-Digit Secretary of State Entity Number	**3. State, Foreign Country or Place of Organization** (only if formed outside of California)
202003410101	CALIFORNIA

4. Business Addresses

	City (no abbreviations)	State	Zip Code
a. Street Address of Principal Office - Do not list a P.O. Box 12966 Euclid Street , Suite 300	Garden Grove	CA	92840
b. Mailing Address of LLC, **if different than item 4a** 12966 Euclid Street , Suite 300	Garden Grove	CA	92840
c. Street Address of **California** Office, if Item 4a is not in California Do not list a P.O. Box 12966 Euclid Street , Suite 300	Garden Grove	**CA**	92840

5. Manager(s) or Member(s)

If no managers have been appointed or elected, provide the name and address of each member. At least one name and address must be listed. If the manager/member is an individual, complete Items 5a and 5c (leave Item 5b blank). If the manager/member is an additional managers/members, enter the names(s) and address(es) on Form LLC-12A.

a. First Name, if an individual - Do not complete Item 5b	Middle Name	Last Name	Suffix

b. Entity Name - Do not complete Item 5a
SCG AMERICA CONSTRUCTION INC

c. Address	City (no abbreviations)	State	Zip Code
12966 Euclid Street , Suite 300	Garden Grove	CA	92840

6. Service of Process (Must provide either Individual **OR** Corporation.)

INDIVIDUAL – Complete Items 6a and 6b only. Must include agent's full name and California street address.

a. California Agent's First Name (if agent is **not** a corporation)	Middle Name	Last Name	Suffix
DANNY YINFENG		WEI	

b. Street Address (if agent is **not** a corporation) - **Do not enter a P.O. Box**	City (no abbreviations)	State	Zip Code
12966 Euclid Street , Suite 300	Garden Grove	**CA**	92840

CORPORATION – Complete Item 6c only. Only include the name of the registered agent Corporation.

c. California Registered Corporate Agent's Name (if agent is a corporation) – Do not complete Item 6a or 6b

7. Type of Business

Describe the type of business or services of the Limited Liability Company
Hotel and Hospitality Holding Company

8. Chief Executive Officer, if elected or appointed

a. First Name	Middle Name	Last Name	Suffix

b. Address	City (no abbreviations)	State	Zip Code

9. Labor Judgment

Does a Manager or Member have an outstanding final judgment issued by the Division of Labor Standards Enforcement or a court of law, for which no appeal therefrom is pending, for the violation of any wage order or provision of the Labor Code?	☐ Yes ☑ No

10. By signing, I affirm under penalty of perjury that the information herein is true and correct and that I am authorized by California law to sign.

03/08/2022	DANNY YINFENG WEI	MANAGER	
Date	Type or Print Name	Title	Signature