CITY OF EASTVALE

REGULAR CITY COUNCIL/EASTVALE PARKING AUTHORITY/EASTVALE PUBLIC FINANCING AUTHORITY MEETING AGENDA

Eastvale City Council Chambers
12363 Limonite Avenue Suite 900, Eastvale, CA 91752
AMENDED AGENDA
Regular City Council/Eastvale Parking Authority/Eastvale Public Financing Authority
Meeting: 6:30 PM
Wednesday, January 22, 2025

City Councilmembers

Michael McMinn, Mayor/Chair
Jocelyn Yow, Mayor Pro Tem/Vice Chair
Christian Dinco, Councilmember/Board Member
Clint Lorimore, Councilmember/Board Member
Todd Rigby, Councilmember/Board Member
Mark Orme, City Manager/Executive Director
Erica Vega, City Attorney/General Counsel
Marc Donohue, Government Services Director/City Clerk/Secretary

This Agenda contains a brief general description of each item to be considered. Except as otherwise provided by law, no action or direction shall be taken on any item not appearing on the following Agenda. Unless legally privileged, all supporting documents, including staff reports, and any writings or documents provided to a majority of the City Council after the posting of this agenda are available for review at Eastvale City Hall, 12363 Limonite Avenue, Eastvale, CA 91752 or you may contact the City Clerk's Office, at (951) 361-0900 Monday through Thursday from 7:30 a.m. to 5:30 p.m. and available online at www.eastvaleca.gov.

Members of the public can observe the meeting by viewing the live-stream at www.eastvaleca.gov and may provide public comment by sending comments to the City Clerk's Office by email at cityclerk@eastvaleca.gov. Staff will monitor emails to the extent possible during the meeting and provide comments as possible. All comments will be made part of the record. Comments will then be read into the record, with a maximum allowance of 3 minutes per individual comment, subject to the Mayor's discretion to reduce time on public comment. All comments should be a maximum of 500 words, which corresponds to approximately 3 minutes of speaking time. If a comment is received before the agenda item is heard but before the close of the meeting, the comment will all be included as a part of the record of the meeting but will not be read into the record.

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, you should contact the City Clerk's Office at (951) 361-0900.

Regular meetings are recorded and made available on the City's website at www.eastvaleca.gov. Meeting recordings are uploaded to the City's website within 24 hours (unless otherwise noted) after the completion of the meeting.

1. **CALL TO ORDER**

2. **ROLL CALL**

3. **CLOSED SESSION PUBLIC COMMENT**
   Any member of the public may address the Council on items within the Council's subject matter jurisdiction, but which are not listed on this agenda during PUBLIC COMMENTS. However, no action may be taken on matters that are not part of the posted agenda. We request comments made on the agenda be made at the time the item is considered and that comments be limited to three minutes per person with a maximum of six minutes (time may be donated by one person). Please address your comments to the Council and do not engaged in dialogue with individual Council Members, City staff, or members of the audience. Blue speaker forms are available at the front table to the entrance of Council Chambers.

4. **CLOSED SESSION ITEM(S)**

5. **INVOCATION**

6. **PLEDGE OF ALLEGIANCE**

7. **ADDITIONS/REVISIONS**
   The City Council may only add an item to the Agenda after making a finding that there is a need to take immediate action on the item and that the item came to the attention of the agency subsequent to the posting of the agenda. An action adding an item to the agenda requires 2/3 vote of the Council. If there is less than 2/3 of the Council members present, adding an item to the agenda requires a unanimous vote. Added items will be placed for discussion at the end of each section unless otherwise noted.

8. **PRESENTATIONS/ANNOUNCEMENTS**

   8.1. Military Banner Presentation
   8.2. Eastvale Volunteer Recognitions

9. **AGENCY PARTNER UPDATE(S)**

10. **PUBLIC COMMENT**
    Any member of the public may address the Council on items within the Council's subject matter jurisdiction, but which are not listed on this agenda during PUBLIC COMMENTS. However, no action may be taken on matters that are not part of the posted agenda. We request comments made on the agenda be made at the time the item is considered and that comments be limited to three minutes per person with a maximum of six minutes (time may be donated by one person). Please address your comments to the Council and do not engaged in dialogue with individual Councilmembers, City staff, or members of the audience. Blue speaker forms are available at the front table to the entrance of Council Chambers.

11. CONSENT CALENDAR

Consent Calendar items are normally enacted in one motion. The Mayor or City Council may remove a Consent Calendar item for separate action. If a member of the public would like to speak on a Consent Calendar item, please complete a blue "Public Comment Form" and submit to the City Clerk prior to the item.

11.1. City Council/Eastvale Parking Authority Meeting Minutes

Submitted by: Marc A. Donohue, Government Services Director/City Clerk/Secretary

RECOMMENDED ACTION(S):
Staff recommends that the City Council/ Eastvale Parking Authority approve the City Council/Eastvale Parking Authority meeting minutes from the regular meeting on January 8, 2025.

11.2. Treasurer's Report: December 2024

Submitted by: Amanda Wells, Finance Director/City Treasurer

RECOMMENDED ACTION(S):
Staff recommends that the City Council receive and file the City Treasurer's Report.

11.3. Planning Division Update

Submitted by: David Murray, City Planner

RECOMMENDED ACTION(S):
Staff recommends that the City Council receive and file the Planning Division Update.

11.4. Public Works Department Update

Submitted by: Jimmy Chung, Public Works Director/City Engineer

RECOMMENDED ACTION(S):
Staff recommends that the City Council receive and file the Public Works Department update.

11.5. Approval of First Amendment to the Professional Services Agreement with the T.Y.Lin International for the Limonite Gap Closure Pedestrian Bridge Project

Submitted by: Jimmy Chung, Public Works Director/City Engineer

RECOMMENDED ACTION(S):
Staff recommends that the City Council approve the First Amendment to the Professional Services Agreement with T.Y. Lin International for the Limonite Gap Closure Pedestrian Bridge Project increasing the contract amount by $27,894.

11.6. Fourth Contract Amendment with Geocon West Inc. for the Eastvale Civic Center

Submitted by: Jimmy Chung, City Engineer/Public Works Director

RECOMMENDED ACTION(S):
Staff recommends that the City Council a uthorize the City Manager to execute a contract amendment with Geocon to provide a supplemental geotechnical investigation for an additional amount of $10,540 for a total not-to-exceed amount of $80,365.

11.7. A Resolution of the City Council of the City of Eastvale Approving, Authorizing and Directing the Execution of a Operations Agreement by and between the City of Eastvale and the Eastvale Public Financing Authority
Submitted by: Amanda Wells, Finance Director/City Treasurer

RECOMMENDED ACTION(S):
Staff recommends that the City Council:

1. Approve and adopt a Resolution authorizing and directing the execution of an operations agreement by and between the City of Eastvale and the Eastvale Public Financing Authority; and
2. Approve and adopt an agreement to provide staffing and administrative services to the Eastvale Public Financing Authority (the "EPFA") in the form attached hereto as Attachment 2 (the "Operations Agreement").

11.8. Actions relating to the organization of the Eastvale Public Financing Authority
Submitted by: Amanda Wells, Finance Director/City Treasurer

RECOMMENDED ACTION(S):
Staff recommends that the Board of Directors of the Eastvale Public Financing Authority (the "EPFA") approve the attached Resolution approving, authorizing and directing the following actions:

1. Approve Bylaws of the EPFA; and
2. Authorize the Executive Director to execute an Operations Agreement, substantially in the form submitted herewith, by and between the City of Eastvale and the EPFA; and
3. Confirm the City Council as the EPFA governing board and the City executive staff members to serve as executive staff of the EPFA and other matters as provided in the Bylaws of the EPFA submitted herewith; and
4. Adopt the City's current Personnel Rules and Regulations and Conflicts of Interest Code as the EPFA's Personnel Rules and Regulations and Conflicts of Interest Code.

Additionally, it is recommended that the Board of Directors direct the City Clerk of the City of Eastvale, serving as the EPFA Secretary, to file a notice of the Joint Exercise of Powers Agreement with the California Secretary of State pursuant to and in the form required by Government Code § 6503.5 and file a copy of the Joint Exercise of Powers Agreement with the Riverside County Local Agency Formation Commission pursuant to Government Code § 6503.8.

11.9. Resolution of the Board of Directors of the Eastvale Public Financing Authority Providing for the Issuance of Federally Tax-Exempt Lease Revenue Bonds to

Finance the City of Eastvale Civic Center Project and Approving Certain Acts in Connection Therewith
Submitted by: Amanda Wells, Finance Director/City Treasurer

RECOMMENDED ACTION(S):
Staff recommends that the Board of Directors of the Eastvale Public Financing Authority (the "EPFA") adopt and approve the attached Resolution providing for the issuance of Lease Revenue Bonds and reimbursement of certain city expenditures from tax-exempt bond proceeds.

11.10. Debt Management and Disclosure Policy and Fund Balance Policy Update
Submitted by: Amanda Wells, Finance Director/City Treasurer

RECOMMENDED ACTION(S):
Staff recommends the City Council approve and adopt the revised Debt Management and Disclosure Policy and revised Fund Balance Policy

11.11. Update of the City's participation in the Western Riverside County Transportation Uniform Mitigation Fee (TUMF) program, amending Chapter 4.72 of the Eastvale Municipal Code and the TUMF Fee Schedule (Second Reading)
Submitted by: David Murray, City Planner

RECOMMENDED ACTION(S):
Staff recommends that the City Council adopt an ordinance entitled: AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF EASTVALE, CALIFORNIA, AMENDING CHAPTER 4.72 OF THE EASTVALE MUNICIPAL CODE REGARDING THE CITY'S PARTICIPATION IN THE WESTERN RIVERSIDE COUNTY TRANSPORTATION UNIFORM MITIGATION FEE (TUMF) PROGRAM.

11.12. Adoption of the List of Prequalified Contractors to Bid on the Eastvale Civic Center Project
Submitted by: Jimmy Chung, Public Works Director/City Engineer

RECOMMENDED ACTION(S):

Staff recommends that the City Council adopt the list of prequalified contractors to bid on the Eastvale Civic Center project.

12. PUBLIC HEARING(S)

12.1. PLN24-20102 – Change of Zone from SP – Specific Plan Zone (I-15 Corridor Specific Plan) to R-3 – General Residential Zone for the southernmost 10.01-acre portion of APN 152-640-004 (Vernola)
Submitted by: David Murray, City Planner

RECOMMENDED ACTION(S):
Staff recommends that the City Council take the following actions:

1. Determine that the proposed Change of Zone was previously contemplated and fully evaluated under the City of Eastvale Housing Element and Addendum to the Eastvale General Plan Final EIR (State Clearinghouse No. 2011111061) adopted by the Eastvale City Council in April 2022 and the City of Eastvale 2040 General Plan Environmental Impact Report (State Clearinghouse No. 2022080090) adopted and certified by the Eastvale City Council in March 2024, and that no further environmental review pursuant to CEQA is required; and
2. Introduce an Ordinance entitled: AN UNCODIFIED ORDINANCE OF THE CITY COUNCIL OF THE CITY OF EASTVALE, CALIFORNIA, AMENDING THE OFFICIAL ZONING MAP FROM SP – SPECIFIC PLAN ZONE (I-15 CORRIDOR SPECIFIC PLAN) TO R-3 – GENERAL RESIDENTIAL ZONE FOR THE SOUTHERNMOST 10.01 ACRES OF APN 152-640-004 CONSISTENT WITH THE CITY OF EATVALE SIXTH CYCLE HOUSING ELEMENT AND 2040 GENERAL PLAN

12.2. PLN24-20103 and PLN24-20104 - Zoning Code Amendment to establish the Residential Opportunity (RO) Overlay Zone and Change of Zone to apply the Residential Opportunity Overlay Zone to the approximately 20.46 acres of the Eastvale Gateway 1 (North) property
Submitted by: David Murray, City Planner

RECOMMENDED ACTION(S):
Staff recommends that the City Council take the following actions:

1. Determine that the proposed Zoning Code Text Amendment (PLN24-20103) and proposed Change of Zone to apply the Residential Opportunity Overlay Zone (PLN24-20104) were contemplated and fully evaluated under the City of Eastvale Housing Element and Addendum to the Eastvale General Plan Final EIR (State Clearinghouse No. 2011111061) adopted by the Eastvale City Council in April 2022 and the City of Eastvale 2040 General Plan Environmental Impact Report (State Clearinghouse No. 2022080090) adopted and certified by the Eastvale City Council in March 2024, and that no further environmental review pursuant to CEQA is required;
2. Introduce an Ordinance entitled: AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF EASTVALE, CALIFORNIA, AMENDING TITLE 120 (PLANNING AND ZONING) OF THE EASTVALE MUNICIPAL CODE TO ADD CHAPTER 120.10 ESTABLISHING THE RESIDENTIAL OPPORTUNITY OVERLAY ZONE; and
3. Introduce an Ordinance entitled: AN UNCODIFIED ORDINANCE OF THE CITY COUNCIL OF THE CITY OF EASTVALE, CALIFORNIA, AMENDING THE OFFICIAL ZONING MAP TO APPLY THE RESIDENTIAL OPPORTUNITY (RO) OVERLAY ZONE TO APPROXIMATELY 20.46 ACRES OF THE GATEWAY 1 (NORTH) PROPERTIES LOCATED ON THE NORTHEAST CORNER OF LIMONITE AVENUE AND HAMNER AVENUE, CONSISTENT WITH THE CITY OF EASTVALE SIXTH CYCLE HOUSING ELEMENT AND 2040 GENERAL PLAN.

13. CITY COUNCIL/EASTVALE PUBLIC FINANCING AUTHORITY/EASTVALE PARKING AUTHORITY BUSINESS

13.1. Annual Comprehensive Financial Report (ACFR) and Related Letters and Reports for the Fiscal Year Ended June 30, 2024

Submitted by: Luis De La Hoya, Finance Manager

RECOMMENDED ACTION(S):
Staff recommends that the City Council receive and file the Annual Comprehensive Financial Report and accompanying letters and reports the for fiscal year ended June 30, 2024

13.2. Fiscal Year 2024-25 Mid-Year Budget Review

Submitted by: Amanda Wells, Finance Director/City Treasurer

RECOMMENDED ACTION(S):
Staff recommends that the City Council:

1. Approve and Adopt a Resolution approving Mid-Year Budget Appropriations; and
2. Authorize the City Manager to execute all documents and take all actions necessary to implement the above approvals.

14. CITY MANAGER/CITY STAFF REPORT

15. CITY COUNCIL COMMUNICATIONS/COMMITTEE REPORTS

16. ADJOURNMENT

The next regular meeting of the Eastvale City Council/Eastvale Public Financing Authority/Eastvale Parking Authority is scheduled for Wednesday, February 12, 2025, at 6:30 p.m. at Eastvale City Hall Council Chambers, 12363 Limonite Avenue, Suite 900, Eastvale, CA 91752.

17. AFFIDAVIT OF POSTING

I hereby certify under penalty of perjury under the laws of the State of California, that the foregoing Agenda was posted at the following locations: City Hall, 12363 Limonite Avenue, Suite 910 and website of the City of Eastvale (www.eastvaleca.gov,) not less than 72 hours prior to the meeting.

_____

Marc A. Donohue, MMC
City Clerk

MINUTES
CITY OF EASTVALE

CITY COUNCIL/EASTVALE PARKING AUTHORITY REGULAR MEETING
Wednesday, January 8, 2025
Regular Meeting: 6:30 PM

City Hall Council Chambers
12363 Limonite Avenue, Suite 900
Eastvale, CA 91752

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1. CALL TO ORDER

The regular meeting of the Eastvale City Council/Eastvale Parking Authority Meeting was called to order at 6:30 p.m. by Mayor McMinn.

2. ROLL CALL

Present: Councilmembers/Board Members Christian Dinco, Clint Lorimore, Todd Rigby, Mayor Pro Tem/Vice Chair Jocelyn Yow, and Mayor/Chair Mike McMinn.

Absent:

City Staff Present: City Manager/Executive Director Mark Orme, City Attorney/General Counsel Erica Vega, and Government Services Director/City Clerk/Secretary Marc Donohue were present at Roll Call. Other staff members were present.

3. CLOSED SESSION PUBLIC COMMENT – None

4. CLOSED SESSION ITEM(S)- None

5. INVOCATION

Pastor Dennis Morales from Calvary Chapel Eastvale offered the invocation.

6. PLEDGE OF ALLEGIANCE

Councilmember Lorimore led the Pledge of Allegiance.

7. ADDITIONS/REVISIONS – None

8. PRESENTATIONS/ANNOUNCEMENTS

8.1 Recognition of Roadway Adoption Program Top Performers

The Roadway Adoption Program top performers were recognized.

8.2 National Law Enforcement Appreciation Day

National Law Enforcement Appreciation Day was proclaimed, and a moment of silence was held in memory of Deputy Timothy Corlew.

8.3 Introduction of Public Works Construction Inspector - Luis Ortiz

Public Works Construction Inspector - Luis Ortiz was introduced.

8.4 Introduction of Public Works Street Maintenance Worker - Aaron Fierro

Public Works Street Maintenance Worker - Aaron Fierro was introduced.

8.5 Introduction of Purchasing Manager – Karla Lopez

Purchasing Manager – Karla Lopez was introduced.

9. AGENCY PARTNER UPDATES – None

10. PUBLIC COMMENT – None

11. CONSENT CALENDAR

On motion of Councilmember/Board Member Lorimore second by Mayor/Chair McMinn, the City Council/Eastvale Parking Authority voted unanimously to approve the Consent Calendar.

11.1 City Council Meeting Minutes

The City Council approved the City Council meeting minutes from the regular meeting on December 11, 2024 and the special meeting on December 17, 2024.

11.2 Treasurer's Report: November 2024

The City Council received and filed the City Treasurer's Report.

11.3 City of Eastvale Crime Statistics – November 2024

The City Council received and filed the Eastvale Crime Statistics for November 2024.

11.4 Actions Relating to the Organization of the Eastvale Parking Authority

The Board of Directors of the Eastvale Parking Authority (the "Parking Authority") approved the attached Resolution approving, authorizing and directing the following actions:

1. Approve Bylaws of the Parking Authority.
2. Authorize the Executive Director to execute an Operations Agreement, substantially in the form submitted herewith, by and between the City of Eastvale and the Parking Authority.
3. Confirm the City Council as the Parking Authority governing board and the City executive staff members to serve as executive staff of the Parking Authority and other matters as provided in the Bylaws of the Parking Authority submitted herewith.
4. Adopt the City's current Personnel Rules and Regulations and Conflicts of Interest Code as the Parking Authority's Personnel Rules and Regulations and Conflicts of Interest Code.

11.5 A Resolution of the City Council of the City of Eastvale Approving, Authorizing and Directing the Execution of an Operations Agreement by and between the City of Eastvale and the Eastvale Parking Authority

The City Council entered into an agreement to provide staffing and administrative services to the Eastvale Parking Authority (the "Parking Authority") in the form attached hereto as Attachment 3 (the "Operations Agreement").

11.6 Formation of Eastvale Public Financing Authority

The City of Eastvale (the "City") and the Eastvale Parking Authority (the "Parking Authority") entered into a Joint Exercise of Powers Agreement (the "JPA Agreement") creating the Eastvale Public Financing Authority in the form attached hereto as Attachment 3. Resolutions of the City and the Parking Authority approving the JPA Agreement are attached hereto as Attachment 1 and Attachment 2, respectively.

11.7 Approval of List of Projects for 2024-2029 Riverside County Comprehensive Economic Development Strategy Plan

The City Council adopted Resolution 25-03 to approve the proposed list of infrastructure and planning projects to be included in the 2024-2029 Riverside County Comprehensive Economic Development Strategy Plan.

11.8 Approval of Agreements for the 2024-2025 Community Development Block Grant Program Year

The City Council:

1. Approved the Supplemental Agreement for the 2024-2025 Community Development Block Grant Program Year;
2. Approved the Subrecipient Agreement for the YMCA Senior Health and Wellness Program for the 2024-2025 Community Development Block Grant Program Year;
3. Authorized the City Manager to execute the Supplemental Agreement for the 2024-2025 Community Development Block Grant Program Year;
4. Authorized the City Manager to execute the Subrecipient Agreement for the YMCA Senior Health and Wellness Program for the 2024-2025 Community Development Block Grant Program Year.

11.9 Reciprocal License Agreement between the City of Eastvale and the City of Ontario for the Installation and Use of Flock Safety Cameras

The City Council authorized the City Manager to execute the Reciprocal License Agreement with the City of Ontario for the installation and use of Flock Safety Cameras on respective public right of way infrastructure.

11.10 Finding of Conformity to Eastvale General Plan 2040 for City Acquisition of Property for Civic Center

The City Council adopted Resolution 25-04 finding that the acquisition of the property generally located between Bootsma Boulevard and Premier Place and northwest of the intersection of Limonite Avenue and Hamner Avenue (Lots 5 and J within the Leal Master Plan Amendment No. 1; also Lots 65 & "S" of Tract Map 38594) for public purposes conforms with the Eastvale General Plan 2040.

11.11 Letter of Support for the Riverside County Regional Park and Open-Space District's (RivCoParks) Effort to Garner Federal Grant Funding for Phase 6 The Santa Ana River Trail (SART) Project

The City Council authorized approval for the Mayor to sign a letter of support for an application being submitted by RivCoParks, with the support of the Riverside County Transportation Commission (RCTC), for a Rebuilding American Infrastructure with Sustainability and Equity (RAISE) funding grant.

11.12 Third Contract Amendment with FALCON Engineering Services for the Limonite Gap Closure Project

The City Council approved the Third Amendment to the Professional Services Agreement with FALCON for the Limonite Gap Closure Project increasing the contract amount by $55,000 and amending the total contract compensation to $2,251,969.08.

12. PUBLIC HEARINGS

12.1 Update of the City's Participation in the Western Riverside County Transportation Uniform Mitigation Fee (TUMF) Program, Amending Chapter 4.72 of the Eastvale Municipal Code and the TUMF Fee Schedule

City Planner Murray presented a PowerPoint presentation and answered related questions.

Mayor McMinn opened the public comment period. Hearing no response, Mayor McMinn closed the public comment period.

On motion of Councilmember Dinco and second by Councilmember Rigby, the City Council voted to:

1. Determine that the proposed updates and amendments related to the TUMF program are not subject to the California Environmental Quality Act ("CEQA") pursuant to Section 21080 (b)(8) of the Public Resources Code and Sections 15273 and 15378(b)(4) of the State CEQA Guidelines and that there is no possibility that the ordinance and resolution would have a significant impact on the environment; and
2. Introduce Ordinance 25-01, entitled: AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF EASTVALE, CALIFORNIA, AMENDING CHAPTER 4.72 OF THE EASTVALE MUNICIPAL CODE REGARDING THE CITY'S PARTICIPATION IN THE WESTERN RIVERSIDE COUNTY TRANSPORTATION UNIFORM MITIGATION FEE (TUMF) PROGRAM; and
3. Adopt Resolution 25-05, entitled: A RESOLUTION OF THE CITY COUNCIL OF THE CITY COUNCIL OF THE CITY OF EASTVALE AMENDING THE APPLICABLE TRANSPORTATION UNIFORM MITIGATION FEE (TUMF) APPLICABLE TO ALL DEVELOPMENTS IN EASTVALE.

   Councilmember Lorimore and Mayor Pro Tem Yow voted in opposition.

13. CITY COUNCIL BUSINESS – None

14. CITY MANAGER/CITY STAFF REPORT

City Manager Orme provided an update on upcoming City events.

15. CITY COUNCIL COMMUNICATIONS/COMMITTEE REPORTS

15.1 League of California Cities

No report was provided.

15.2 Southern California Association of Governments

No report was provided.

15.3 Western Riverside Council of Governments

Councilmember Dinco provided a report.

15.4 Riverside Transit Agency

Mayor Pro Tem Yow provided a report.

15.5 Northwest Mosquito and Vector Control District

No report was provided.

15.6 Riverside County Transportation Commission

No report was provided.

15.7 Western Riverside County Regional Conservation Authority

Mayor Pro Tem Yow provided a report.

15.8 Finance Committee

No report was provided.

15.9 Eastvale Schools Committee

Councilmember Rigby and Mayor Pro Tem Yow provided a report.

15.10 Business and Development Success Ad-Hoc Committee

No report was provided.

15.11 Eastvale Legislative Ad-Hoc Committee

No report was provided.

15.12 Eastvale Community Services Ad-Hoc Committee

No report was provided.

15.13 City Council Communications

The City Council provided comments.

ADJOURNMENT – Mayor/Chair McMinn adjourned the regular meeting at 7:30 P.M. in memory of RSO Deputy Timothy Corlew. The next regular meeting of the Eastvale City Council/Eastvale Public Financing Authority/Eastvale Parking Authority Meeting is scheduled for Wednesday, January 22, 2025, at 6:30 P.M.

Marc A. Donohue, MMC
Government Services Director/City Clerk/Secretary

CITY OF EASTVALE

AGENDA STAFF REPORT

City Council/Eastvale Public Financing Authority/Eastvale Parking Authority Meeting
CONSENT CALENDAR
Agenda Item No. 11.2
January 22, 2025

Treasurer's Report: December 2024

Prepared By:
Amanda Wells, Finance Director/City Treasurer

Recommended Action(s)
Staff recommends that the City Council receive and file the City Treasurer's Report.

Summary
In accordance with the City of Eastvale's Investment Policy, adopted July 24, 2024, the City Treasurer is required to submit a quarterly treasurer's report to the City Council. The report shall include types of investments, credit ratings, institutions involved, dates of purchases, dates of maturity, amount of deposits or cost of the security, current market value of the securities, interest rates, investment fund balances, and a statement as to whether investments are in compliance with the Investment Policy and whether there are sufficient funds to meet the City's cash obligations for the next six months.

Background
The Schedule of Investments includes a breakdown of the City's investments by "Active" or "Inactive" Deposits. "Active Deposits" are those accounts which receive revenues, whereas "Inactive Deposits" are available for use but are not earning revenues. Detail reports for the PFM Managed Investment Portfolio, with all supplemental information required by the City's investment policy, are included in the report.

The Dash Board Report Card, consists of two sections:

I. Portfolio Diversification – This section reflects the diversification of the City of Eastvale's portfolio by both type of instrument and length of maturity.

II. Portfolio Performance Measures – This section compares budget to actuals in for interest earnings. Also included is a cash breakdown report per the City's fund balance reserve policy showing funds restricted, committed, designated, and unassigned in addition to investment income received as of December 31, 2024, broken down by investment type. The City of Eastvale's Schedule of Investments complies with the City's Investment Policy. The City has sufficient funds to meet its expenditure requirements for the next six months. Total cash and investments as of the end of December are $243,743,432 (book value). Active deposits total $231,737,006; inactive deposits total $12,006,426. Net investment income received for fiscal year 2024-25 through the end of December (six months of the fiscal year) is $3,824,471. The net annualized yield on investments is 3.965%.

Environmental

Government investment reports are not considered a Project as defined by the California Environmental Quality Act (CEQA) and no environmental review is required.

Strategic Plan Action - Priority Level: N/A | Target #: N/A | Goal #: N/A

The Treasurer's Report is an activity required by the city's investment policy.

Fiscal Impact

Not applicable.

Prior City Council/Commission Action

Not applicable.

Attachment(s)

Attachment #1 - Investment Report: December 2024
Attachment #2 - PFM Statement: December 2024

CITY OF EASTVALE

Treasurer's Report

Fiscal Year 2024-25 as of December 31, 2024

Introduction

In accordance with the City Investment Policy, a quarterly investment report shall be filed with the City Council which provides a clear picture of the status of the current investments. The report for the month ending December 31, 2024 has been prepared by City Staff. We hereby certify that this report accurately reflects all pooled investments and is in compliance with the City's Investment Policy. Combined with anticipated revenues, the portfolio contains sufficient investment liquidity to meet budgeted expenditures for the next six months.

12 MONTH BALANCES

Month Ending	Active Deposits Ending Book Value	Inactive Deposits Ending Book Value	Interest	Realized Gain/(Loss)	Yield at Cost
January 31, 2024	$ 194,307,263	$ 12,000,700	$ 584,092	$ (7,084)	3.527%
February 29, 2024	204,463,261	12,101,038	558,481	(11,458)	3.372%
March 31, 2024	209,324,487	12,443,787	530,291	(22,800)	3.301%
April 30, 2024	209,110,461	12,444,448	565,977	(10,957)	3.503%
May 31, 2024	215,336,889	12,039,052	565,977	(10,957)	3.435%
June 30, 2024	217,052,100	12,027,115	502,116	(84,053)	3.457%
July 31, 2024	219,078,760	12,005,719	707,498	(30,789)	3.470%
August 31, 2024	224,269,130	12,000,700	578,085	(6,426)	4.343%
September 30, 2024	220,619,776	12,000,700	522,756	(34,977)	4.423%
October 31, 2024	224,608,968	13,782,141	1,010,209	(6,859)	4.287%
November 30, 2024	224,951,865	12,000,700	496,917	(3,359)	4.166%
December 31, 2024	231,737,006	12,006,426	539,795	(1,210)	3.983%

CITY OF EASTVALE
Treasurer's Report
Fiscal Year 2024-25 as of December 31, 2024

Schedule of Investments

Institution	Par Value	Book Value Price @ Cost	(Fair Value) Market Value	Yield
ACTIVE DEPOSITS				
Money Market Accounts:				
Citizens Business Bank - Money Market	$ 3,014,726	$ 3,014,726	$ 3,014,726	0.100%
First American Govt Oblig Fund CI Y	104,630	104,630	104,630	4.030%
Total Money Market	**$ 3,119,356**	**$ 3,119,356**	**$ 3,119,356**	**0.232%**
Sweep Accounts:				
Citizens Business Bank - General Sweep	$ 20,633,820	$ 20,633,820	$ 20,633,820	0.100%
Total Sweep Accounts	**$ 20,633,820**	**$ 20,633,820**	**$ 20,633,820**	**0.100%**
Pooled Investment Accounts:				
CAMP Pool	$ 107,283,063	$ 107,283,063	$ 107,283,063	4.730%
Local Agency Investment Fund*	61,157,844	61,157,844	61,283,895	4.434%
Total Pooled Investment	**$ 168,440,907**	**$ 168,440,907**	**$ 168,566,959**	**4.623%**
PFM Managed Investment Portfolio:				
U.S. Treasury Bond / Note	$ 20,780,000	$ 20,040,316	$ 19,976,882	2.850%
U.S. Treasury Bill	-	-	-	0.000%
Supra-National Agency Bond / Note	-	-	-	0.000%
Municipal Bond / Note	410,000	411,018	403,627	1.090%
Federal Agency Commercial	8,082,538	8,027,354	8,067,100	4.820%
Asset-Back Security / Collateralized	1,886,206	1,885,926	1,904,439	5.140%
Certificate of Deposit	360,000	360,000	366,991	5.080%
Federal Agency Bond / Note	770,000	768,603	745,944	0.540%
Bank Note	925,000	925,020	936,802	5.480%
Corporate Note	7,161,000	7,124,685	7,061,624	3.990%
Total PFM Managed Investments	**$ 40,374,744**	**$ 39,542,923**	**$ 39,463,411**	**3.583%**
ACTIVE DEPOSITS TOTAL	**$ 232,568,827**	**$ 231,737,006**	**$ 231,783,546**	**3.983%**
INACTIVE DEPOSITS				
Checking Account:				
Citizens Business Bank - General Account	$ 12,006,426	$ 12,006,426	$ 12,006,426	0.000%
Citizens Business Bank - HdL Holding	$ -	$ -	$ -	0.000%
Total Inactive Deposits	**$ 12,006,426**	**$ 12,006,426**	**$ 12,006,426**	**0.000%**
INACTIVE DEPOSITS TOTAL	**$ 12,006,426**	**$ 12,006,426**	**$ 12,006,426**	
GRAND TOTAL CASH	**$ 244,575,253**	**$ 243,743,432**	**$ 243,789,972**	

**yield as of the prior quarter end*

Per Government Code requirements, the Investment Report is in compliance with the City of Eastvale's Investment Policy, and there are adequate funds available to meet budgeted and actual expenditures for the next six months.

CITY OF EASTVALE
Treasurer's Report
Fiscal Year 2024-25 as of December 31, 2024

Dash Board Report Card

I. PORTFOLIO DIVERSIFICATION

DIVERSIFICATION BY INSTRUMENT	
Money Market	1.35%
Sweep	8.90%
LAIF	26.44%
CAMP Pool	46.29%
Certificates of Deposit	0.16%
U.S. Treasury Bond/ Note	8.62%
U.S. Treasury Bill	0.00%
Supra-National Agency Bond/Note	0.00%
Municipal Bond / Note	0.17%
Federal Agency Collaterized Mortgage	3.48%
Asset-Backed Security/ Collateralized	0.82%
Federal Agency Bond/ Note	0.32%
Bank Note	0.40%
Corporate Note	3.05%
	100.00%

DIVERSIFICATION BY MATURITY	
Less Than 90 Days	82.97%
90 days to Six Months (26 Weeks)	0.16%
Six Months to One Year (52 Weeks)	1.56%
One to Two Years (104 Weeks)	3.75%
Two to Three Years (156 Weeks)	3.03%
Three to Four Years (208 Weeks)	4.66%
Four to Five Years	3.87%
Five Years +	0.00%
	100.00%

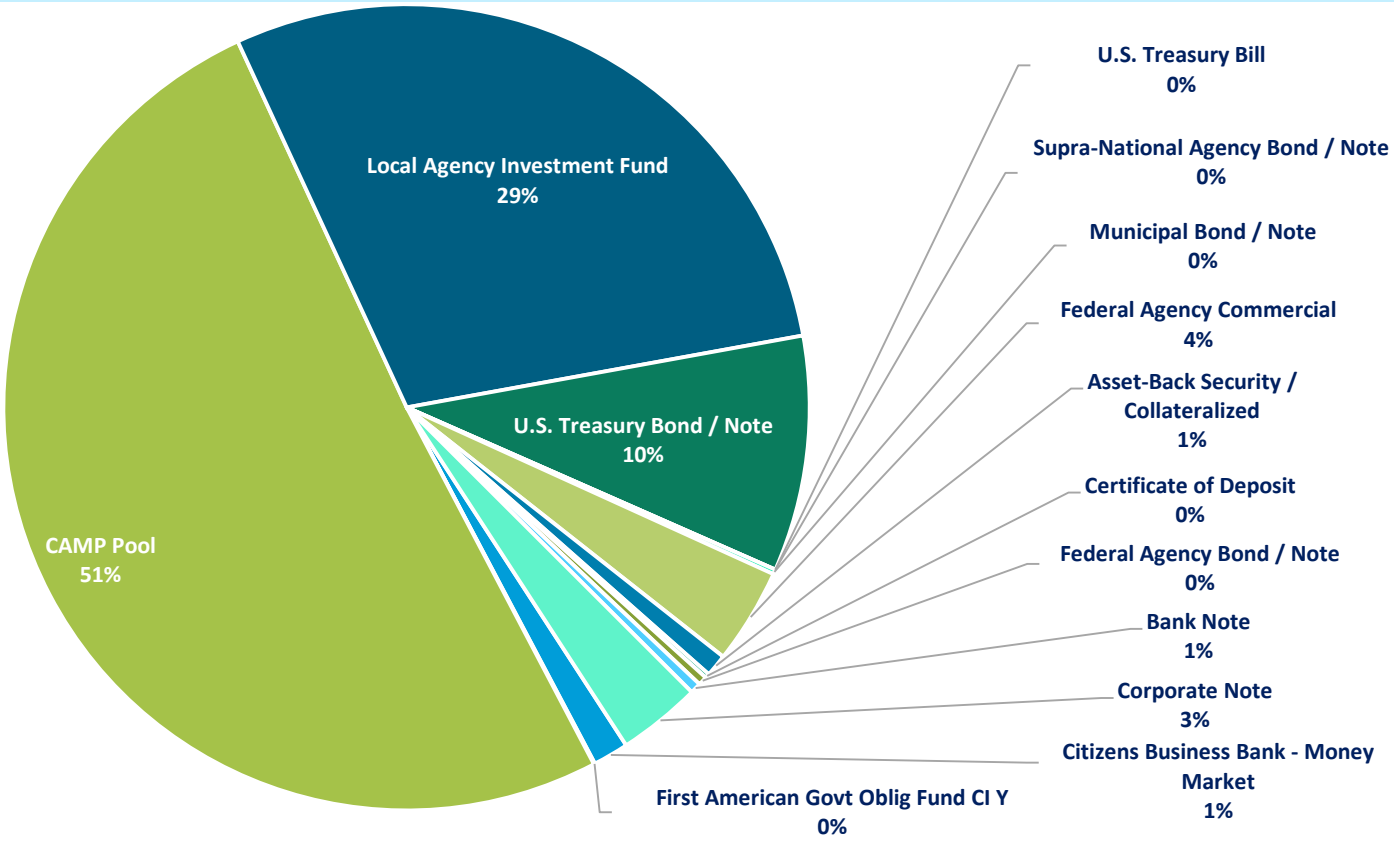
II. PORTFOLIO PERFORMANCE MEASURES

Yield at Cost - December 31, 2024	3.983%	
Annual Investment Income Budget	**$ 4,259,578**	**A**
Investment Income Received - YTD 12/31/2024	3,824,471	**B**
Less Investment Fees	(20,783)	**C**
Net Investment Income Received - YTD 12/31/2024	**$ 3,803,689**	**B+C**
Over/(Under) Annual Budget	*$ (455,889)*	**C-B**
% of Annual Budget	89.297%	
Net Yield Annualized at Cost - December 31, 2024	**3.965%**	

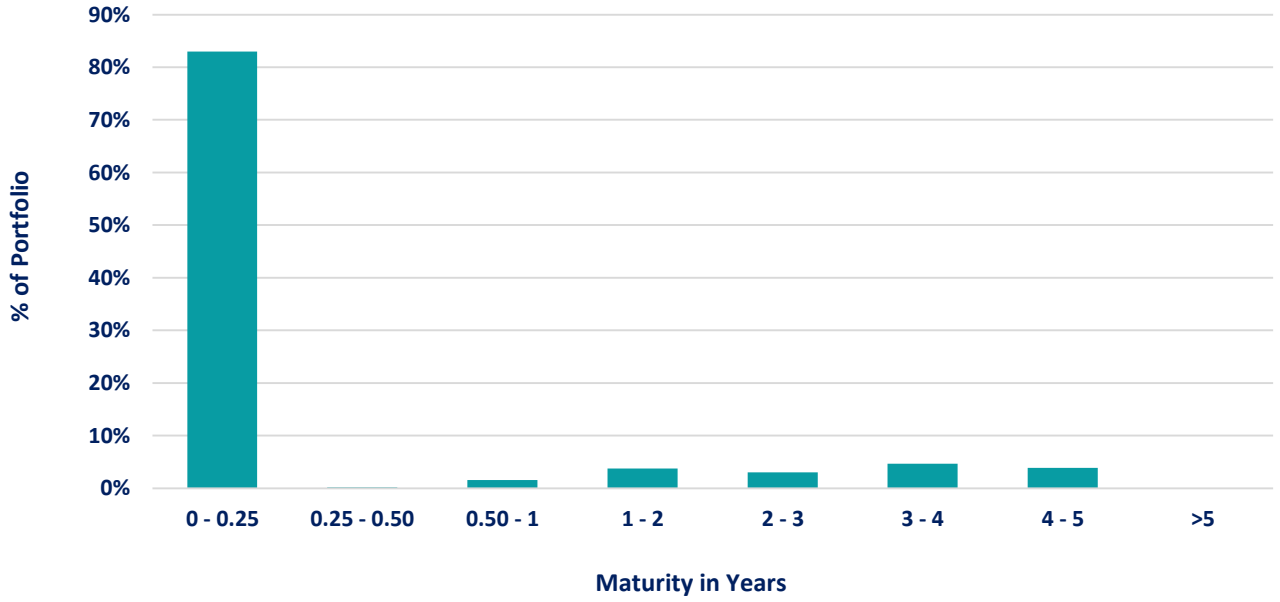
CITY OF EASTVALE
Treasurer's Report
Fiscal Year 2024-25 as of December 31, 2024

Dash Board Report Card

Active Investments: Diversification by Investment

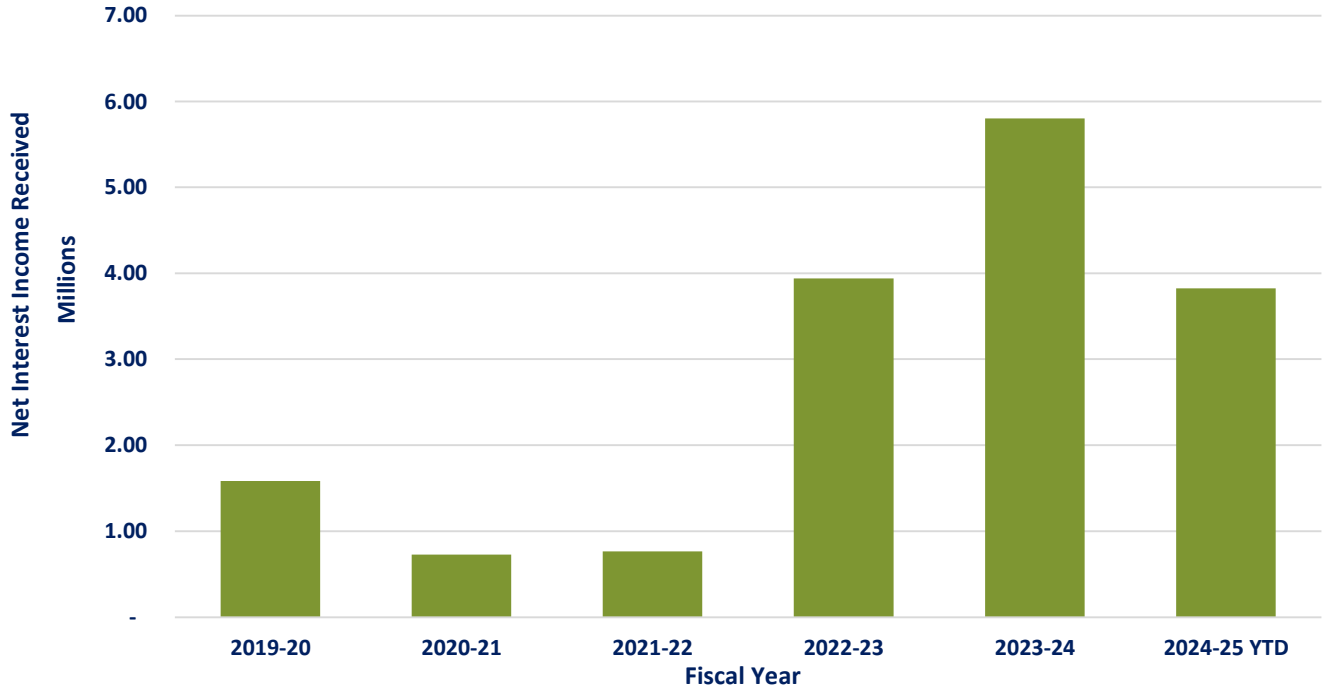


Active Investments: Diversification by Maturity



Dash Board Report Card

All Activity: Year Over Year Interest Income



CITY OF EASTVALE
Treasurer's Report
Fiscal Year 2024-25 as of December 31, 2024

Cash Breakdown per Fund Balance Reserve Policy

Schedule of Investments - December 31, 2024

Money Market Accounts	$ 3,119,356
Sweep Accounts	20,633,820
Pooled Investment Accounts	168,440,907
PFM Managed Investments	39,542,923
Checking Account	12,006,426
Grand Total Cash - December 31, 2024	**$ 243,743,432**

Breakdown of Total Cash at December 31, 2024

Non-Spendable & Restricted Funds (Non-Discretionary Per Law):			$ 68,007,758
per 06/30/2023 audited financials			
Committed (Formal Action of City Council):			118,610,029
per fiscal year 2024-25 budget			
Assigned (City's Intent):			
per fiscal year 2024-25 budget			
Fire Operations			
per fiscal year 2024-25 budget		6,861,150	
General Fund Emergency Contingency:			
per fund balance reserve policy		+ 18,863,127	
- Cash Flow for CIP Grants		19,500,000	
- Cover Special Revenue Fund Negative Fund Balance		177,584	
- Business Incentive Loan Program		230,000	
- Land Purchases		10,000,000	
- Financial System Implementation (FY 2025-26)		1,000,000	
- ATP Cycle 7 Grant Trail Improvement CIP Match (FY 2025-26)		5,500,000	
All Funds Adopted Budget			
Revenues	103,653,646		
Expenditures	81,496,888		
All Funds Net Revenue		- 22,156,758	
Total Designated/ Assigned			39,975,103
Unassigned			17,150,542
Grand Total Cash - December 31, 2024			**$ 243,743,432**

*Restricted, committed, and assigned figures based on estimated fund balances at the end of the fiscal year, 06/30/2025. However cash estimates in this report are based on the current month. As a result, it is typical that a variance exists between projected unassigned cash balance and current unassigned cash balances. The variance will not be resolved until the end of the fiscal year. A negative unassigned cash balance in the current period does not indicate a cash flow issue for the city.

CITY OF EASTVALE
Treasurer's Report
Fiscal Year 2024-25 as of December 31, 2024

Investment Income Detail

Yield at Cost - December 31, 2024			3.983%
Annual Investment Income Budget	A	**$**	**4,259,578**
Investment Income Received YTD:			
Money Market (CBB)		$	1,536
Sweep (CBB)			11,497
Money Market (PFM)			2,743
LAIF			598,352
CAMP Pool			2,724,779
Certificate of Deposits			38,052
Municipal Bond/Note			3,631
U.S. Treasury Bill			176,494
U.S. Treasury Bond/ Note			302
Federal Agency Bond/ Note			3,372
Federal Agency Commercial Mortgage Backed Security			48,699
Asset-Backed Security			169,467
Corporate Note			118,961
Bank Note			9,956
Supra-National Agency Bond/Note			250
Realized Gain/ (Loss)			(83,621)
Total Investment Income Received - YTD 12/31/2024	B		**3,824,471**
Less Investment Fees Paid:			
Trust Fees-U.S. Bank			(2,164)
Management Fee-PFM			(18,619)
Total Investment Fees Paid - YTD 12/31/2024	C		**(20,783)**
Net Investment Income Received - YTD 12/31/2024	B+C	**$**	**3,803,689**
Investment Income Over/(Under) Annual Budget	*C-B*	*$*	*(455,889)*
% of Annual Budget			89.297%
Net Yield Annualized at Cost - December 31, 2024			**3.965%**

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Customer Service
PO Box 11813
Harrisburg, PA 17108-1813

ACCOUNT STATEMENT

For the Month Ending
December 31, 2024

CITY OF EASTVALE

Client Management Team

Richard Babbe, CCM
Senior Managing Consultant
633 W 5th St., 25th Floor
Los Angeles, CA 90071
949-230-6896
babber@pfmam.com

Contents

Cover/Disclosures
Summary Statement
Individual Accounts

Accounts included in Statement

20240100	CITY OF EASTVALE - INVESTMENT PORTFOLIO

CITY OF EASTVALE
AMANDA WELLS
12363 LIMONITE AVE
SUITE 910
EASTVALE, CA 91732

Online Access https://www.pfmam.com **Customer Service** 1-717-232-2723

Important Disclosures

Important Disclosures

This statement is for general information purposes only and is not intended to provide specific advice or recommendations. PFM Asset Management ("PFMAM") is a division of U.S. Bancorp Asset Management, Inc. ("USBAM"), a SEC-registered investment adviser. USBAM is direct subsidiary of U.S. Bank National Association ("U.S. Bank") and an indirect subsidiary of U.S. Bancorp. U.S. Bank is not responsible for and does not guarantee the products, services or performance of PFMAM. PFMAM maintains a written disclosure statement of our background and business experience. If you would like to receive a copy of our current disclosure statement, please contact Service Operations at the address below.

Proxy Voting PFMAM does not normally receive proxies to vote on behalf of its clients. However, it does on occasion receive consent requests. In the event a consent request is received the portfolio manager contacts the client and then proceeds according to their instructions. PFMAM's Proxy Voting Policy is available upon request by contacting Service Operations at the address below.

Questions About an Account PFMAM's monthly statement is intended to detail our investment advisory activity as well as the activity of any accounts held by clients in pools that are managed by PFMAM. The custodian bank maintains the control of assets and executes (i.e., settles) all investment transactions. The custodian statement is the official record of security and cash holdings and transactions. PFMAM recognizes that clients may use these reports to facilitate record keeping and that the custodian bank statement and the PFMAM statement should be reconciled and differences resolved. Many custodians use a settlement date basis which may result in the need to reconcile due to a timing difference.

Account Control PFMAM does not have the authority to withdraw funds from or deposit funds to the custodian outside the scope of services provided by PFMAM. Our clients retain responsibility for their internal accounting policies; implementing and enforcing internal controls and generating ledger entries or otherwise recording transactions.

Market Value Generally, PFMAM's market prices are derived from closing bid prices as of the last business day of the month as supplied by ICE Data Services. There may be differences in the values shown for investments due to accrued but uncollected income and the use of differing valuation sources and methods. Non-negotiable FDIC-insured bank certificates of deposit are priced at par. Although PFMAM believes the prices to be reliable, the values of the securities may not represent the prices at which the securities could have been bought or sold. Explanation of the valuation methods for a registered investment company or local government investment program is contained in the appropriate fund offering documentation or information statement.

Amortized Cost The original cost of the principal of the security is adjusted for the amount of the periodic reduction of any discount or premium from the purchase date until the date of the report. Discount or premium with respect to short term securities (those with less than one year to maturity at time of issuance) is amortized on a straightline basis. Such discount or premium with respect to longer term securities is amortized using the constant yield basis.

Tax Reporting Cost data and realized gains / losses are provided for informational purposes only. Please review for accuracy and consult your tax advisor to determine the tax consequences of your security transactions. PFMAM does not report such information to the IRS or other taxing authorities and is not responsible for the accuracy of such information that may be required to be reported to federal, state or other taxing authorities.

Financial Situation In order to better serve you, PFMAM should be promptly notified of any material change in your investment objective or financial situation.

Callable Securities Securities subject to redemption prior to maturity may be redeemed in whole or in part before maturity, which could affect the yield represented.

Portfolio The securities in this portfolio, including shares of mutual funds, are not guaranteed or otherwise protected by PFMAM, the FDIC (except for certain non-negotiable certificates of deposit) or any government agency. Investment in securities involves risks, including the possible loss of the amount invested. Actual settlement values, accrued interest, and amortized cost amounts may vary for securities subject to an adjustable interest rate or subject to principal paydowns. Any changes to the values shown may be reflected within the next monthly statement's beginning values.

Rating Information provided for ratings is based upon a good faith inquiry of selected sources, but its accuracy and completeness cannot be guaranteed.

Shares of some local government investment programs and TERM funds are distributed by representatives of USBAM's affiliate, U.S. Bancorp Investments, Inc. which is registered with the SEC as a broker/dealer and is a member of the Financial Industry Regulatory Authority ("FINRA") and the Municipal Securities Rulemaking Board ("MSRB"). You may reach the FINRA by calling the FINRA Hotline at 1-800-289-9999 or at the FINRA website address https://www.finra.org/investors/investor-contacts. A brochure describing the FINRA Regulation Public Disclosure Program is also available from FINRA upon request.

Key Terms and Definitions

Dividends on local government investment program funds consist of interest earned, plus any discount ratably amortized to the date of maturity, plus all realized gains and losses on the sale of securities prior to maturity, less ratable amortization of any premium and all accrued expenses to the fund. Dividends are accrued daily and may be paid either monthly or quarterly. The monthly earnings on this statement represent the estimated dividend accrued for the month for any program that distributes earnings on a quarterly basis. There is no guarantee that the estimated amount will be paid on the actual distribution date.

Current Yield is the net change, exclusive of capital changes and income other than investment income, in the value of a hypothetical fund account with a balance of one share over the seven-day base period including the statement date, expressed as a percentage of the value of one share (normally $1.00 per share) at the beginning of the seven-day period. This resulting net change in account value is then annualized by multiplying it by 365 and dividing the result by 7. The yields quoted should not be considered a representation of the yield of the fund in the future, since the yield is not fixed.

Average maturity represents the average maturity of all securities and investments of a portfolio, determined by multiplying the par or principal value of each security or investment by its maturity (days or years), summing the products, and dividing the sum by the total principal value of the portfolio. The stated maturity date of mortgage backed or callable securities are used in this statement. However the actual maturity of these securities could vary depending on the level or prepayments on the underlying mortgages or whether a callable security has or is still able to be called.

Monthly distribution yield represents the net change in the value of one share (normally $1.00 per share) resulting from all dividends declared during the month by a fund expressed as a percentage of the value of one share at the beginning of the month. This resulting net change is then annualized by multiplying it by 365 and dividing it by the number of calendar days in the month.

YTM at Cost The yield to maturity at cost is the expected rate of return, based on the original cost, the annual interest receipts, maturity value and the time period from purchase date to maturity, stated as a percentage, on an annualized basis.

YTM at Market The yield to maturity at market is the rate of return, based on the current market value, the annual interest receipts, maturity value and the time period remaining until maturity, stated as a percentage, on an annualized basis.

Managed Account A portfolio of investments managed discretely by PFMAM according to the client's specific investment policy and requirements. The investments are directly owned by the client and held by the client's custodian.

Unsettled Trade A trade which has been executed however the final consummation of the security transaction and payment has not yet taken place.

In August 2024, PFMAM converted its portfolio accounting system from FIS Investment Accounting Manager to SS&C PORTIA. The new system has recalculated the amortized cost and yield to maturity at cost of each security, based upon original cost and settlement date. Some securities, including some factored securities and previously exchanged securities, are now on a modified amortization schedule as compared with that of the past. Where transfers have occurred between your portfolios we have returned their settlement dates to the settlement dates of the original purchases in order to minimize any impact to their amortization schedules.

Please review the detail pages of this statement carefully. If you think your statement is wrong, missing account information, or if you need more information about a transaction, please contact PFMAM within 60 days of receipt. If you have other concerns or questions regarding your account, or to request an updated copy of PFMAM's current disclosure statement, please contact a member of your client management team at PFMAM Service Operations at the address below.

PFM Asset Management
Attn: Service Operations
213 Market Street
Harrisburg, PA 17101

NOT FDIC INSURED **NO BANK GUARANTEE** **MAY LOSE VALUE**

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Account Statement

For the Month Ending **December 31, 2024**

Consolidated Summary Statement

CITY OF EASTVALE

Portfolio Summary

Portfolio Holdings	Cash Dividends and Income	Closing Market Value
PFMAM Managed Account	70,295.06	39,463,411.15
CAMP Pool	0.00	107,283,063.40
Total	**$70,295.06**	**$146,746,474.55**

Investment Allocation

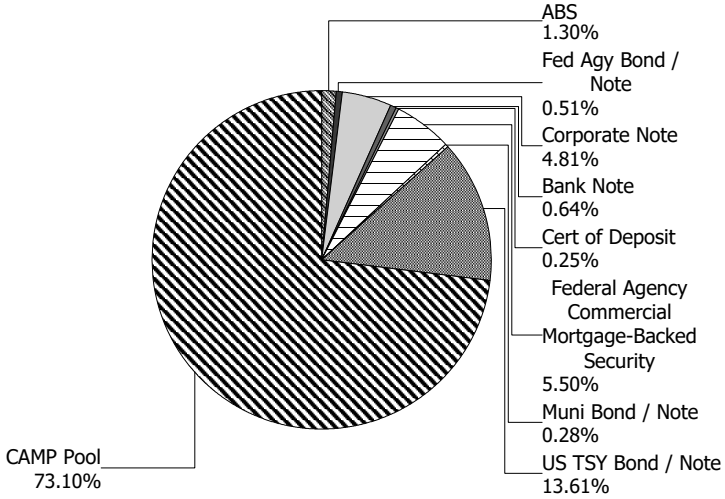
Investment Type	Closing Market Value	Percent
Asset-Backed Security	1,904,439.36	1.30
Federal Agency Bond / Note	745,944.44	0.51
Corporate Note	7,061,624.36	4.81
Bank Note	936,802.45	0.64
Certificate of Deposit	366,991.20	0.25
Federal Agency Commercial Mortgage-Backed Se	8,067,099.59	5.50
Municipal Bond / Note	403,627.45	0.28
U.S. Treasury Bond / Note	19,976,882.30	13.61
CAMP Pool	107,283,063.40	73.10
Total	**$146,746,474.55**	**100.00%**

Maturity Distribution (Fixed Income Holdings)

Portfolio Holdings	Closing Market Value	Percent
Under 30 days	107,283,063.40	73.10
31 to 60 days	0.00	0.00
61 to 90 days	0.00	0.00
91 to 180 days	382,430.17	0.26
181 days to 1 year	3,607,970.93	2.46
1 to 2 years	8,682,129.19	5.92
2 to 3 years	7,025,349.64	4.79
3 to 4 years	10,799,497.17	7.36
4 to 5 years	8,966,034.05	6.11
Over 5 years	0.00	0.00
Total	**$146,746,474.55**	**100.00%**

Weighted Average Days to Maturity **275**

Sector Allocation



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Managed Account Summary Statement

For the Month Ending **December 31, 2024**

CITY OF EASTVALE - INVESTMENT PORTFOLIO - 20240100

Transaction Summary - Managed Account	
Opening Market Value	**$39,499,807.56**
Maturities/Calls	(10,575.01)
Principal Dispositions	(197,696.88)
Principal Acquisitions	295,530.08
Unsettled Trades	0.00
Change in Current Value	(123,654.60)
Closing Market Value	**$39,463,411.15**

Cash Transactions Summary - Managed Account	
Maturities/Calls	0.00
Sale Proceeds	197,747.85
Coupon/Interest/Dividend Income	67,831.64
Principal Payments	10,575.01
Security Purchases	(295,730.66)
Net Cash Contribution	(340.56)
Reconciling Transactions	0.00

Earnings Reconciliation (Cash Basis) - Managed Account	
Interest/Dividends/Coupons Received	67,882.61
Less Purchased Interest Related to Interest/Coupons	(200.58)
Plus Net Realized Gains/Losses	2,613.03
Total Cash Basis Earnings	**$70,295.06**

Cash Balance	
Closing Cash Balance	**$104,629.59**

Earnings Reconciliation (Accrual Basis)	Total
Ending Amortized Value of Securities	39,956,012.27
Ending Accrued Interest	226,614.83
Plus Proceeds from Sales	197,747.85
Plus Proceeds of Maturities/Calls/Principal Payments	10,575.01
Plus Coupons/Dividends Received	67,831.64
Less Cost of New Purchases	(295,730.66)
Less Beginning Amortized Value of Securities	(39,857,787.45)
Less Beginning Accrued Interest	(190,322.71)
Total Accrual Basis Earnings	**$114,940.78**

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Portfolio Summary and Statistics

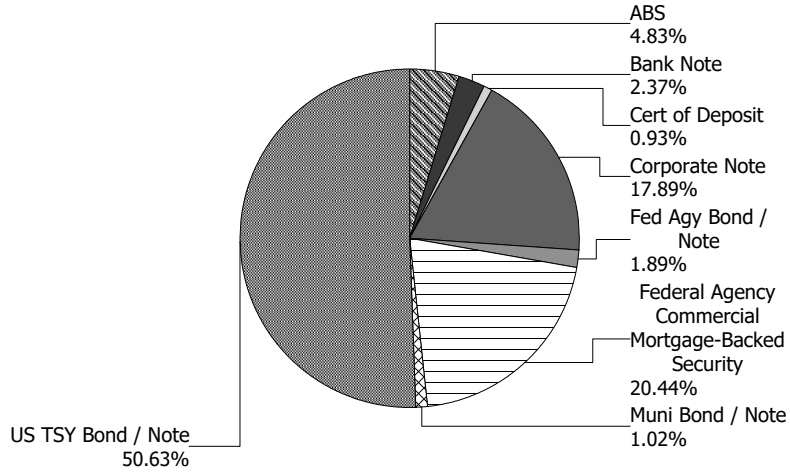
For the Month Ending **December 31, 2024**

CITY OF EASTVALE - INVESTMENT PORTFOLIO - 20240100

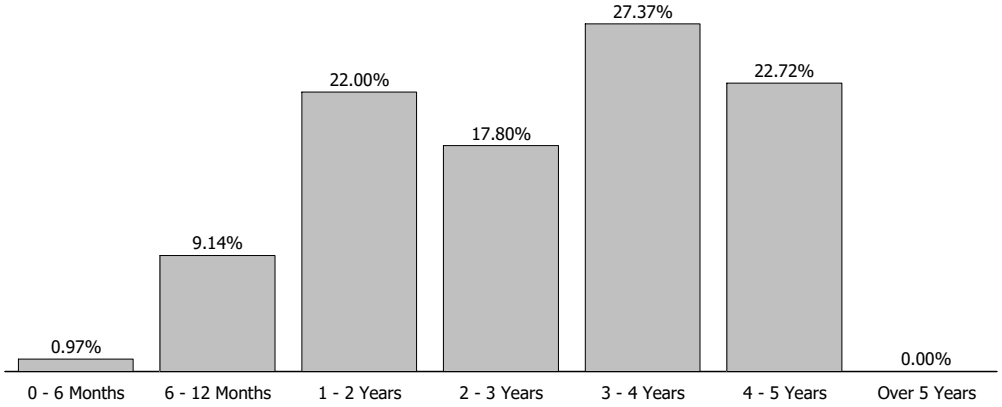
Account Summary

Description	Par Value	Market Value	Percent
U.S. Treasury Bond / Note	20,780,000.00	19,976,882.30	50.63
Municipal Bond / Note	410,000.00	403,627.45	1.02
Federal Agency Commercial Mortgage-Backed Security	8,082,538.05	8,067,099.59	20.44
Federal Agency Bond / Note	770,000.00	745,944.44	1.89
Corporate Note	7,161,000.00	7,061,624.36	17.89
Certificate of Deposit	360,000.00	366,991.20	0.93
Bank Note	925,000.00	936,802.45	2.37
Asset-Backed Security	1,886,205.92	1,904,439.36	4.83
Managed Account Sub-Total	**40,374,743.97**	**39,463,411.15**	**100.00%**
Accrued Interest		226,614.83	
Total Portfolio	**40,374,743.97**	**39,690,025.98**	
Unsettled Trades	**0.00**	**0.00**	

Sector Allocation



Maturity Distribution



Characteristics

Yield to Maturity at Cost	3.59%
Yield to Maturity at Market	4.48%
Weighted Average Days to Maturity	1020

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Managed Account Issuer Summary

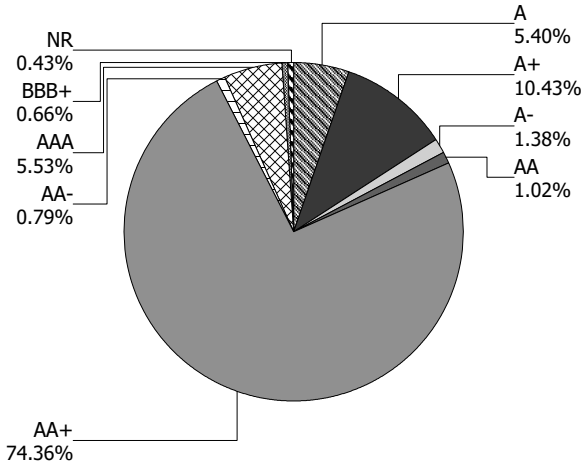
For the Month Ending **December 31, 2024**

CITY OF EASTVALE - INVESTMENT PORTFOLIO - 20240100

Issuer Summary

Issuer	Market Value of Holdings	Percent
Adobe Inc	381,747.60	0.97
American Express Co	313,945.06	0.80
Apple Inc	551,395.04	1.40
BA Credit Card Trust	136,300.19	0.35
Bank of America Corp	582,899.40	1.48
Bank of New York Mellon Corp	595,696.24	1.51
BlackRock Inc	312,276.75	0.79
Bristol-Myers Squibb Co	129,808.61	0.33
Citigroup Inc	804,277.51	2.04
Cooperatieve Rabobank UA	366,991.20	0.93
Deere & Co	277,656.50	0.70
Eli Lilly & Co	289,250.75	0.73
Federal Home Loan Mortgage Corp	7,715,862.35	19.54
Federal National Mortgage Association	1,097,181.68	2.78
Fifth Third Auto Trust	267,906.52	0.68
GM Financial Consumer Automobile Receiv	35,178.78	0.09
Goldman Sachs Group Inc	259,048.92	0.66
Home Depot Inc	373,641.06	0.95
Honda Auto Receivables Owner Trust	242,391.36	0.61
Hyundai Auto Receivables Trust	113,308.78	0.29
International Business Machines Corp	266,872.59	0.68
JPMorgan Chase & Co	1,115,847.79	2.83
Mastercard Inc	279,934.80	0.71
Microsoft Corp	450,837.03	1.14
Morgan Stanley	375,158.54	0.95
PACCAR Inc	277,525.60	0.70
PepsiCo Inc	184,628.15	0.47
State Board of Administration Finance C	280,246.20	0.71
Target Corp	271,111.95	0.69
Toyota Auto Receivables Owner Trust	161,068.06	0.41
Toyota Motor Corp	291,508.68	0.74
United States Treasury	19,976,882.30	50.61

Credit Quality (S&P Ratings)



pfm asset management

Managed Account Issuer Summary

For the Month Ending **December 31, 2024**

CITY OF EASTVALE - INVESTMENT PORTFOLIO - 20240100

Issuer	Market Value of Holdings	Percent
University of California Board of Regen	123,381.25	0.31
Wells Fargo & Co	561,643.91	1.42
Total	**$39,463,411.15**	**100.00%**

pfm asset management

Managed Account Detail of Securities Held

For the Month Ending **December 31, 2024**

CITY OF EASTVALE - INVESTMENT PORTFOLIO - 20240100

Security Type/Description Dated Date/Coupon/Maturity	CUSIP	Par	S&P Rating	Moody's Rating	Trade Date	Settle Date	Original Cost	YTM at Cost	Accrued Interest	Amortized Cost	Market Value
U.S. Treasury Bond / Note											
US TREASURY N/B DTD 11/02/2020 0.250% 10/31/2025	91282CAT8	60,000.00	AA+	Aaa	03/01/22	03/01/22	57,110.16	1.61	25.69	59,346.55	58,065.96
US TREASURY N/B DTD 11/15/2022 4.500% 11/15/2025	91282CFW6	340,000.00	AA+	Aaa	12/01/22	12/02/22	344,462.50	4.02	1,986.46	341,315.18	340,629.68
US TREASURY N/B DTD 11/30/2020 0.375% 11/30/2025	91282CAZ4	830,000.00	AA+	Aaa	11/02/21	11/03/21	808,893.36	1.01	273.63	825,276.54	801,487.84
US TREASURY N/B DTD 12/31/2020 0.375% 12/31/2025	91282CBC4	200,000.00	AA+	Aaa	05/05/21	05/07/21	196,757.81	0.73	2.07	199,305.38	192,582.80
US TREASURY N/B DTD 12/31/2020 0.375% 12/31/2025	91282CBC4	1,100,000.00	AA+	Aaa	04/05/21	04/07/21	1,073,917.97	0.89	11.40	1,094,509.05	1,059,205.40
US TREASURY N/B DTD 02/01/2021 0.375% 01/31/2026	91282CBH3	220,000.00	AA+	Aaa	05/03/22	05/04/22	200,062.50	2.95	345.24	214,243.19	211,088.24
US TREASURY N/B DTD 02/01/2021 0.375% 01/31/2026	91282CBH3	500,000.00	AA+	Aaa	02/26/21	02/26/21	489,648.44	0.80	784.65	497,728.41	479,746.00
US TREASURY N/B DTD 02/01/2021 0.375% 01/31/2026	91282CBH3	665,000.00	AA+	Aaa	02/17/22	02/18/22	627,931.45	1.84	1,043.58	654,853.03	638,062.18
US TREASURY N/B DTD 02/01/2021 0.375% 01/31/2026	91282CBH3	720,000.00	AA+	Aaa	01/06/22	01/10/22	691,481.25	1.38	1,129.89	712,398.85	690,834.24
US TREASURY N/B DTD 02/01/2021 0.375% 01/31/2026	91282CBH3	770,000.00	AA+	Aaa	07/02/21	07/07/21	755,201.56	0.80	1,208.36	766,497.67	738,808.84
US TREASURY N/B DTD 02/01/2021 0.375% 01/31/2026	91282CBH3	810,000.00	AA+	Aaa	02/02/21	02/04/21	807,437.11	0.44	1,271.13	809,444.38	777,188.52
US TREASURY N/B DTD 03/01/2021 0.500% 02/28/2026	91282CBQ3	705,000.00	AA+	Aaa	12/03/21	12/07/21	685,998.05	1.15	1,197.72	699,794.15	675,423.14
US TREASURY N/B DTD 06/01/2021 0.750% 05/31/2026	91282CCF6	105,000.00	AA+	Aaa	06/02/21	06/04/21	104,770.31	0.79	69.23	104,935.08	100,000.22
US TREASURY N/B DTD 06/01/2021 0.750% 05/31/2026	91282CCF6	1,040,000.00	AA+	Aaa	06/06/22	06/08/22	953,143.75	2.99	685.71	1,009,214.75	990,478.32

pfm asset management

Managed Account Detail of Securities Held

For the Month Ending **December 31, 2024**

CITY OF EASTVALE - INVESTMENT PORTFOLIO - 20240100

Security Type/Description Dated Date/Coupon/Maturity	CUSIP	Par	S&P Rating	Moody's Rating	Trade Date	Settle Date	Original Cost	YTM at Cost	Accrued Interest	Amortized Cost	Market Value
U.S. Treasury Bond / Note											
US TREASURY N/B DTD 09/30/2021 0.875% 09/30/2026	91282CCZ2	565,000.00	AA+	Aaa	04/05/22	04/07/22	520,219.34	2.77	1,263.10	547,574.66	533,152.65
US TREASURY N/B DTD 02/15/2017 2.250% 02/15/2027	912828V98	750,000.00	AA+	Aaa	07/05/22	07/07/22	730,605.47	2.85	6,373.98	741,074.37	719,677.50
US TREASURY N/B DTD 04/30/2020 0.500% 04/30/2027	912828ZN3	220,000.00	AA+	Aaa	08/03/22	08/05/22	196,625.00	2.92	188.40	208,522.05	201,781.36
US TREASURY N/B DTD 08/15/2017 2.250% 08/15/2027	9128282R0	1,050,000.00	AA+	Aaa	09/01/22	09/06/22	995,490.23	3.40	8,923.57	1,021,113.45	997,951.50
US TREASURY N/B DTD 09/30/2022 4.125% 09/30/2027	91282CFM8	155,000.00	AA+	Aaa	11/01/22	11/03/22	153,988.87	4.27	1,633.57	154,434.62	154,370.39
US TREASURY N/B DTD 10/31/2022 4.125% 10/31/2027	91282CFU0	380,000.00	AA+	Aaa	12/06/22	12/08/22	385,284.38	3.81	2,684.67	383,053.00	378,456.44
US TREASURY N/B DTD 11/02/2020 0.500% 10/31/2027	91282CAU5	1,010,000.00	AA+	Aaa	01/04/23	01/06/23	860,117.58	3.91	864.92	921,979.23	909,000.00
US TREASURY N/B DTD 11/30/2022 3.875% 11/30/2027	91282CFZ9	575,000.00	AA+	Aaa	06/01/23	06/05/23	577,380.86	3.77	1,958.79	576,544.15	568,441.55
US TREASURY N/B DTD 01/03/2023 3.875% 12/31/2027	91282CGC9	520,000.00	AA+	Aaa	01/31/23	01/31/23	524,875.00	3.66	55.66	522,971.17	513,966.96
US TREASURY N/B DTD 02/01/2021 0.750% 01/31/2028	91282CBJ9	225,000.00	AA+	Aaa	05/16/23	05/18/23	197,868.16	3.56	706.18	207,243.56	202,139.55
US TREASURY N/B DTD 02/01/2021 0.750% 01/31/2028	91282CBJ9	385,000.00	AA+	Aaa	01/31/23	01/31/23	334,258.20	3.66	1,208.36	353,737.94	345,883.23
US TREASURY N/B DTD 02/28/2023 4.000% 02/29/2028	91282CGP0	570,000.00	AA+	Aaa	03/03/23	03/07/23	563,676.56	4.25	7,746.96	565,990.52	564,745.17
US TREASURY N/B DTD 03/31/2021 1.250% 03/31/2028	91282CBS9	1,110,000.00	AA+	Aaa	05/08/23	05/09/23	998,696.48	3.50	3,544.99	1,036,233.41	1,007,975.46
US TREASURY N/B DTD 05/01/2023 3.500% 04/30/2028	91282CHA2	620,000.00	AA+	Aaa	05/01/23	05/01/23	617,214.84	3.60	3,716.57	618,146.79	604,281.76

pfm asset management

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CITY OF EASTVALE - INVESTMENT PORTFOLIO - 20240100

Security Type/Description Dated Date/Coupon/Maturity	CUSIP	Par	S&P Rating	Moody's Rating	Trade Date	Settle Date	Original Cost	YTM at Cost	Accrued Interest	Amortized Cost	Market Value
U.S. Treasury Bond / Note											
US TREASURY N/B DTD 04/30/2024 4.625% 04/30/2029	91282CKP5	355,000.00	AA+	Aaa	05/02/24	05/03/24	355,776.56	4.58	2,812.05	355,684.23	358,355.82
US TREASURY N/B DTD 05/31/2024 4.500% 05/31/2029	91282CKT7	165,000.00	AA+	Aaa	06/06/24	06/07/24	166,495.31	4.30	652.75	166,340.27	165,766.92
US TREASURY N/B DTD 05/31/2024 4.500% 05/31/2029	91282CKT7	1,025,000.00	AA+	Aaa	06/05/24	06/06/24	1,033,488.29	4.31	4,054.95	1,032,604.84	1,029,764.20
US TREASURY N/B DTD 07/01/2024 4.250% 06/30/2029	91282CKX8	165,000.00	AA+	Aaa	07/08/24	07/09/24	165,090.23	4.24	19.37	165,082.98	164,065.44
US TREASURY N/B DTD 07/01/2024 4.250% 06/30/2029	91282CKX8	375,000.00	AA+	Aaa	07/02/24	07/03/24	372,451.17	4.40	44.03	372,680.61	372,876.00
US TREASURY N/B DTD 07/31/2024 4.000% 07/31/2029	91282CLC3	40,000.00	AA+	Aaa	08/01/24	08/02/24	40,278.12	3.85	669.57	40,257.14	39,360.92
US TREASURY N/B DTD 09/03/2024 3.625% 08/31/2029	91282CLK5	1,090,000.00	AA+	Aaa	09/04/24	09/05/24	1,092,256.64	3.58	13,425.52	1,092,124.97	1,055,256.25
US TREASURY N/B DTD 09/30/2024 3.500% 09/30/2029	91282CLN9	500,000.00	AA+	Aaa	10/02/24	10/03/24	498,574.22	3.56	4,471.15	498,640.71	481,035.00
US TREASURY N/B DTD 10/31/2024 4.125% 10/31/2029	91282CLR0	270,000.00	AA+	Aaa	11/14/24	11/15/24	267,996.09	4.29	1,907.53	268,044.58	266,856.93
US TREASURY N/B DTD 10/31/2024 4.125% 10/31/2029	91282CLR0	300,000.00	AA+	Aaa	11/01/24	11/04/24	299,261.72	4.18	2,119.48	299,284.10	296,507.70
US TREASURY N/B DTD 12/02/2024 4.125% 11/30/2029	91282CMA6	295,000.00	AA+	Aaa	12/05/24	12/06/24	295,530.08	4.08	1,069.78	295,524.23	291,612.22
Security Type Sub-Total		**20,780,000.00**					**20,040,315.62**	**2.85**	**82,150.66**	**20,433,749.79**	**19,976,882.30**
Municipal Bond / Note											
UNIV OF CALIFORNIA-BG (CALLABLE) DTD 07/16/2020 0.883% 05/15/2025	91412HGE7	125,000.00	AA	Aa2	07/14/20	07/16/20	125,452.50	0.81	141.03	125,034.87	123,381.25
FLORIDA ST BRD OF ADM DTD 09/16/2020 1.258% 07/01/2025	341271AD6	80,000.00	AA	Aa2	09/03/20	09/16/20	80,565.60	1.11	503.20	80,059.02	78,665.60

pfm asset management

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Security Type/Description Dated Date/Coupon/Maturity	CUSIP	Par	S&P Rating	Moody's Rating	Trade Date	Settle Date	Original Cost	YTM at Cost	Accrued Interest	Amortized Cost	Market Value
Municipal Bond / Note											
FLORIDA ST BRD OF ADM DTD 09/16/2020 1.258% 07/01/2025	341271AD6	205,000.00	AA	Aa2	09/03/20	09/16/20	205,000.00	1.26	1,289.45	205,000.00	201,580.60
Security Type Sub-Total		**410,000.00**					**411,018.10**	**1.09**	**1,933.68**	**410,093.89**	**403,627.45**
Federal Agency Commercial Mortgage-Backed Security											
FHMS K061 A2 DTD 01/01/2017 3.347% 11/01/2026	3137BTUM1	258,382.55	AA+	Aaa	05/19/23	05/24/23	250,429.21	4.29	720.67	254,068.44	252,184.98
FHMS K064 A2 DTD 05/01/2017 3.224% 03/01/2027	3137BXQY1	390,000.00	AA+	Aaa	08/16/23	08/18/23	367,879.69	4.94	1,047.80	376,287.80	379,311.27
FHMS K065 A2 DTD 07/01/2017 3.243% 04/01/2027	3137F1G44	220,000.00	AA+	Aaa	08/16/23	08/18/23	207,427.34	4.93	594.55	212,098.27	213,576.00
FHMS K066 A2 DTD 08/01/2017 3.117% 06/01/2027	3137F2LJ3	345,000.00	AA+	Aaa	08/17/23	08/22/23	322,628.91	4.97	896.14	330,538.86	333,618.11
FHMS K507 A1 DTD 09/01/2023 4.800% 04/01/2028	3137HAMR4	343,765.99	AA+	Aaa	09/20/23	09/28/23	338,371.27	5.19	1,375.06	339,658.86	344,314.98
FHMS K506 A1 DTD 09/01/2023 4.650% 05/01/2028	3137HAMG8	187,627.16	AA+	Aaa	09/07/23	09/14/23	184,821.22	5.01	727.06	185,528.82	187,517.78
FHMS KJ46 A1 DTD 07/01/2023 4.777% 06/01/2028	3137HAD45	296,907.21	AA+	Aaa	07/19/23	07/27/23	296,899.76	4.78	1,181.94	296,901.93	296,049.74
FHMS K505 A2 DTD 07/01/2023 4.819% 06/01/2028	3137HACX2	360,000.00	AA+	Aaa	07/13/23	07/20/23	363,595.68	4.59	1,445.70	362,540.27	360,819.72
FNA 2023-M6 A2 DTD 07/01/2023 4.181% 07/01/2028	3136BODE6	358,327.47	AA+	Aaa	07/18/23	07/31/23	352,252.70	4.58	1,248.52	353,979.64	351,237.24
FHMS KJ47 A1 DTD 09/01/2023 5.272% 08/01/2028	3137HAMN3	197,527.68	AA+	Aaa	09/19/23	09/28/23	197,526.68	5.27	867.80	197,527.02	199,320.44
FHMS K506 A2 DTD 09/01/2023 4.650% 08/01/2028	3137HAMH6	375,000.00	AA+	Aaa	09/07/23	09/14/23	369,452.63	4.99	1,453.13	370,773.22	374,187.00

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Security Type/Description Dated Date/Coupon/Maturity	CUSIP	Par	S&P Rating	Moody's Rating	Trade Date	Settle Date	Original Cost	YTM at Cost	Accrued Interest	Amortized Cost	Market Value
Federal Agency Commercial Mortgage-Backed Security											
FHMS K508 A2 DTD 10/01/2023 4.740% 08/01/2028	3137HAQ74	380,000.00	AA+	Aaa	10/11/23	10/19/23	371,664.32	5.25	1,501.00	373,527.58	379,889.42
FHMS K509 A2 DTD 10/01/2023 4.850% 09/01/2028	3137HAST4	285,000.00	AA+	Aaa	10/25/23	10/31/23	275,913.35	5.60	1,151.88	277,742.50	286,111.50
FHMS K507 A2 DTD 09/01/2023 4.800% 09/01/2028	3137HAMS2	370,000.00	AA+	Aaa	09/20/23	09/28/23	365,577.39	5.07	1,480.00	366,534.64	370,719.28
FHMS K510 A2 DTD 11/01/2023 5.069% 10/01/2028	3137HB3D4	145,000.00	AA+	Aaa	11/14/23	11/21/23	144,580.81	5.14	612.50	144,666.13	146,573.54
FHMS K511 A2 DTD 12/01/2023 4.860% 10/01/2028	3137HB3G7	210,000.00	AA+	Aaa	11/28/23	12/07/23	209,396.67	4.93	850.50	209,516.02	210,677.67
FHMS K512 A2 DTD 12/01/2023 5.000% 11/01/2028	3137HBCF9	190,000.00	AA+	Aaa	12/11/23	12/21/23	191,774.22	4.79	791.67	191,439.33	191,640.08
FHMS K513 A2 DTD 01/01/2024 4.724% 12/01/2028	3137HBFY5	215,000.00	AA+	Aaa	01/10/24	01/18/24	217,147.64	4.50	846.38	216,771.01	214,744.37
FHMS K514 A2 DTD 02/01/2024 4.572% 12/01/2028	3137HBLV4	220,000.00	AA+	Aaa	02/01/24	02/08/24	222,199.78	4.34	838.20	221,831.42	218,456.26
FHMS K517 A2 DTD 03/01/2024 5.355% 01/01/2029	3137HC2C5	335,000.00	AA+	Aaa	03/05/24	03/14/24	345,045.31	4.67	1,494.94	343,557.56	342,272.18
FHMS K515 A2 DTD 02/01/2024 5.400% 01/01/2029	3137HBPD0	375,000.00	AA+	Aaa	02/14/24	02/22/24	385,102.50	4.79	1,687.50	383,514.99	382,896.38
FHMS K516 A2 DTD 03/01/2024 5.477% 01/01/2029	3137HBPM0	375,000.00	AA+	Aaa	02/29/24	03/07/24	386,248.88	4.79	1,711.56	384,553.08	384,802.87
FHMS K524 A2 DTD 07/01/2024 4.720% 05/01/2029	3137HDV56	320,000.00	AA+	Aaa	07/16/24	07/25/24	321,965.12	4.58	1,258.67	321,835.71	319,343.68
FHMS K522 A2 DTD 06/01/2024 4.803% 05/01/2029	3137HDJJ0	375,000.00	AA+	Aaa	06/05/24	06/13/24	374,998.88	4.80	1,500.94	375,000.00	375,196.13
FHMS K526 A2 DTD 08/01/2024 4.543% 07/01/2029	3137HDXL9	350,000.00	AA+	Aaa	08/07/24	08/15/24	353,273.90	4.33	1,325.04	353,048.89	346,558.10

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Security Type/Description Dated Date/Coupon/Maturity	CUSIP	Par	S&P Rating	Moody's Rating	Trade Date	Settle Date	Original Cost	YTM at Cost	Accrued Interest	Amortized Cost	Market Value
Federal Agency Commercial Mortgage-Backed Security											
FHMS K529 A2 DTD 10/01/2024 4.791% 09/01/2029	3137HH6C0	205,000.00	AA+	Aaa	10/08/24	10/16/24	209,097.34	4.34	818.46	208,942.54	204,970.07
FHMS K530 A2 DTD 11/01/2024 4.792% 09/01/2029	3137HHJL6	400,000.00	AA+	Aaa	11/19/24	11/27/24	402,082.80	4.67	1,597.33	402,078.71	400,110.80
Security Type Sub-Total		**8,082,538.05**					**8,027,354.00**	**4.82**	**31,024.94**	**8,054,463.24**	**8,067,099.59**
Federal Agency Bond / Note											
FANNIE MAE DTD 11/12/2020 0.500% 11/07/2025	3135G06G3	345,000.00	AA+	Aaa	11/09/20	11/12/20	343,764.90	0.57	258.75	344,789.45	334,221.86
FANNIE MAE DTD 11/12/2020 0.500% 11/07/2025	3135G06G3	425,000.00	AA+	Aaa	11/19/20	11/24/20	424,838.50	0.51	318.75	424,972.28	411,722.58
Security Type Sub-Total		**770,000.00**					**768,603.40**	**0.54**	**577.50**	**769,761.73**	**745,944.44**
Corporate Note											
GOLDMAN SACHS GROUP INC (CALLABLE) DTD 05/22/2015 3.750% 05/22/2025	38148LAE6	260,000.00	BBB+	A2	02/16/21	02/18/21	289,486.60	1.02	1,056.25	261,041.42	259,048.92
BRISTOL-MYERS SQUIBB CO (CALLABLE) DTD 11/13/2020 0.750% 11/13/2025	110122DN5	134,000.00	A	A2	06/17/21	06/21/21	132,665.36	0.98	134.00	133,736.78	129,808.61
BANK OF AMERICA CORP (CALLABLE) DTD 03/22/2022 3.384% 04/02/2026	06051GKM0	280,000.00	A-	A1	03/17/22	03/22/22	280,000.00	3.38	2,342.48	280,000.00	278,951.40
JPMORGAN CHASE & CO (CALLABLE) DTD 04/26/2022 4.080% 04/26/2026	46647PCZ7	340,000.00	A	A1	04/19/22	04/26/22	340,000.00	4.08	2,504.67	340,000.00	339,116.68
MICROSOFT CORP (CALLABLE) DTD 08/08/2016 2.400% 08/08/2026	594918BR4	465,000.00	AAA	Aaa	02/23/22	02/25/22	470,156.85	2.14	4,433.00	466,856.21	450,837.03
PACCAR FINANCIAL CORP DTD 08/10/2023 5.050% 08/10/2026	69371RS56	275,000.00	A+	A1	08/09/23	08/11/23	276,130.25	4.90	5,439.27	275,606.50	277,525.60
BANK OF AMERICA NA (CALLABLE) DTD 08/18/2023 5.526% 08/18/2026	06428CAA2	300,000.00	A+	Aa1	10/23/23	10/24/23	297,474.00	5.85	6,124.65	298,537.71	303,948.00

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Security Type/Description Dated Date/Coupon/Maturity	CUSIP	Par	S&P Rating	Moody's Rating	Trade Date	Settle Date	Original Cost	YTM at Cost	Accrued Interest	Amortized Cost	Market Value
Corporate Note											
TARGET CORP (CALLABLE) DTD 01/24/2022 1.950% 01/15/2027	87612EBM7	50,000.00	A	A2	01/19/22	01/24/22	49,915.00	1.99	449.58	49,965.16	47,563.50
TARGET CORP (CALLABLE) DTD 01/24/2022 1.950% 01/15/2027	87612EBM7	235,000.00	A	A2	01/27/22	01/31/22	234,856.65	1.96	2,113.04	234,941.02	223,548.45
BANK OF NY MELLON CORP (CALLABLE) DTD 01/26/2022 2.050% 01/26/2027	06406RBA4	380,000.00	A	Aa3	01/26/22	01/28/22	381,223.60	1.98	3,354.03	380,494.01	361,825.36
ADOBE INC (CALLABLE) DTD 02/03/2020 2.150% 02/01/2027	00724PAC3	400,000.00	A+	A1	12/13/22	12/15/22	369,240.00	4.20	3,583.33	384,475.10	381,747.60
IBM CORP (CALLABLE) DTD 07/27/2022 4.150% 07/27/2027	459200KT7	270,000.00	A-	A3	08/02/22	08/04/22	275,146.20	3.73	4,793.25	272,615.43	266,872.59
HOME DEPOT INC (CALLABLE) DTD 09/14/2017 2.800% 09/14/2027	437076BT8	390,000.00	A	A2	01/25/23	01/27/23	368,000.10	4.15	3,245.67	377,159.03	373,641.06
BANK OF NY MELLON CORP (CALLABLE) DTD 02/07/2017 3.442% 02/07/2028	06406RAB3	240,000.00	A	Aa3	08/06/24	08/07/24	233,169.60	4.33	3,304.32	233,901.12	233,870.88
JPMORGAN CHASE & CO (CALLABLE) DTD 04/22/2024 5.571% 04/22/2028	46647PEE2	140,000.00	A	A1	06/03/24	06/04/24	140,933.80	5.38	1,494.89	140,758.58	142,390.50
APPLE INC (CALLABLE) DTD 05/10/2023 4.000% 05/10/2028	037833ET3	560,000.00	AA+	Aaa	05/16/23	05/18/23	561,024.80	3.96	3,173.33	560,685.72	551,395.04
JOHN DEERE CAPITAL CORP DTD 07/14/2023 4.950% 07/14/2028	24422EXB0	125,000.00	A	A1	07/11/23	07/14/23	124,813.75	4.98	2,870.31	124,868.28	126,207.50
JOHN DEERE CAPITAL CORP DTD 07/14/2023 4.950% 07/14/2028	24422EXB0	150,000.00	A	A1	07/13/23	07/17/23	152,037.00	4.64	3,444.38	151,443.02	151,449.00
CITIBANK NA (CALLABLE) DTD 09/29/2023 5.803% 09/29/2028	17325FBB3	365,000.00	A+	Aa3	09/26/23	09/29/23	365,000.00	5.80	5,412.91	365,000.00	376,360.63
CITIBANK NA (CALLABLE) DTD 09/29/2023 5.803% 09/29/2028	17325FBB3	415,000.00	A+	Aa3	05/01/24	05/03/24	423,026.10	5.30	6,154.40	421,912.95	427,916.88
BLACKROCK FUNDING INC (CALLABLE) DTD 03/14/2024 4.700% 03/14/2029	09290DAA9	35,000.00	AA-	Aa3	03/05/24	03/14/24	34,936.65	4.74	488.93	34,945.91	35,031.05

pfm asset management

Managed Account Detail of Securities Held

For the Month Ending **December 31, 2024**

CITY OF EASTVALE - INVESTMENT PORTFOLIO - 20240100

Security Type/Description Dated Date/Coupon/Maturity	CUSIP	Par	S&P Rating	Moody's Rating	Trade Date	Settle Date	Original Cost	YTM at Cost	Accrued Interest	Amortized Cost	Market Value
Corporate Note											
BLACKROCK FUNDING INC (CALLABLE) DTD 03/14/2024 4.700% 03/14/2029	09290DAA9	277,000.00	AA-	Aa3	04/09/24	04/11/24	275,714.72	4.81	3,869.54	275,885.54	277,245.70
MASTERCARD INC (CALLABLE) DTD 05/31/2019 2.950% 06/01/2029	57636QAM6	300,000.00	A+	Aa3	06/26/24	06/27/24	275,595.00	4.82	737.50	277,869.61	279,934.80
PEPSICO INC (CALLABLE) DTD 07/17/2024 4.500% 07/17/2029	713448FX1	185,000.00	A+	A1	07/15/24	07/17/24	184,713.25	4.53	3,792.50	184,737.54	184,628.15
TOYOTA MOTOR CREDIT CORP DTD 08/09/2024 4.550% 08/09/2029	89236TMK8	50,000.00	A+	A1	08/06/24	08/09/24	49,898.50	4.60	897.36	49,905.73	49,408.25
TOYOTA MOTOR CREDIT CORP DTD 08/09/2024 4.550% 08/09/2029	89236TMK8	115,000.00	A+	A1	08/07/24	08/09/24	114,867.75	4.58	2,063.93	114,877.59	113,638.98
TOYOTA MOTOR CREDIT CORP DTD 08/09/2024 4.550% 08/09/2029	89236TMK8	130,000.00	A+	A1	08/08/24	08/09/24	129,465.70	4.64	2,333.14	129,503.93	128,461.45
ELI LILLY & CO (CALLABLE) DTD 08/14/2024 4.200% 08/14/2029	532457CQ9	65,000.00	A+	A1	08/12/24	08/14/24	64,857.65	4.25	1,038.92	64,867.70	63,733.22
ELI LILLY & CO (CALLABLE) DTD 08/14/2024 4.200% 08/14/2029	532457CQ9	230,000.00	A+	A1	08/13/24	08/14/24	230,335.80	4.17	3,676.17	230,313.03	225,517.53
Security Type Sub-Total		**7,161,000.00**					**7,124,684.68**	**3.99**	**84,325.75**	**7,116,904.62**	**7,061,624.36**
Certificate of Deposit											
COOPERAT RABOBANK UA/NY DTD 07/20/2023 5.080% 07/17/2026	21684LGS5	360,000.00	A+	Aa2	07/17/23	07/20/23	360,000.00	5.08	8,331.20	360,000.00	366,991.20
Security Type Sub-Total		**360,000.00**					**360,000.00**	**5.08**	**8,331.20**	**360,000.00**	**366,991.20**
Bank Note											
WELLS FARGO BANK NA (CALLABLE) DTD 08/09/2023 5.450% 08/07/2026	94988J6D4	555,000.00	A+	Aa2	08/18/23	08/22/23	554,239.65	5.50	12,099.00	554,588.77	561,643.91
MORGAN STANLEY BANK NA (CALLABLE) DTD 05/30/2024 5.504% 05/26/2028	61690U8B9	370,000.00	A+	Aa3	05/30/24	05/31/24	370,780.70	5.45	1,979.91	370,593.17	375,158.54

pfm asset management

Managed Account Detail of Securities Held

For the Month Ending **December 31, 2024**

CITY OF EASTVALE - INVESTMENT PORTFOLIO - 20240100

Security Type/Description Dated Date/Coupon/Maturity	CUSIP	Par	S&P Rating	Moody's Rating	Trade Date	Settle Date	Original Cost	YTM at Cost	Accrued Interest	Amortized Cost	Market Value
Security Type Sub-Total		**925,000.00**					**925,020.35**	**5.48**	**14,078.91**	**925,181.94**	**936,802.45**
Asset-Backed Security											
TAOT 2021-C A3 DTD 09/27/2021 0.430% 01/15/2026	89239BAC5	9,413.82	AAA	Aaa	09/21/21	09/27/21	9,413.07	0.43	1.80	9,413.64	9,383.18
HART 2021-C A3 DTD 11/17/2021 0.740% 05/15/2026	44935FAD6	6,792.10	AAA	NR	11/09/21	11/17/21	6,790.59	0.75	2.23	6,791.64	6,764.86
HAROT 2023-3 A3 DTD 08/22/2023 5.410% 02/18/2028	43815QAC1	240,000.00	AAA	NR	08/15/23	08/22/23	239,950.51	5.42	468.87	239,965.49	242,391.36
TAOT 2023-C A3 DTD 08/15/2023 5.160% 04/17/2028	89231FAD2	75,000.00	AAA	NR	08/08/23	08/15/23	74,983.04	5.17	172.00	74,988.04	75,585.45
TAOT 2023-D A3 DTD 11/14/2023 5.540% 08/15/2028	89239FAD4	75,000.00	AAA	NR	11/07/23	11/14/23	74,991.92	5.54	184.67	74,993.86	76,099.43
FITAT 2023-1 A3 DTD 08/23/2023 5.530% 08/15/2028	31680EAD3	265,000.00	AAA	Aaa	08/15/23	08/23/23	264,983.57	5.53	651.31	264,988.04	267,906.52
CHAIT 2023-A1 A DTD 09/15/2023 5.160% 09/15/2028	161571HT4	300,000.00	AAA	NR	09/07/23	09/15/23	299,916.84	5.17	688.00	299,936.39	303,513.30
AMXCA 2023-3 A DTD 09/19/2023 5.230% 09/15/2028	02582JKD1	310,000.00	AAA	NR	09/12/23	09/19/23	309,986.14	5.24	720.58	309,852.05	313,945.06
HART 2023-C A3 DTD 11/13/2023 5.540% 10/16/2028	44918CAD4	105,000.00	AAA	NR	11/03/23	11/13/23	104,986.19	5.54	258.53	104,989.25	106,543.92
BACCT 2023-A2 A2 DTD 12/14/2023 4.980% 11/15/2028	05522RDH8	135,000.00	NR	Aaa	12/07/23	12/14/23	134,981.87	4.98	298.80	134,985.76	136,300.19
GMCAR 2024-1 A3 DTD 01/17/2024 4.850% 12/18/2028	36268GAD7	35,000.00	NR	Aaa	01/09/24	01/17/24	34,992.96	4.85	70.73	34,994.21	35,178.78
CHAIT 2024-A1 A DTD 01/31/2024 4.600% 01/16/2029	161571HV9	330,000.00	AAA	NR	01/24/24	01/31/24	329,949.74	4.60	674.67	329,958.69	330,827.31
Security Type Sub-Total		**1,886,205.92**					**1,885,926.44**	**5.14**	**4,192.19**	**1,885,857.06**	**1,904,439.36**
Managed Account Sub-Total		**40,374,743.97**					**39,542,922.59**	**3.59**	**226,614.83**	**39,956,012.27**	**39,463,411.15**

CITY OF EASTVALE - INVESTMENT PORTFOLIO - 20240100

Securities Sub-Total	**$40,374,743.97**	**$39,542,922.59**	**3.59%**	**$226,614.83**	**$39,956,012.27**	**$39,463,411.15**
Accrued Interest						**$226,614.83**
Total Investments						**$39,690,025.98**

CITY OF EASTVALE - INVESTMENT PORTFOLIO - 20240100

Security Type/Description Dated Date/Coupon/Maturity	CUSIP	Par	Broker	Next Call Date	Market Price	Market Value	Unreal G/L On Cost	Unreal G/L Amort Cost	Effective Duration	YTM at Mkt
U.S. Treasury Bond / Note										
US TREASURY N/B DTD 11/02/2020 0.250% 10/31/2025	91282CAT8	60,000.00	RBC Capi		96.78	58,065.96	955.80	(1,280.59)	0.82	4.44
US TREASURY N/B DTD 11/15/2022 4.500% 11/15/2025	91282CFW6	340,000.00	HSBC		100.19	340,629.68	(3,832.82)	(685.50)	0.85	4.44
US TREASURY N/B DTD 11/30/2020 0.375% 11/30/2025	91282CAZ4	830,000.00	Nomura		96.56	801,487.84	(7,405.52)	(23,788.70)	0.90	4.33
US TREASURY N/B DTD 12/31/2020 0.375% 12/31/2025	91282CBC4	200,000.00	HSBC		96.29	192,582.80	(4,175.01)	(6,722.58)	0.98	4.22
US TREASURY N/B DTD 12/31/2020 0.375% 12/31/2025	91282CBC4	1,100,000.00	JPMorgan		96.29	1,059,205.40	(14,712.57)	(35,303.65)	0.98	4.22
US TREASURY N/B DTD 02/01/2021 0.375% 01/31/2026	91282CBH3	220,000.00	JPMorgan		95.95	211,088.24	11,025.74	(3,154.95)	1.06	4.28
US TREASURY N/B DTD 02/01/2021 0.375% 01/31/2026	91282CBH3	500,000.00	BOFAML		95.95	479,746.00	(9,902.44)	(17,982.41)	1.06	4.28
US TREASURY N/B DTD 02/01/2021 0.375% 01/31/2026	91282CBH3	665,000.00	Nomura		95.95	638,062.18	10,130.73	(16,790.85)	1.06	4.28
US TREASURY N/B DTD 02/01/2021 0.375% 01/31/2026	91282CBH3	720,000.00	Citigrou		95.95	690,834.24	(647.01)	(21,564.61)	1.06	4.28
US TREASURY N/B DTD 02/01/2021 0.375% 01/31/2026	91282CBH3	770,000.00	BNPPSA		95.95	738,808.84	(16,392.72)	(27,688.83)	1.06	4.28
US TREASURY N/B DTD 02/01/2021 0.375% 01/31/2026	91282CBH3	810,000.00	Barclays		95.95	777,188.52	(30,248.59)	(32,255.86)	1.06	4.28
US TREASURY N/B DTD 03/01/2021 0.500% 02/28/2026	91282CBQ3	705,000.00	WellsFar		95.80	675,423.14	(10,574.91)	(24,371.01)	1.13	4.25
US TREASURY N/B DTD 06/01/2021 0.750% 05/31/2026	91282CCF6	105,000.00	RBC Capi		95.24	100,000.22	(4,770.09)	(4,934.86)	1.38	4.26
US TREASURY N/B DTD 06/01/2021 0.750% 05/31/2026	91282CCF6	1,040,000.00	Citigrou		95.24	990,478.32	37,334.57	(18,736.43)	1.38	4.26
US TREASURY N/B DTD 09/30/2021 0.875% 09/30/2026	91282CCZ2	565,000.00	RBC Capi		94.36	533,152.65	12,933.31	(14,422.01)	1.70	4.27
US TREASURY N/B DTD 02/15/2017 2.250% 02/15/2027	912828V98	750,000.00	JPMorgan		95.96	719,677.50	(10,927.97)	(21,396.87)	2.03	4.27
US TREASURY N/B DTD 04/30/2020 0.500% 04/30/2027	912828ZN3	220,000.00	Nomura		91.72	201,781.36	5,156.36	(6,740.69)	2.27	4.28

CITY OF EASTVALE - INVESTMENT PORTFOLIO - 20240100

Security Type/Description Dated Date/Coupon/Maturity	CUSIP	Par	Broker	Next Call Date	Market Price	Market Value	Unreal G/L On Cost	Unreal G/L Amort Cost	Effective Duration	YTM at Mkt
U.S. Treasury Bond / Note										
US TREASURY N/B DTD 08/15/2017 2.250% 08/15/2027	9128282R0	1,050,000.00	HSBC		95.04	997,951.50	2,461.27	(23,161.95)	2.48	4.35
US TREASURY N/B DTD 09/30/2022 4.125% 09/30/2027	91282CFM8	155,000.00	BOFAML		99.59	154,370.39	381.52	(64.23)	2.55	4.28
US TREASURY N/B DTD 10/31/2022 4.125% 10/31/2027	91282CFU0	380,000.00	Nomura		99.59	378,456.44	(6,827.94)	(4,596.56)	2.63	4.28
US TREASURY N/B DTD 11/02/2020 0.500% 10/31/2027	91282CAU5	1,010,000.00	WellsFar		90.00	909,000.00	48,882.42	(12,979.23)	2.75	4.37
US TREASURY N/B DTD 11/30/2022 3.875% 11/30/2027	91282CFZ9	575,000.00	Citigrou		98.86	568,441.55	(8,939.31)	(8,102.60)	2.72	4.29
US TREASURY N/B DTD 01/03/2023 3.875% 12/31/2027	91282CGC9	520,000.00	WellsFar		98.84	513,966.96	(10,908.04)	(9,004.21)	2.80	4.29
US TREASURY N/B DTD 02/01/2021 0.750% 01/31/2028	91282CBJ9	225,000.00	GoldmanS		89.84	202,139.55	4,271.39	(5,104.01)	2.98	4.31
US TREASURY N/B DTD 02/01/2021 0.750% 01/31/2028	91282CBJ9	385,000.00	Nomura		89.84	345,883.23	11,625.03	(7,854.71)	2.98	4.31
US TREASURY N/B DTD 02/28/2023 4.000% 02/29/2028	91282CGP0	570,000.00	TD Secur		99.08	564,745.17	1,068.61	(1,245.35)	2.90	4.31
US TREASURY N/B DTD 03/31/2021 1.250% 03/31/2028	91282CBS9	1,110,000.00	BNPPSA		90.81	1,007,975.46	9,278.98	(28,257.95)	3.11	4.40
US TREASURY N/B DTD 05/01/2023 3.500% 04/30/2028	91282CHA2	620,000.00	BOFAML		97.46	604,281.76	(12,933.08)	(13,865.03)	3.09	4.32
US TREASURY N/B DTD 04/30/2024 4.625% 04/30/2029	91282CKP5	355,000.00	WellsFar		100.95	358,355.82	2,579.26	2,671.59	3.87	4.37
US TREASURY N/B DTD 05/31/2024 4.500% 05/31/2029	91282CKT7	165,000.00	JPMorgan		100.46	165,766.92	(728.39)	(573.35)	3.96	4.45
US TREASURY N/B DTD 05/31/2024 4.500% 05/31/2029	91282CKT7	1,025,000.00	JPMorgan		100.46	1,029,764.20	(3,724.09)	(2,840.64)	3.96	4.45
US TREASURY N/B DTD 07/01/2024 4.250% 06/30/2029	91282CKX8	165,000.00	Citigrou		99.43	164,065.44	(1,024.79)	(1,017.54)	4.05	4.37
US TREASURY N/B DTD 07/01/2024 4.250% 06/30/2029	91282CKX8	375,000.00	HSBC		99.43	372,876.00	424.83	195.39	4.05	4.37
US TREASURY N/B DTD 07/31/2024 4.000% 07/31/2029	91282CLC3	40,000.00	Citigrou		98.40	39,360.92	(917.20)	(896.22)	4.07	4.37

CITY OF EASTVALE - INVESTMENT PORTFOLIO - 20240100

Security Type/Description Dated Date/Coupon/Maturity	CUSIP	Par	Broker	Next Call Date	Market Price	Market Value	Unreal G/L On Cost	Unreal G/L Amort Cost	Effective Duration	YTM at Mkt
U.S. Treasury Bond / Note										
US TREASURY N/B DTD 09/03/2024 3.625% 08/31/2029	91282CLK5	1,090,000.00	Citigrou		96.81	1,055,256.25	(37,000.39)	(36,868.72)	4.19	4.37
US TREASURY N/B DTD 09/30/2024 3.500% 09/30/2029	91282CLN9	500,000.00	TD Secur		96.21	481,035.00	(17,539.22)	(17,605.71)	4.28	4.37
US TREASURY N/B DTD 10/31/2024 4.125% 10/31/2029	91282CLR0	270,000.00	TD Secur		98.84	266,856.93	(1,139.16)	(1,187.65)	4.31	4.37
US TREASURY N/B DTD 10/31/2024 4.125% 10/31/2029	91282CLR0	300,000.00	HSBC		98.84	296,507.70	(2,754.02)	(2,776.40)	4.31	4.37
US TREASURY N/B DTD 12/02/2024 4.125% 11/30/2029	91282CMA6	295,000.00	WellsFar		98.85	291,612.22	(3,917.86)	(3,912.01)	4.39	4.37
Security Type Sub-Total		**20,780,000.00**				**19,976,882.30**	**(63,433.32)**	**(456,867.49)**	**2.37**	**4.32**
Municipal Bond / Note										
UNIV OF CALIFORNIA-BG (CALLABLE) DTD 07/16/2020 0.883% 05/15/2025	91412HGE7	125,000.00	JPMorgan	04/15/25	98.71	123,381.25	(2,071.25)	(1,653.62)	0.36	4.44
FLORIDA ST BRD OF ADM DTD 09/16/2020 1.258% 07/01/2025	341271AD6	80,000.00	BOFAML		98.33	78,665.60	(1,900.00)	(1,393.42)	0.49	4.73
FLORIDA ST BRD OF ADM DTD 09/16/2020 1.258% 07/01/2025	341271AD6	205,000.00	BOFAML		98.33	201,580.60	(3,419.40)	(3,419.40)	0.49	4.73
Security Type Sub-Total		**410,000.00**				**403,627.45**	**(7,390.65)**	**(6,466.44)**	**0.45**	**4.64**
Federal Agency Commercial Mortgage-Backed Security										
FHMS K061 A2 DTD 01/01/2017 3.347% 11/01/2026	3137BTUM1	258,382.55	Citigrou		97.60	252,184.98	1,755.77	(1,883.46)	1.71	4.65
FHMS K064 A2 DTD 05/01/2017 3.224% 03/01/2027	3137BXOY1	390,000.00	MorganSt		97.26	379,311.27	11,431.58	3,023.47	1.96	4.54
FHMS K065 A2 DTD 07/01/2017 3.243% 04/01/2027	3137F1G44	220,000.00	MorganSt		97.08	213,576.00	6,148.66	1,477.73	2.11	4.56
FHMS K066 A2 DTD 08/01/2017 3.117% 06/01/2027	3137F2LJ3	345,000.00	CantorFi		96.70	333,618.11	10,989.20	3,079.25	2.19	4.56
FHMS K507 A1 DTD 09/01/2023 4.800% 04/01/2028	3137HAMR4	343,765.99	BOFAML		100.16	344,314.98	5,943.71	4,656.12	2.63	4.65

CITY OF EASTVALE - INVESTMENT PORTFOLIO - 20240100

Security Type/Description Dated Date/Coupon/Maturity	CUSIP	Par	Broker	Next Call Date	Market Price	Market Value	Unreal G/L On Cost	Unreal G/L Amort Cost	Effective Duration	YTM at Mkt
Federal Agency Commercial Mortgage-Backed Security										
FHMS K506 A1 DTD 09/01/2023 4.650% 05/01/2028	3137HAMG8	187,627.16	WellsFar		99.94	187,517.78	2,696.56	1,988.96	2.81	4.59
FHMS KJ46 A1 DTD 07/01/2023 4.777% 06/01/2028	3137HAD45	296,907.21	JPMorgan		99.71	296,049.74	(850.02)	(852.19)	2.28	4.80
FHMS K505 A2 DTD 07/01/2023 4.819% 06/01/2028	3137HACX2	360,000.00	JPMorgan		100.23	360,819.72	(2,775.96)	(1,720.55)	3.06	4.67
FNA 2023-M6 A2 DTD 07/01/2023 4.181% 07/01/2028	3136BQDE6	358,327.47	JPMorgan		98.02	351,237.24	(1,015.46)	(2,742.40)	3.20	4.74
FHMS KJ47 A1 DTD 09/01/2023 5.272% 08/01/2028	3137HAMN3	197,527.68	JPMorgan		100.91	199,320.44	1,793.76	1,793.42	2.53	4.82
FHMS K506 A2 DTD 09/01/2023 4.650% 08/01/2028	3137HAMH6	375,000.00	WellsFar		99.78	374,187.00	4,734.37	3,413.78	3.20	4.65
FHMS K508 A2 DTD 10/01/2023 4.740% 08/01/2028	3137HAQ74	380,000.00	BMO		99.97	379,889.42	8,225.10	6,361.84	3.23	4.68
FHMS K509 A2 DTD 10/01/2023 4.850% 09/01/2028	3137HAST4	285,000.00	MorganSt		100.39	286,111.50	10,198.15	8,369.00	3.30	4.67
FHMS K507 A2 DTD 09/01/2023 4.800% 09/01/2028	3137HAMS2	370,000.00	BOFAML		100.19	370,719.28	5,141.89	4,184.64	3.26	4.67
FHMS K510 A2 DTD 11/01/2023 5.069% 10/01/2028	3137HB3D4	145,000.00	JPMorgan		101.09	146,573.54	1,992.73	1,907.41	3.33	4.68
FHMS K511 A2 DTD 12/01/2023 4.860% 10/01/2028	3137HB3G7	210,000.00	BOFAML		100.32	210,677.67	1,281.00	1,161.65	3.37	4.70
FHMS K512 A2 DTD 12/01/2023 5.000% 11/01/2028	3137HBCF9	190,000.00	JPMorgan		100.86	191,640.08	(134.14)	200.75	3.38	4.68
FHMS K513 A2 DTD 01/01/2024 4.724% 12/01/2028	3137HBFY5	215,000.00	BMO		99.88	214,744.37	(2,403.27)	(2,026.64)	3.50	4.70
FHMS K514 A2 DTD 02/01/2024 4.572% 12/01/2028	3137HBLV4	220,000.00	JPMorgan		99.30	218,456.26	(3,743.52)	(3,375.16)	3.46	4.71
FHMS K517 A2 DTD 03/01/2024 5.355% 01/01/2029	3137HC2C5	335,000.00	BOFAML		102.17	342,272.18	(2,773.13)	(1,285.38)	3.58	4.69
FHMS K515 A2 DTD 02/01/2024 5.400% 01/01/2029	3137HBPD0	375,000.00	WellsFar		102.11	382,896.38	(2,206.12)	(618.61)	3.49	4.74
FHMS K516 A2 DTD 03/01/2024 5.477% 01/01/2029	3137HBPM0	375,000.00	MorganSt		102.61	384,802.87	(1,446.01)	249.79	3.52	4.68

CITY OF EASTVALE - INVESTMENT PORTFOLIO - 20240100

Security Type/Description Dated Date/Coupon/Maturity	CUSIP	Par	Broker	Next Call Date	Market Price	Market Value	Unreal G/L On Cost	Unreal G/L Amort Cost	Effective Duration	YTM at Mkt
Federal Agency Commercial Mortgage-Backed Security										
FHMS K524 A2 DTD 07/01/2024 4.720% 05/01/2029	3137HDV56	320,000.00	PIER		99.79	319,343.68	(2,621.44)	(2,492.03)	3.87	4.72
FHMS K522 A2 DTD 06/01/2024 4.803% 05/01/2029	3137HDJJ0	375,000.00	MorganSt		100.05	375,196.13	197.25	196.13	3.77	4.73
FHMS K526 A2 DTD 08/01/2024 4.543% 07/01/2029	3137HDXL9	350,000.00	BMO		99.02	346,558.10	(6,715.80)	(6,490.79)	4.02	4.74
FHMS K529 A2 DTD 10/01/2024 4.791% 09/01/2029	3137HH6C0	205,000.00	MorganSt		99.99	204,970.07	(4,127.27)	(3,972.47)	4.12	4.74
FHMS K530 A2 DTD 11/01/2024 4.792% 09/01/2029	3137HHJL6	400,000.00	JPMorgan		100.03	400,110.80	(1,972.00)	(1,967.91)	4.13	4.73
Security Type Sub-Total		**8,082,538.05**				**8,067,099.59**	**39,745.59**	**12,636.35**	**3.17**	**4.68**
Federal Agency Bond / Note										
FANNIE MAE DTD 11/12/2020 0.500% 11/07/2025	3135G06G3	345,000.00	Barclays		96.88	334,221.86	(9,543.04)	(10,567.59)	0.84	4.38
FANNIE MAE DTD 11/12/2020 0.500% 11/07/2025	3135G06G3	425,000.00	Nomura		96.88	411,722.58	(13,115.92)	(13,249.70)	0.84	4.38
Security Type Sub-Total		**770,000.00**				**745,944.44**	**(22,658.96)**	**(23,817.29)**	**0.84**	**4.38**
Corporate Note										
GOLDMAN SACHS GROUP INC (CALLABLE) DTD 05/22/2015 3.750% 05/22/2025	38148LAE6	260,000.00	JANE	02/22/25	99.63	259,048.92	(30,437.68)	(1,992.50)	0.38	4.69
BRISTOL-MYERS SQUIBB CO (CALLABLE) DTD 11/13/2020 0.750% 11/13/2025	110122DN5	134,000.00	Citigrou	10/13/25	96.87	129,808.61	(2,856.75)	(3,928.17)	0.85	4.50
BANK OF AMERICA CORP (CALLABLE) DTD 03/22/2022 3.384% 04/02/2026	06051GKM0	280,000.00	BOFAML	04/02/25	99.63	278,951.40	(1,048.60)	(1,048.60)	0.25	5.65
JPMORGAN CHASE & CO (CALLABLE) DTD 04/26/2022 4.080% 04/26/2026	46647PCZ7	340,000.00	JPMorgan	04/26/25	99.74	339,116.68	(883.32)	(883.32)	0.31	5.59
MICROSOFT CORP (CALLABLE) DTD 08/08/2016 2.400% 08/08/2026	594918BR4	465,000.00	Citigrou	05/08/26	96.95	450,837.03	(19,319.82)	(16,019.18)	1.52	4.38
PACCAR FINANCIAL CORP DTD 08/10/2023 5.050% 08/10/2026	69371RS56	275,000.00	TD Secur		100.92	277,525.60	1,395.35	1,919.10	1.50	4.44

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Security Type/Description Dated Date/Coupon/Maturity	CUSIP	Par	Broker	Next Call Date	Market Price	Market Value	Unreal G/L On Cost	Unreal G/L Amort Cost	Effective Duration	YTM at Mkt
Corporate Note										
BANK OF AMERICA NA (CALLABLE) DTD 08/18/2023 5.526% 08/18/2026	06428CAA2	300,000.00	Citigrou	07/17/26	101.32	303,948.00	6,474.00	5,410.29	1.46	4.66
TARGET CORP (CALLABLE) DTD 01/24/2022 1.950% 01/15/2027	87612EBM7	50,000.00	Citigrou	12/15/26	95.13	47,563.50	(2,351.50)	(2,401.66)	1.94	4.45
TARGET CORP (CALLABLE) DTD 01/24/2022 1.950% 01/15/2027	87612EBM7	235,000.00	Barclays	12/15/26	95.13	223,548.45	(11,308.20)	(11,392.57)	1.94	4.45
BANK OF NY MELLON CORP (CALLABLE) DTD 01/26/2022 2.050% 01/26/2027	06406RBA4	380,000.00	JPMorgan	12/24/26	95.22	361,825.36	(19,398.24)	(18,668.65)	1.97	4.49
ADOBE INC (CALLABLE) DTD 02/03/2020 2.150% 02/01/2027	00724PAC3	400,000.00	CSFirstB	12/01/26	95.44	381,747.60	12,507.60	(2,727.50)	1.98	4.47
IBM CORP (CALLABLE) DTD 07/27/2022 4.150% 07/27/2027	459200KT7	270,000.00	BOFAML	06/27/27	98.84	266,872.59	(8,273.61)	(5,742.84)	2.34	4.64
HOME DEPOT INC (CALLABLE) DTD 09/14/2017 2.800% 09/14/2027	437076BT8	390,000.00	Citigrou	06/14/27	95.81	373,641.06	5,640.96	(3,517.97)	2.50	4.47
BANK OF NY MELLON CORP (CALLABLE) DTD 02/07/2017 3.442% 02/07/2028	06406RAB3	240,000.00	Citigrou	02/07/27	97.45	233,870.88	701.28	(30.24)	1.97	5.03
JPMORGAN CHASE & CO (CALLABLE) DTD 04/22/2024 5.571% 04/22/2028	46647PEE2	140,000.00	JANE	04/22/27	101.71	142,390.50	1,456.70	1,631.92	2.13	4.94
APPLE INC (CALLABLE) DTD 05/10/2023 4.000% 05/10/2028	037833ET3	560,000.00	JPMorgan	04/10/28	98.46	551,395.04	(9,629.76)	(9,290.68)	3.06	4.43
JOHN DEERE CAPITAL CORP DTD 07/14/2023 4.950% 07/14/2028	24422EXB0	125,000.00	Citigrou		100.97	126,207.50	1,393.75	1,339.22	3.14	4.64
JOHN DEERE CAPITAL CORP DTD 07/14/2023 4.950% 07/14/2028	24422EXB0	150,000.00	SGSA		100.97	151,449.00	(588.00)	5.98	3.14	4.64
CITIBANK NA (CALLABLE) DTD 09/29/2023 5.803% 09/29/2028	17325FBB3	365,000.00	Citigrou	08/29/28	103.11	376,360.63	11,360.63	11,360.63	3.26	4.87
CITIBANK NA (CALLABLE) DTD 09/29/2023 5.803% 09/29/2028	17325FBB3	415,000.00	Citigrou	08/29/28	103.11	427,916.88	4,890.78	6,003.93	3.26	4.87
BLACKROCK FUNDING INC (CALLABLE) DTD 03/14/2024 4.700% 03/14/2029	09290DAA9	35,000.00	Citigrou	02/14/29	100.09	35,031.05	94.40	85.14	3.70	4.64
BLACKROCK FUNDING INC (CALLABLE) DTD 03/14/2024 4.700% 03/14/2029	09290DAA9	277,000.00	GoldmanS	02/14/29	100.09	277,245.70	1,530.98	1,360.16	3.70	4.64
MASTERCARD INC (CALLABLE) DTD 05/31/2019 2.950% 06/01/2029	57636QAM6	300,000.00	Citigrou	03/01/29	93.31	279,934.80	4,339.80	2,065.19	4.02	4.62

CITY OF EASTVALE - INVESTMENT PORTFOLIO - 20240100

Security Type/Description Dated Date/Coupon/Maturity	CUSIP	Par	Broker	Next Call Date	Market Price	Market Value	Unreal G/L On Cost	Unreal G/L Amort Cost	Effective Duration	YTM at Mkt
Corporate Note										
PEPSICO INC (CALLABLE) DTD 07/17/2024 4.500% 07/17/2029	713448FX1	185,000.00	Citigrou	06/17/29	99.80	184,628.15	(85.10)	(109.39)	3.96	4.52
TOYOTA MOTOR CREDIT CORP DTD 08/09/2024 4.550% 08/09/2029	89236TMK8	50,000.00	MIZU		98.82	49,408.25	(490.25)	(497.48)	4.04	4.89
TOYOTA MOTOR CREDIT CORP DTD 08/09/2024 4.550% 08/09/2029	89236TMK8	115,000.00	MorganSt		98.82	113,638.98	(1,228.77)	(1,238.61)	4.04	4.89
TOYOTA MOTOR CREDIT CORP DTD 08/09/2024 4.550% 08/09/2029	89236TMK8	130,000.00	LoopCapM		98.82	128,461.45	(1,004.25)	(1,042.48)	4.04	4.89
ELI LILLY & CO (CALLABLE) DTD 08/14/2024 4.200% 08/14/2029	532457CQ9	65,000.00	MorganSt	07/14/29	98.05	63,733.22	(1,124.43)	(1,134.48)	4.06	4.65
ELI LILLY & CO (CALLABLE) DTD 08/14/2024 4.200% 08/14/2029	532457CQ9	230,000.00	JPMorgan	07/14/29	98.05	225,517.53	(4,818.27)	(4,795.50)	4.06	4.65
Security Type Sub-Total		**7,161,000.00**				**7,061,624.36**	**(63,060.32)**	**(55,280.26)**	**2.38**	**4.70**
Certificate of Deposit										
COOPERAT RABOBANK UA/NY DTD 07/20/2023 5.080% 07/17/2026	21684LGS5	360,000.00	RABO UA		101.94	366,991.20	6,991.20	6,991.20	1.45	3.77
Security Type Sub-Total		**360,000.00**				**366,991.20**	**6,991.20**	**6,991.20**	**1.45**	**3.77**
Bank Note										
WELLS FARGO BANK NA (CALLABLE) DTD 08/09/2023 5.450% 08/07/2026	94988J6D4	555,000.00	JPMorgan	07/07/26	101.20	561,643.91	7,404.26	7,055.14	1.44	4.68
MORGAN STANLEY BANK NA (CALLABLE) DTD 05/30/2024 5.504% 05/26/2028	61690U8B9	370,000.00	MorganSt	05/26/27	101.39	375,158.54	4,377.84	4,565.37	2.23	5.01
Security Type Sub-Total		**925,000.00**				**936,802.45**	**11,782.10**	**11,620.51**	**1.75**	**4.81**
Asset-Backed Security										
TAOT 2021-C A3 DTD 09/27/2021 0.430% 01/15/2026	89239BAC5	9,413.82	Barclays		99.67	9,383.18	(29.89)	(30.46)	0.08	4.48
HART 2021-C A3 DTD 11/17/2021 0.740% 05/15/2026	44935FAD6	6,792.10	SMBC		99.60	6,764.86	(25.73)	(26.78)	0.11	4.35

Managed Account Fair Market Value & Analytics

For the Month Ending **December 31, 2024**

CITY OF EASTVALE - INVESTMENT PORTFOLIO - 20240100

Security Type/Description Dated Date/Coupon/Maturity	CUSIP	Par	Broker	Next Call Date	Market Price	Market Value	Unreal G/L On Cost	Unreal G/L Amort Cost	Effective Duration	YTM at Mkt
Asset-Backed Security										
HAROT 2023-3 A3 DTD 08/22/2023 5.410% 02/18/2028	43815QAC1	240,000.00	BOFAML		101.00	242,391.36	2,440.85	2,425.87	1.04	4.48
TAOT 2023-C A3 DTD 08/15/2023 5.160% 04/17/2028	89231FAD2	75,000.00	BNPPSA		100.78	75,585.45	602.41	597.41	1.12	4.51
TAOT 2023-D A3 DTD 11/14/2023 5.540% 08/15/2028	89239FAD4	75,000.00	JPMorgan		101.47	76,099.43	1,107.51	1,105.57	1.42	4.56
FITAT 2023-1 A3 DTD 08/23/2023 5.530% 08/15/2028	31680EAD3	265,000.00	JPMorgan		101.10	267,906.52	2,922.95	2,918.48	1.14	4.62
CHAIT 2023-A1 A DTD 09/15/2023 5.160% 09/15/2028	161571HT4	300,000.00	JPMorgan		101.17	303,513.30	3,596.46	3,576.91	1.60	4.48
AMXCA 2023-3 A DTD 09/19/2023 5.230% 09/15/2028	02582JKD1	310,000.00	Citigrou		101.27	313,945.06	3,958.92	4,093.01	1.60	4.48
HART 2023-C A3 DTD 11/13/2023 5.540% 10/16/2028	44918CAD4	105,000.00	BNPPSA		101.47	106,543.92	1,557.73	1,554.67	1.42	4.56
BACCT 2023-A2 A2 DTD 12/14/2023 4.980% 11/15/2028	05522RDH8	135,000.00	BOFAML		100.96	136,300.19	1,318.32	1,314.43	1.75	4.47
GMCAR 2024-1 A3 DTD 01/17/2024 4.850% 12/18/2028	36268GAD7	35,000.00	Barclays		100.51	35,178.78	185.82	184.57	1.41	4.53
CHAIT 2024-A1 A DTD 01/31/2024 4.600% 01/16/2029	161571HV9	330,000.00	JPMorgan		100.25	330,827.31	877.57	868.62	1.91	4.50
Security Type Sub-Total		**1,886,205.92**				**1,904,439.36**	**18,512.92**	**18,582.30**	**1.47**	**4.51**
Managed Account Sub-Total		**40,374,743.97**				**39,463,411.15**	**(79,511.44)**	**(492,601.12)**	**2.42**	**4.48**
Securities Sub-Total		**$40,374,743.97**				**$39,463,411.15**	**($79,511.44)**	**($492,601.12)**	**2.42**	**4.48%**
Accrued Interest						**$226,614.83**				
Total Investments						**$39,690,025.98**				

CITY OF EASTVALE - INVESTMENT PORTFOLIO - 20240100

Transaction Type Trade	Settle	Security Description	CUSIP	Par	Principal Proceeds	Accrued Interest	Total	Realized G/L Cost	Realized G/L Amort Cost	Sale Method
BUY										
12/05/24	12/06/24	US TREASURY N/B DTD 12/02/2024 4.125% 11/30/2029	91282CMA6	295,000.00	(295,530.08)	(200.58)	(295,730.66)			
Transaction Type Sub-Total				**295,000.00**	**(295,530.08)**	**(200.58)**	**(295,730.66)**			
INTEREST										
12/01/24	12/01/24	MASTERCARD INC (CALLABLE) DTD 05/31/2019 2.950% 06/01/2029	57636QAM6		0.00	4,425.00	4,425.00			
12/01/24	12/25/24	FHMS KJ46 A1 DTD 07/01/2023 4.777% 06/01/2028	3137HAD45		0.00	1,182.92	1,182.92			
12/01/24	12/25/24	FHMS K529 A2 DTD 10/01/2024 4.791% 09/01/2029	3137HH6C0		0.00	818.46	818.46			
12/01/24	12/25/24	FHMS K514 A2 DTD 02/01/2024 4.572% 12/01/2028	3137HBLV4		0.00	838.20	838.20			
12/01/24	12/25/24	FHMS K506 A1 DTD 09/01/2023 4.650% 05/01/2028	3137HAMG8		0.00	727.73	727.73			
12/01/24	12/25/24	FHMS K515 A2 DTD 02/01/2024 5.400% 01/01/2029	3137HBPD0		0.00	1,687.50	1,687.50			
12/01/24	12/25/24	FHMS K066 A2 DTD 08/01/2017 3.117% 06/01/2027	3137F2LJ3		0.00	896.14	896.14			
12/01/24	12/25/24	FHMS K516 A2 DTD 03/01/2024 5.477% 01/01/2029	3137HBPM0		0.00	1,711.56	1,711.56			
12/01/24	12/25/24	FHMS K513 A2 DTD 01/01/2024 4.724% 12/01/2028	3137HBFY5		0.00	846.38	846.38			
12/01/24	12/25/24	FHMS K061 A2 DTD 01/01/2017 3.347% 11/01/2026	3137BTUM1		0.00	722.18	722.18			
12/01/24	12/25/24	FHMS K526 A2 DTD 08/01/2024 4.543% 07/01/2029	3137HDXL9		0.00	1,325.04	1,325.04			
12/01/24	12/25/24	FHMS K517 A2 DTD 03/01/2024 5.355% 01/01/2029	3137HC2C5		0.00	1,494.94	1,494.94			
12/01/24	12/25/24	FHMS K064 A2 DTD 05/01/2017 3.224% 03/01/2027	3137BXQY1		0.00	1,047.80	1,047.80			
12/01/24	12/25/24	FHMS K530 A2 DTD 11/01/2024 4.792% 09/01/2029	3137HHJL6		0.00	1,597.33	1,597.33			

CITY OF EASTVALE - INVESTMENT PORTFOLIO - 20240100

Transaction Type Trade	Settle	Security Description	CUSIP	Par	Principal Proceeds	Accrued Interest	Total	Realized G/L Cost	Realized G/L Amort Cost	Sale Method
INTEREST										
12/01/24	12/25/24	FHMS K507 A1 DTD 09/01/2023 4.800% 04/01/2028	3137HAMR4		0.00	1,380.72	1,380.72			
12/01/24	12/25/24	FHMS K508 A2 DTD 10/01/2023 4.740% 08/01/2028	3137HAQ74		0.00	1,501.00	1,501.00			
12/01/24	12/25/24	FHMS K065 A2 DTD 07/01/2017 3.243% 04/01/2027	3137F1G44		0.00	594.55	594.55			
12/01/24	12/25/24	FHMS K522 A2 DTD 06/01/2024 4.803% 05/01/2029	3137HDJJ0		0.00	1,500.94	1,500.94			
12/01/24	12/25/24	FHMS K505 A2 DTD 07/01/2023 4.819% 06/01/2028	3137HACX2		0.00	1,445.70	1,445.70			
12/01/24	12/25/24	FHMS K506 A2 DTD 09/01/2023 4.650% 08/01/2028	3137HAMH6		0.00	1,453.13	1,453.13			
12/01/24	12/25/24	FHMS K511 A2 DTD 12/01/2023 4.860% 10/01/2028	3137HB3G7		0.00	850.50	850.50			
12/01/24	12/25/24	FNA 2023-M6 A2 DTD 07/01/2023 4.181% 07/01/2028	3136BQDE6		0.00	1,248.53	1,248.53			
12/01/24	12/25/24	FHMS KJ47 A1 DTD 09/01/2023 5.272% 08/01/2028	3137HAMN3		0.00	870.16	870.16			
12/01/24	12/25/24	FHMS K509 A2 DTD 10/01/2023 4.850% 09/01/2028	3137HAST4		0.00	1,151.88	1,151.88			
12/01/24	12/25/24	FHMS K507 A2 DTD 09/01/2023 4.800% 09/01/2028	3137HAMS2		0.00	1,480.00	1,480.00			
12/01/24	12/25/24	FHMS K510 A2 DTD 11/01/2023 5.069% 10/01/2028	3137HB3D4		0.00	612.50	612.50			
12/01/24	12/25/24	FHMS K512 A2 DTD 12/01/2023 5.000% 11/01/2028	3137HBCF9		0.00	791.67	791.67			
12/01/24	12/25/24	FHMS K524 A2 DTD 07/01/2024 4.720% 05/01/2029	3137HDV56		0.00	1,258.67	1,258.67			
12/02/24	12/02/24	MONEY MARKET FUND DTD 01/01/2010 0.000% --	MONEY0002		0.00	307.49	307.49			
12/15/24	12/15/24	BACCT 2023-A2 A2 DTD 12/14/2023 4.980% 11/15/2028	05522RDH8		0.00	560.25	560.25			
12/15/24	12/15/24	TAOT 2021-C A3 DTD 09/27/2021 0.430% 01/15/2026	89239BAC5		0.00	5.13	5.13			

pfm asset management

Managed Account Security Transactions & Interest

For the Month Ending **December 31, 2024**

CITY OF EASTVALE - INVESTMENT PORTFOLIO - 20240100

Transaction Type Trade	Settle	Security Description	CUSIP	Par	Principal Proceeds	Accrued Interest	Total	Realized G/L Cost	Realized G/L Amort Cost	Sale Method
INTEREST										
12/15/24	12/15/24	CHAIT 2023-A1 A DTD 09/15/2023 5.160% 09/15/2028	161571HT4		0.00	1,290.00	1,290.00			
12/15/24	12/15/24	HART 2023-C A3 DTD 11/13/2023 5.540% 10/16/2028	44918CAD4		0.00	484.75	484.75			
12/15/24	12/15/24	TAOT 2023-D A3 DTD 11/14/2023 5.540% 08/15/2028	89239FAD4		0.00	346.25	346.25			
12/15/24	12/15/24	HART 2021-C A3 DTD 11/17/2021 0.740% 05/15/2026	44935FAD6		0.00	5.89	5.89			
12/15/24	12/15/24	TAOT 2023-C A3 DTD 08/15/2023 5.160% 04/17/2028	89231FAD2		0.00	322.50	322.50			
12/15/24	12/15/24	FITAT 2023-1 A3 DTD 08/23/2023 5.530% 08/15/2028	31680EAD3		0.00	1,221.21	1,221.21			
12/15/24	12/15/24	AMXCA 2023-3 A DTD 09/19/2023 5.230% 09/15/2028	02582JKD1		0.00	1,351.08	1,351.08			
12/15/24	12/15/24	CHAIT 2024-A1 A DTD 01/31/2024 4.600% 01/16/2029	161571HV9		0.00	1,265.00	1,265.00			
12/16/24	12/16/24	GMCAR 2024-1 A3 DTD 01/17/2024 4.850% 12/18/2028	36268GAD7		0.00	141.46	141.46			
12/18/24	12/18/24	HAROT 2023-3 A3 DTD 08/22/2023 5.410% 02/18/2028	43815QAC1		0.00	1,082.00	1,082.00			
12/31/24	12/31/24	US TREASURY N/B DTD 07/01/2024 4.250% 06/30/2029	91282CKX8		0.00	11,475.00	11,475.00			
12/31/24	12/31/24	US TREASURY N/B DTD 01/03/2023 3.875% 12/31/2027	91282CGC9		0.00	10,075.00	10,075.00			
12/31/24	12/31/24	US TREASURY N/B DTD 12/31/2020 0.375% 12/31/2025	91282CBC4		0.00	2,437.50	2,437.50			
Transaction Type Sub-Total					**0.00**	**67,831.64**	**67,831.64**			
PAYDOWNS										
12/01/24	12/25/24	FHMS KJ46 A1 DTD 07/01/2023 4.777% 06/01/2028	3137HAD45	246.27	246.27	0.00	246.27	0.01	0.01	
12/01/24	12/25/24	FNA 2023-M6 A2 DTD 07/01/2023 4.181% 07/01/2028	3136BQDE6	2.29	2.29	0.00	2.29	0.04	0.03	

pfm asset management

Managed Account Security Transactions & Interest

For the Month Ending **December 31, 2024**

CITY OF EASTVALE - INVESTMENT PORTFOLIO - 20240100

Transaction Type Trade	Settle	Security Description	CUSIP	Par	Principal Proceeds	Accrued Interest	Total	Realized G/L Cost	Realized G/L Amort Cost	Sale Method
PAYDOWNS										
12/01/24	12/25/24	FHMS K061 A2 DTD 01/01/2017 3.347% 11/01/2026	3137BTUM1	541.08	541.08	0.00	541.08	16.65	9.43	
12/01/24	12/25/24	FHMS K506 A1 DTD 09/01/2023 4.650% 05/01/2028	3137HAMG8	173.52	173.52	0.00	173.52	2.60	1.99	
12/01/24	12/25/24	FHMS KJ47 A1 DTD 09/01/2023 5.272% 08/01/2028	3137HAMN3	536.94	536.94	0.00	536.94	0.00	0.00	
12/01/24	12/25/24	FHMS K507 A1 DTD 09/01/2023 4.800% 04/01/2028	3137HAMR4	1,414.90	1,414.90	0.00	1,414.90	22.20	17.29	
12/15/24	12/15/24	TAOT 2021-C A3 DTD 09/27/2021 0.430% 01/15/2026	89239BAC5	4,902.10	4,902.10	0.00	4,902.10	0.40	0.10	
12/15/24	12/15/24	HART 2021-C A3 DTD 11/17/2021 0.740% 05/15/2026	44935FAD6	2,757.91	2,757.91	0.00	2,757.91	0.62	0.20	
Transaction Type Sub-Total				**10,575.01**	**10,575.01**	**0.00**	**10,575.01**	**42.52**	**29.05**	
SELL										
12/05/24	12/06/24	US TREASURY N/B DTD 11/02/2020 0.250% 10/31/2025	91282CAT8	205,000.00	197,696.88	50.97	197,747.85	2,570.51	(4,878.92)	FIFO
Transaction Type Sub-Total				**205,000.00**	**197,696.88**	**50.97**	**197,747.85**	**2,570.51**	**(4,878.92)**	
Managed Account Sub-Total					**(87,258.19)**	**67,682.03**	**(19,576.16)**	**2,613.03**	**(4,849.87)**	
Total Security Transactions					**($87,258.19)**	**$67,682.03**	**($19,576.16)**	**$2,613.03**	**($4,849.87)**	

CITY OF EASTVALE

AGENDA STAFF REPORT

City Council/Eastvale Public Financing Authority/Eastvale Parking Authority Meeting
CONSENT CALENDAR
Agenda Item No. 11.3
January 22, 2025

Planning Division Update

Prepared By:
David Murray, City Planner

Recommended Action(s)
Staff recommends that the City Council receive and file the Planning Division Update.

Summary
Planning projects are provided in the attached Planning Project Status list. The list provides a brief summary and status of each project. New information is highlighted in yellow. A map identifying the locations of each project is also included.

Background
The purpose of the Planning Division Update is to provide a list of the current status of major projects in the City of Eastvale.

Environmental
The following update requires no environmental review as it is not considered a "project" under the California Environmental Quality Act (CEQA).

Strategic Plan Action - Priority Level: N/A | Target #: N/A | Goal #: N/A
Not Applicable.

Fiscal Impact
The following update has no applicable fiscal impacts.

Prior City Council/Commission Action

Not Applicable.

Attachment(s)

Planning Division Update 1.22.25

CITY OF EASTVALE

Major Projects Summary

January 22, 2025

City of Eastvale Planning Division

CITY OF EASTVALE
12363 Limonite Avenue | Suite 910 | Eastvale, CA 91752
951.361.0900

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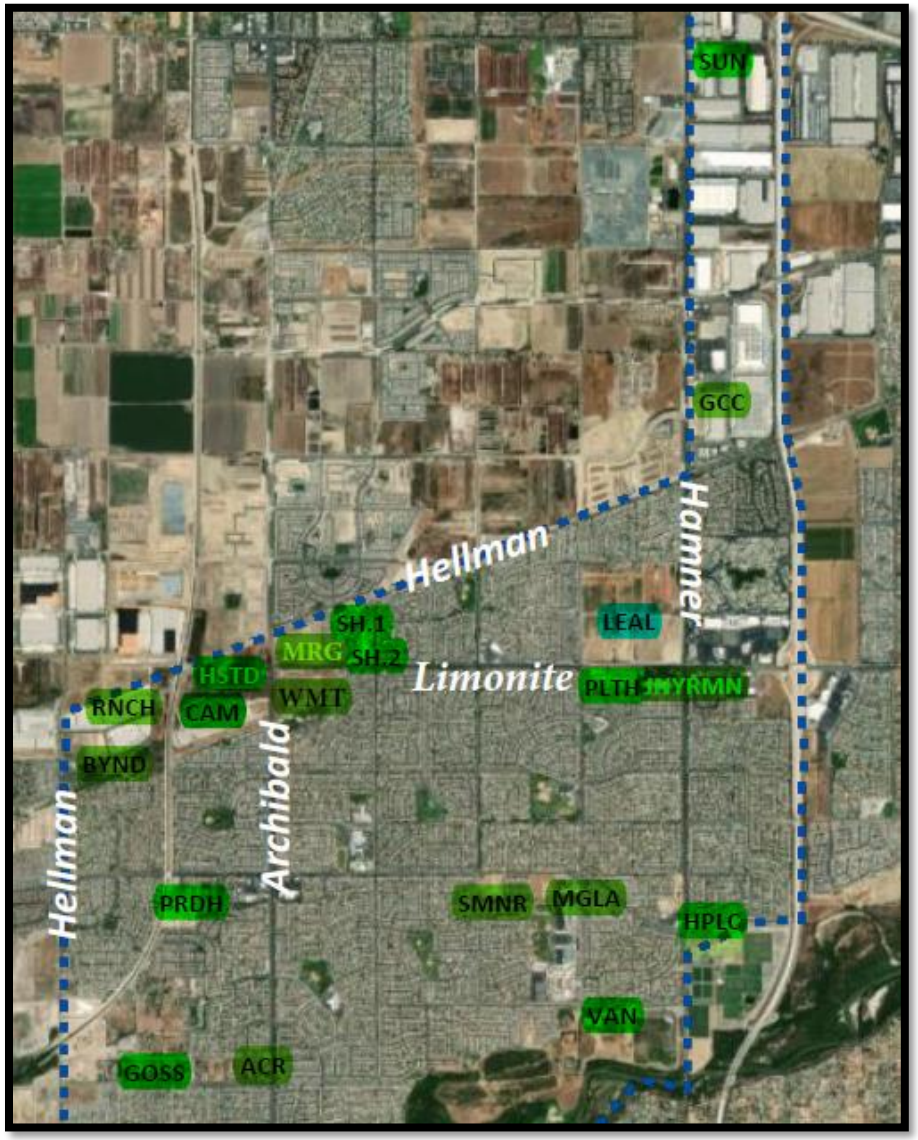
Planning Department Major Projects Summary
January 22, 2025



1. New projects are added to the bottom of the list as they are submitted.
2. Projects that have been completed for more than one year are removed from this list.
3. Highlighted Text =Updated Information

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In-Process/Review

Sumner Place Mixed-Use Development (MAP ID: SMNR)

Project:	Sumner Place Mixed-Use Development
Project No.	PLN20-20063_GPA001_DR002_COZ001_TPM38031_TTM38032
Project Location:	Southeast corner of Sumner Ave. and Schleisman Rd.; (Assessor Parcel Number: 152-040-01)
Project Description:	**General Plan Amendment** to change the land use designation from Commercial Retail (CR 0.20-0.35 FAR) to Highest Density Residential (HHDR 20.1-40 du/ac). **Change of Zone** to change the zone from Heavy Agriculture (A-2) to General Residential (R-3). **Major Development Review** for the development of 216-unit apartment project on over 9.3 acres, consisting of seven two (2) to three (3) story type "V" apartment buildings with tuck under garages and surface parking, and a 5000 s.f. commercial building (located at the corner of Sumner Ave. and Schleisman Rd.). **Tentative Parcel Map** to create two (2) parcels one residential and one commercial. **Tentative Tract Map** for condominium purposes.
Planner:	Jamie K. Cerda

Notes:

- Received application on 11.5.20
- SB18 and AB52 notice provided.
- Comments provided to applicant 12.10.20
- On 5.19.21 the Planning Commission continued the item to June 16, 2021.

Project Map:

Current Status:

- On June 16, 2021, the Planning Commission PLN20-20063 continued the hearing item off calendar.

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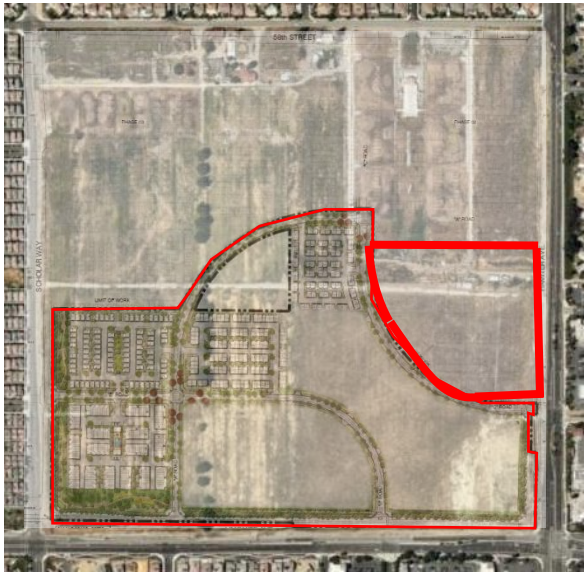
Leal Ranch Residential PA-4 & PA-10 Quarterra Phase II

Project:	Planning Area 4 & 10
Project No.	PLN24-20035 DR001
Project Location:	Southwest corner of Limonite Avenue and 58th Street.
Project Description:	**Major Development Review** for the development of 360 multi-family residential units on 10.6 acres within Planning Areas 4 & 10 of the Leal Master Plan.
Planner:	Jamie K. Cerda

Notes:

- Received application on 5.7.24
- An incomplete letter was sent out to the applicant on 6.3.24
- On 7.24.24 the applicant resubmitted to the planning division for review
- A second incomplete letter was sent to applicant on 8.12.24
- On 10.14.24 the applicant resubmitted to the planning division for review
- A third incomplete letter was sent to applicant on 11.7.24

Project Map:



Current Status:

- On 12.19.24 the applicant resubmitted to the planning division and is currently under review.

1. New projects are added to the bottom of the list as they are submitted.
2. Projects that have been completed for more than one year are removed from this list.
3. Highlighted Text =Updated Information

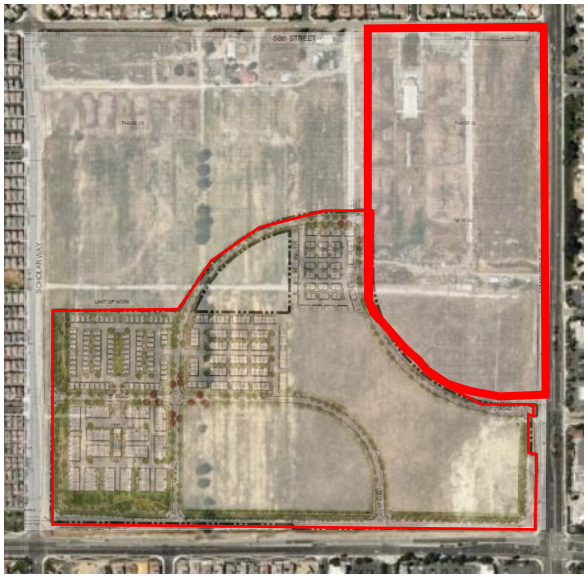
New Home Off-site

Project:	Tentative Tract Map Phase B
Project No.	PLN24-20069 DR004
Project Location:	Southwest corner of Limonite Avenue and 58th Street.
Project Description:	**Major Development Review** to establish the off-site streets and layout of Phase B of the Leal Master Plan.
Planner:	Jamie K. Cerda

Notes:

- Received application on 8.21.24
- On 9.16.24 an incomplete letter was sent out to the applicant.
- On 11.20.24 the applicant resubmitted the project.

Project Map:



Current Status:

- On 12.11.24 an incomplete letter was sent to the applicant and currently awaiting resubmittal.

1. New projects are added to the bottom of the list as they are submitted.
2. Projects that have been completed for more than one year are removed from this list.
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Leal Ranch Residential PA-9

Project:	Planning Area 9
Project No.	PLN24-20070 DR005
Project Location:	Southwest corner of Limonite Avenue and 58th Street.
Project Description:	**Major Development Review** for the development of 90 residential units (triplexes) on Lots 30-36 of TTM 38595 within Planning Area 9 of the Leal Master Plan.
Planner:	Jamie K. Cerda

Notes:

- Received application on 8.21.24
- On 9.16.24 an incomplete letter was sent out to the applicant.
- On 11.20.24 the applicant resubmitted the project.

Project Map:

Current Status:

- On 12.11.24 an incomplete letter was sent to the applicant and currently awaiting resubmittal.

1. New projects are added to the bottom of the list as they are submitted.
2. Projects that have been completed for more than one year are removed from this list.
3. Highlighted Text =Updated Information

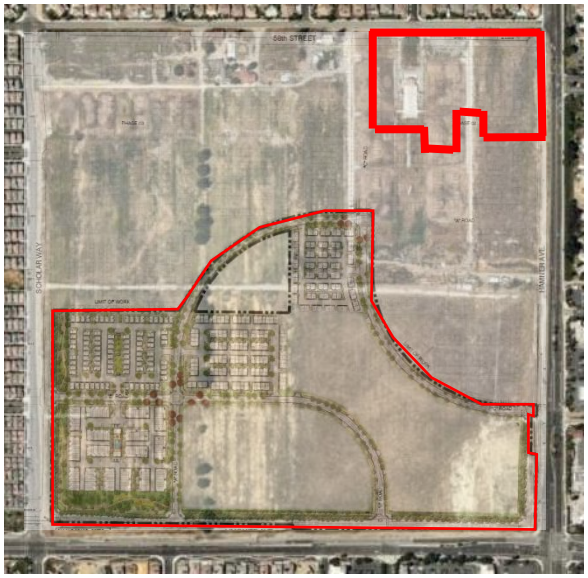
Leal Ranch Residential PA-11A

Project:	Planning Area 11A
Project No.	PLN24-20071 DR006
Project Location:	Southwest corner of Limonite Avenue and 58th Street.
Project Description:	**Major Development Review** for the development of 91 residential units (duplexes and triplexes) on lot 1-9 of TTM 38595 within Planning Area 11A of the Leal Master Plan.
Planner:	Jamie K. Cerda

Notes:

- Received application on 8.21.24
- On 9.16.24 an incomplete letter was sent out to the applicant.
- On 11.20.24 the applicant resubmitted the project.

Project Map:



Current Status:

- On 12.11.24 an incomplete letter was sent to the applicant and currently awaiting resubmittal.

1. New projects are added to the bottom of the list as they are submitted.
2. Projects that have been completed for more than one year are removed from this list.
3. Highlighted Text =Updated Information

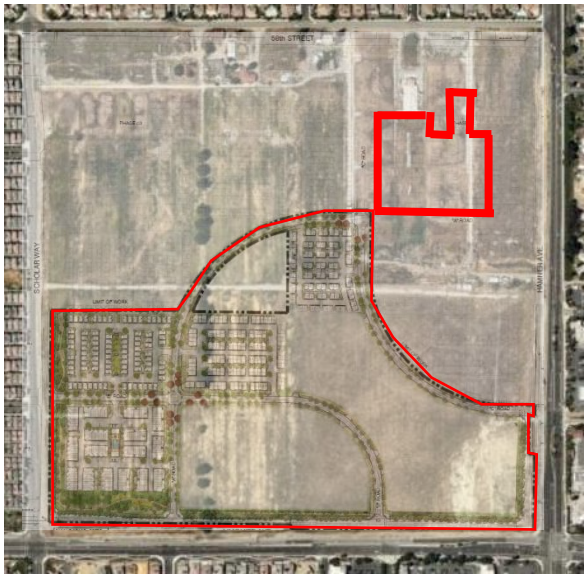
Leal Ranch Residential PA-11B

Project:	Planning Area 11B
Project No.	PLN24-20072 DR007
Project Location:	Southwest corner of Limonite Avenue and 58th Street.
Project Description:	**Major Development Review** for the development of 90 residential units (6-plex and 8-plexes) on Lots 10-18 of TTM 38595 within Planning Area 11B of the Leal Master Plan.
Planner:	Jamie K. Cerda

Notes:

- Received application on 8.21.24
- On 9.16.24 an incomplete letter was sent out to the applicant.
- On 11.20.24 the applicant resubmitted the project.

Project Map:



Current Status:

- On 12.11.24 an incomplete letter was sent to the applicant and currently awaiting resubmittal.

1. New projects are added to the bottom of the list as they are submitted.
2. Projects that have been completed for more than one year are removed from this list.
3. Highlighted Text =Updated Information

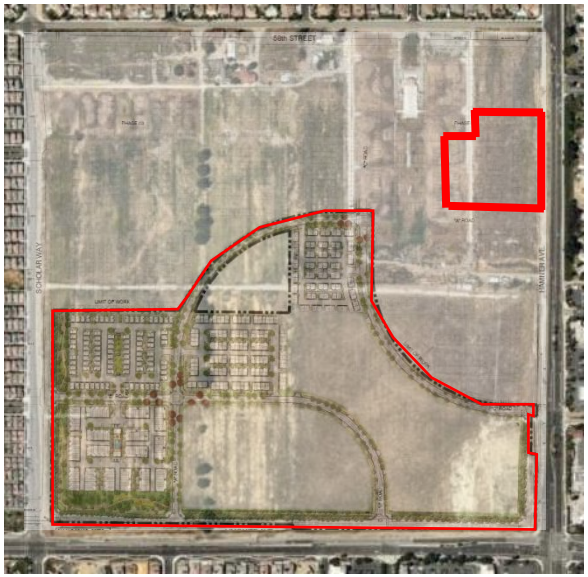
Leal Ranch Residential PA-11C

Project:	Planning Area 11C
Project No.	PLN24-20073 DR008
Project Location:	Southwest corner of Limonite Avenue and 58th Street.
Project Description:	**Major Development Review** for the development of 63 residential units (triplexes) on Lots 19-29 of TTM 38595 within Planning Area 11C of the Leal Master Plan.
Planner:	Jamie K. Cerda

Notes:

- Received application on 8.21.24
- On 9.16.24 an incomplete letter was sent out to the applicant.

Project Map:



Current Status:

- On 11.20.24 the applicant resubmitted and the project is currently under review.

1. New projects are added to the bottom of the list as they are submitted.
2. Projects that have been completed for more than one year are removed from this list.
3. Highlighted Text =Updated Information

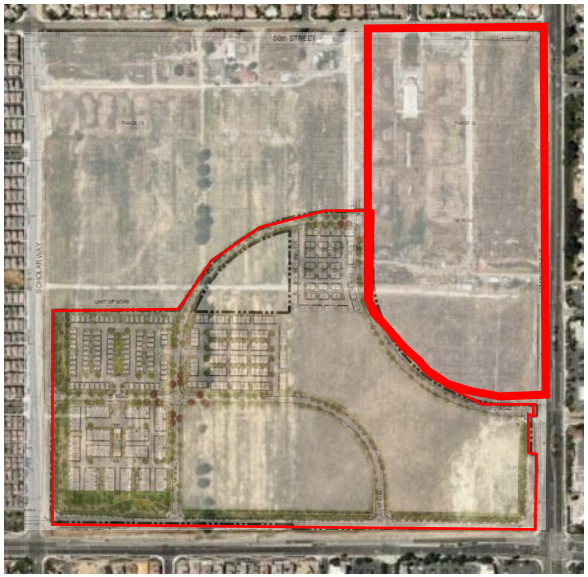
New Home TTM 38595 Phase B

Project:	Tentative Tract Map Phase B
Project No.	PLN24-20074 TTM #38594 PH B
Project Location:	Southwest corner of Limonite Avenue and 58th Street.
Project Description:	**Tentative Tract Map** for the development of an existing lot into 46 total lots for condominium purposes (37 residential, 1 commercial, 3 for open space and 5 for private street purposes) of TTM 38595 within Planning Area 9, 10, 11A, 11B, and 11C of the Leal Master Plan.
Planner:	Jamie K. Cerda

Notes:

- Received application on 8.21.24
- On 9.18.24 an incomplete letter was sent out to the applicant.
- The project was resubmitted on 10.24.24
- On 11.6.24 an incomplete letter was sent out to the applicant.
- The project was resubmitted on 12.11.24

Project Map:



Current Status:

- The project was deemed complete and is currently scheduled for planning commission on 2.19.25

1. New projects are added to the bottom of the list as they are submitted.
2. Projects that have been completed for more than one year are removed from this list.
3. Highlighted Text =Updated Information

CITY OF EASTVALE
12363 Limonite Avenue | Suite 910 | Eastvale, CA 91752
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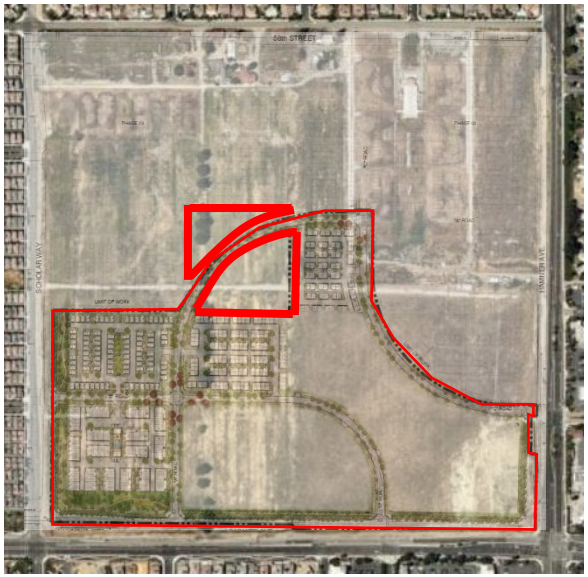
New Home Recreation Center

Project:	New Home Rec Center
Project No.	PLN24-20075 MDR014
Project Location:	Northeast corner of Limonite Avenue and of Scholar Way. South of 58th St.
Project Description:	**Minor Development Review** for the site planning and architecture of the proposed recreation center within the Leal Ranch Master plan.
Planner:	Jamie K. Cerda

Notes:

- Received application on 8.21.24
- On 9.18.24 an incomplete letter was sent out to the applicant.
- The project was resubmitted on 10.24.24
- On 11.20.24 an incomplete letter was sent out to the applicant.

Project Map:



Current Status:

- The project was resubmitted on 12.11.24 and is currently under review

1. New projects are added to the bottom of the list as they are submitted.
2. Projects that have been completed for more than one year are removed from this list.
3. Highlighted Text =Updated Information

Warmington Residential

Project:	Warmington Residential
Project No.	PLN24-20053 TTM001 DR003 SB330
Project Location:	Northeast corner of Grapewin St. & Archibald Ave.
Project Description:	**Tentative Tract Map** for 76 lots for a single family home community. **Major Development Review** for the development of 76 single-family residential units.
Planner:	Jamie K. Cerda

Notes:

- Received application on 6.27.24
- An incomplete letter was sent to the applicant on 7.10.24 documents were resubmitted
- A second incomplete letter has been sent to applicant on 8.06.24

Project Map:

Current Status:

- On 10.17.24 an incomplete letter was sent out to the applicant, staff is currently awaiting project resubmittal

1. New projects are added to the bottom of the list as they are submitted.
2. Projects that have been completed for more than one year are removed from this list.
3. Highlighted Text =Updated Information

McDonanlds (MAP ID: WMT)

Project:	McDonalds
Project No.	PLN24-20089_DR009
Project Location:	Southeast corner of Limonite Ave. and of Archibald Ave. (APN:144030039)
Project Description:	New 4,375 sq. ft. building with drive thru lane.
Planner:	Steven D. Fowler

Notes:

- Received application on 10.15.24
- An incomplete letter was sent out to the applicant on 11.14.24

Project Map:

Current Status:

- On 1.6.25 the project was resubmitted and is currently under review.

1. New projects are added to the bottom of the list as they are submitted.
2. Projects that have been completed for more than one year are removed from this list.
3. Highlighted Text =Updated Information

Better Buzz (MAP ID: WMT)

Project:	Better Buzz
Project No.	PLN24-20091_MDR015
Project Location:	Southeast corner of Limonite Ave. and of Archibald Ave. (APN:144030039)
Project Description:	New 1,770 sq. ft. building with patio and drive-thru
Planner:	Steven D. Fowler

Notes:

- Received application on 10.28.24

Project Map:

Current Status:

- An incomplete letter was sent out to the applicant on 11.21.24, awaiting resubmittal.

1. New projects are added to the bottom of the list as they are submitted.
2. Projects that have been completed for more than one year are removed from this list.
3. Highlighted Text =Updated Information

Wireless Facility – 7250 Cobble Creek

Project:	Providence Ranch Monopine
Project No.	PLN24-20030 MDR010
Project Location:	Southeast corner of Hallow Brook Way and Westerly Way. East of Cobble Creek
Project Description:	**Minor Development Review** for the development of an unmanned telecom facility consisting of 70 ft. tall monopine 14 panel antennas mounted on the monopine, 35 RRUs mounted behind the antennas, and necessary equipment area.
Planner:	Steven D. Fowler

Notes:

- Received application on 4.30.24
- The project was scheduled for planning commission on 6.19.24.
- On 6.19.24 the planning commission continued the project to a future date.
- A second submittal was submitted for review.
- The project was scheduled for planning commission on 11.20.24.

Project Map:

Current Status:

- On 11.20.24 the planning commission continued the project to a future date are currently waiting for a resubmittal.

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3. Highlighted Text =Updated Information

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12363 Limonite Avenue | Suite 910 | Eastvale, CA 91752
951.361.0900

Approved/ Entitled

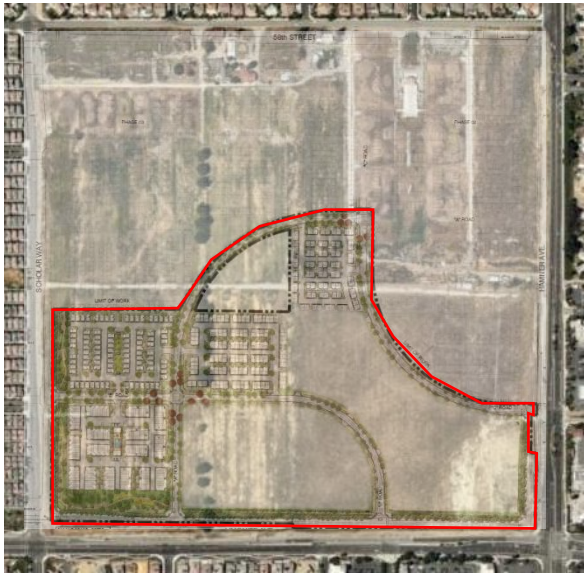
Leal Ranch Residential Phase A TTM (MAP ID: LEAL.1)

Project:	Leal Ranch Residential Tentative Tract Map (Phase A)
Project No.	PLN22-20087 TTM No. 38594
Project Location:	Northwest corner of Hamner and Limonite Avenue, east of Scholar Way, and south of 58th Street.
Project Description:	**Tentative Tract Map** to create 64 lots over 69.8 acres of land to facilitate various site improvements and initiate the residential development of PA-1, PA-6, PA-7A, and PA-8 of the Leal Ranch Master Plan.
Planner:	Jamie K. Cerda

Notes:

- Received application on 12.21.22
- Application deemed incomplete by staff on January 12, 2023.
- The project was resubmitted on 06.05.2023 and is under review.
- Application was deemed incomplete on July 3, 2023
- Application deemed complete scheduled Planning Commission date of October 18, 2023
- Planning Commission approval on October 18, 2023
- On October 18, 2023 Planning Commission approved entitlements for PLN22-20087 and is subject to conditions of approval.

Project Map:



Current Status:

- Actively under construction.

1. New projects are added to the bottom of the list as they are submitted.
2. Projects that have been completed for more than one year are removed from this list.
3. Highlighted Text =Updated Information

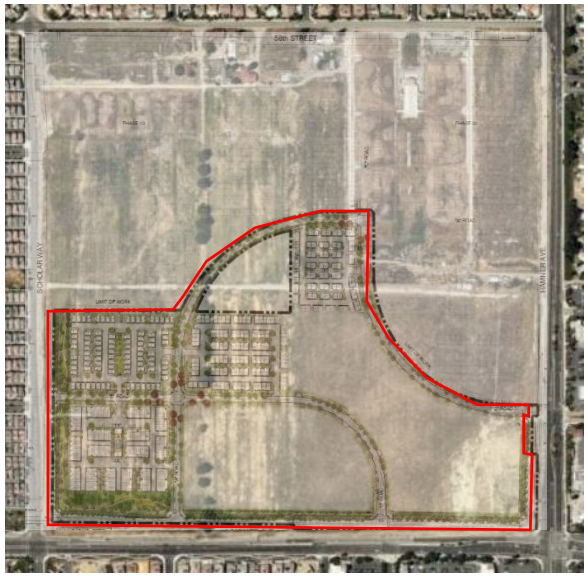
Leal Ranch Residential Overall Phase A DR (MAP ID: LEAL.2)

Project:	Leal Ranch Residential Overall DR (Phase A)
Project No.	PLN22-20088 DR006
Project Location:	Northwest corner of Hamner and Limonite Avenue, east of Scholar Way, and south of 58th Street.
Project Description:	**Major Development Review** for the overall Leal Phase A Residential Development and associated site improvements (PA-1, PA-6, PA-7A, and PA-8)
Planner:	Jamie K. Cerda

Notes:

- Received application on 12.21.22
- Application deemed incomplete by staff on January 12, 2023.
- The project was resubmitted on 06.05.2023 and is under review.
- Application was deemed incomplete on July 3, 2023.
- Application deemed complete scheduled Planning Commission date of October 18, 2023
- Planning Commission approval on October 18, 2023
- On October 18, 2023**,** Planning Commission approved entitlements for PLN22-20087 and is subject to conditions of approval.

Project Map:



Current Status:

- Actively under construction.

1. New projects are added to the bottom of the list as they are submitted.
2. Projects that have been completed for more than one year are removed from this list.
3. Highlighted Text =Updated Information

Leal Ranch Residential PA-1 Phase A (MAP ID: LEAL.3)

Project:	Leal Ranch Residential PA-1 (Phase A)
Project No.	PLN22-20089 DR007
Project Location:	Northeast corner of Limonite Avenue and Scholar Way.
Project Description:	**Major Development Review** for the development of 168 new residential units within Planning Area 1 of the Leal Master Plan. Plan types will consist of townhomes (10 plex and 11 plex).
Planner:	Jamie K. Cerda

Notes:

- Received application on 12.21.22
- Application deemed incomplete by staff on January 12, 2023.
- The project was resubmitted on 06.05.2023 and is under review.
- Application was deemed incomplete on July 3, 2023
- Application deemed complete scheduled Planning Commission date of October 18, 2023
- Planning Commission approval on October 18, 2023
- On October 18, 2023, Planning Commission approved entitlements for PLN22-20089 and is subject to conditions of approval.

Project Map:

Current Status:

- Models are open to the public.
- Production units are actively under construction.

1. New projects are added to the bottom of the list as they are submitted.
2. Projects that have been completed for more than one year are removed from this list.
3. Highlighted Text =Updated Information

Leal Ranch Residential PA-6 Phase A (MAP ID: LEAL.4)

Project:	Leal Ranch Residential Planning Area- 6 (Phase A)
Project No.	PLN22-20090 DR008
Project Location:	Northwest corner of Hamner and Limonite Avenue, east of Scholar Way, and south of 58th Street.
Project Description:	**Major Development Review** for the development of 102 new residential units within Planning Area 6 of the Leal Master Plan. Plan types will consist of townhomes (Duplex to 6 plex).
Planner:	Jamie K. Cerda

Notes:

- Received application on 12.21.22
- Application deemed incomplete by staff on January 12, 2023.
- The project was resubmitted on 06.05.2023 and is under review.
- Application was deemed incomplete on July 3, 2023
- Application deemed complete scheduled Planning Commission date of October 18, 2023
- Planning Commission approval on October 18, 2023
- On October 18, 2023, Planning Commission approved entitlements for PLN22-20090 and is subject to conditions of approval.

Project Map:

Current Status:

- Models are open to the public.
- Production units are actively under construction.

1. New projects are added to the bottom of the list as they are submitted.
2. Projects that have been completed for more than one year are removed from this list.
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Leal Ranch Residential PA-7A Phase A (MAP ID: LEAL.5)

Project:	Leal Ranch Residential Planning Area-7A (Phase A)
Project No.	PLN22-20091 DR009
Project Location:	Northeast corner of Limonite Avenue and Scholar Way.
Project Description:	**Major Development Review** for the development of 94 single family residential units within Planning Area-7A of the Leal Master Plan.
Planner:	Jamie K Cerda

Notes:

- Received application on 12.21.22
- Application deemed incomplete by staff on January 12, 2023.
- The project was resubmitted on 06.05.2023 and is under review.
- Application was deemed incomplete on July 3, 2023.
- Application deemed complete scheduled Planning Commission date of October 18, 2023
- Planning Commission approval on October 18, 2023
- On October 18, 2023, Planning Commission approved entitlements for PLN22-20091 and is subject to conditions of approval.

Project Map:

Current Status:

- Models are open to the public.
- Production units are actively under construction.

1. New projects are added to the bottom of the list as they are submitted.
2. Projects that have been completed for more than one year are removed from this list.
3. Highlighted Text =Updated Information

Leal Ranch Residential PA-8 Phase A (MAP ID: LEAL.6)

Project:	Leal Ranch Residential Planning Area 8 (Phase A)
Project No.	PLN22-20092 DR010
Project Location:	Northwest corner of Hamner and Limonite Avenue, east of Scholar Way, and south of 58th Street.
Project Description:	**Major Development Review** for the development of 74 single family residential units within Planning Area 8 of the Leal Master Plan.
Planner:	Jamie K. Cerda

Notes:

- Received application on 12.21.22
- Application deemed incomplete by staff on January 12, 2023.
- The project was resubmitted on 06.05.2023 and is under review.
- Application was deemed incomplete on July 3, 2023.
- Application deemed complete scheduled Planning Commission date of October 18, 2023
- Planning Commission approval on October 18, 2023
- On October 18, 2023, Planning Commission approved entitlements for PLN22-20092 and is subject to conditions of approval.

Project Map:

Current Status:

- Models are open to the public.
- Production units are actively under construction.

1. New projects are added to the bottom of the list as they are submitted.
2. Projects that have been completed for more than one year are removed from this list.
3. Highlighted Text =Updated Information

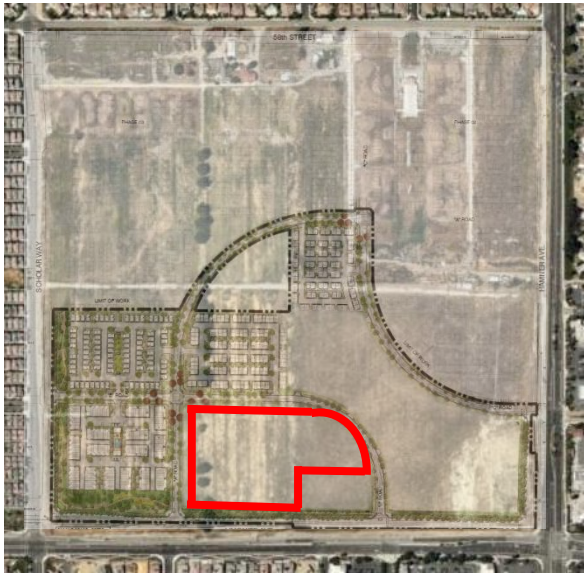
Leal Ranch Residential PA-2 Quarterra (MAP ID: LEAL.7)

Project:	Leal Ranch Residential PA-2 Quarterra
Project No.	PLN23-20036 DR006
Project Location:	Northeast corner of Limonite Avenue and of Scholar Way. South of 58th St.
Project Description:	**Major Development Review** for the development of 320 new residential units within Planning Area 2 of the Leal Master Plan.
Planner:	Jamie K. Cerda

Notes:

- Received application on June 9, 2023.
- Application was deemed incomplete on July 3, 2023
- Application was resubmitted on August 31, 2023
- Application was deemed incomplete on September 27, 2023
- Application was resubmitted on November 14, 2023
- Application was deemed incomplete on December 7, 2023
- Application was resubmitted on January 18, 2024
- Planning Commission approval on February 21, 2024
- On February 21, 2024 the Planning Commission approved entitlements for PLN23-20036, with conditions of Approval.

Project Map:



Current Status:

- Construction document have been submitted with the Building Department and are currently under review.

1. New projects are added to the bottom of the list as they are submitted.
2. Projects that have been completed for more than one year are removed from this list.
3. Highlighted Text =Updated Information

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Goodman Commerce Center (MAP ID: GCC)

Project:	Goodman Commerce Center (formally Lewis Eastvale Commerce Center)
Project No.	11-0271 **see related projects below
Project Location:	190 acres +/- fronting on Hamner Ave. north of Bellegrave Ave. and south of Cantu-Galleano Ranch Road
Project Description:	General Plan Amendment, Change of Zone, and Specific Plan to provide a mix of warehousing, light industrial, office, and retail uses. Major Development Review for the development of two industrial buildings of approximately 1,007,705 square feet and 1,033,192 square feet. CEQA: Environmental Impact Report (certified)
Planner:	Allen Lim

Notes:

- Approved by City Council on November 12, 2014

See the following projects for more recent activity at the Goodman Commerce Center Development:

- Project No. PLN17-20033 Retail Building CR-3 – Starbucks & other tenants (GCC.1)
- Project No. PLN18-20014 Retail Building CR-12 – Quick Quack Carwash (GCC.2)
- Project No. PLN18-20042 Retail Building CR-11 – Multi-Tenant (GCC.3)
- Project No. PLN19-20006 Retail Building CR-10- Chick-fil-A (GCC.4)
- Project No. PLN19-20063 Retail Building CR-8 – Altura Credit Union (GCC.5)
- Project No. PLN19-20064 Retail Building CR-6 (GCC.6)
- Project No. PLN20-20018 Retail Building CR-6A, CRA, CR-B, CR-C
- Project No. PLN21-20063 Retail Building CR-1 – Chili's
- Project No. PLN21-20068 Retail Building CR-2 – Olive Garden
- Project No. PLN22-20025 Planning Area-4 Development

Project Map:

Current Status:

- Various buildings complete, operating and under construction.

1. New projects are added to the bottom of the list as they are submitted.
2. Projects that have been completed for more than one year are removed from this list.
3. Highlighted Text =Updated Information

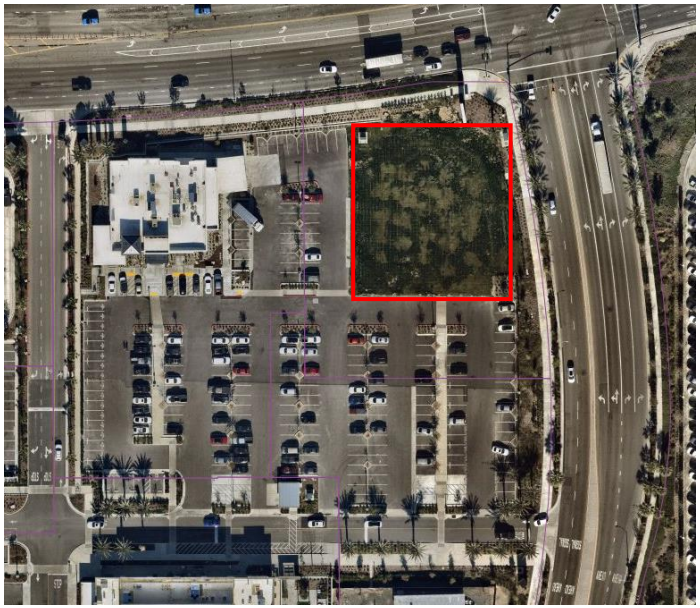
GCC CR-1 DR (MAP ID: GCC.10)

Project:	GCC CR-1 DR
Project No.:	PLN21-20063_DR012
Project Location:	Southwest corner of Goodman Way and Cantu-Galleano Ranch Rd. ; Assessor Parcel Number (APN) 160-510-023
Project Description:	**Major Development Review** for the development of a 5,213 square foot PAD building (CR-1) and 575 square foot outdoor patio for a total of 5,788 square feet for a proposed restaurant building dba Chili's.
Planner:	Jamie K. Cerda

Notes:

- Received application on November 17, 2021.
- On January 19, 2022, PLN21-20063 was approved by the Planning Commission subject to conditions of approval.

Project Map:



Current Status:

- Project on hold per developer.

1. New projects are added to the bottom of the list as they are submitted.
2. Projects that have been completed for more than one year are removed from this list.
3. Highlighted Text =Updated Information

GCC CR-1 Chili's Alcohol CUP and VAR (MAP ID: GCC.13)

Project:	GCC CR-1 Alcohol CUP and VAR
Project No.:	PLN22-20010_CUP002_VAR001
Project Location:	Southeast corner of Hamner Avenue and Cantu-Galleano Ranch Rd.; Assessor Parcel Number (APN) 160-510-023
Project Description:	**Conditional Use Permit** for the on-sale and consumption of beer, wine, and distilled spirits at a 7,757 square foot PAD building (CR-1) restaurant (dba Chili's). **Variance** to request modification to the sign standards to allow four (4) tenant wall signs.
Planner:	Jamie K. Cerda

Notes:

- Received application on March 7, 2022
- On April 20, 2022, PLN22-20012 was approved by the Planning Commission subject to conditions of approval.

Project Map:

Current Status:

- Project is currently on hold per developer.

1. New projects are added to the bottom of the list as they are submitted.
2. Projects that have been completed for more than one year are removed from this list.
3. Highlighted Text =Updated Information

GCC Planning Area 4 DR and TPM (MAP ID: GCC.15)

Project:	GCC Planning Area 4 DR and TPM
Project No.:	PLN22-20025 CR-13 and TPM No. 38438, PLN22-20056 DR CR-14, PLN22-20057 DR CR-15, PLN22-20058 DR CR-16, PLN22-20059 DR CR-17
Project Location:	Northeast corner of Hamner Avenue and Goodman Way (Assessor Parcel Number: 160-510-010, -011, -012, -013, -015, -016, and -033)
Project Description:	**Major Development Review (DR)** for development of five (5) business park buildings ranging in size from 40,000 sf to 59,987 sf in Planning Area 4 of the Goodman Commerce Center in Eastvale Specific Plan. **TPM No. 38438:** For the reconfiguration of a 14.4-acre site into five (5) individual parcels.
Planner:	Allen Lim

Notes:

- Received application on April 20, 2022.
- Project was deemed incomplete by Staff on May 19, 2022.
- Received resubmittal on August 8, 2022.
- Project was deemed incomplete by Staff on August 24, 2022.
- Project was deemed complete by Staff on September 28, 2022.
- On October 19,2022, the Planning Commission approved PLN22-20025, -56 through -59 subject to conditions of approval.

Project Map:

Current Status:

- Building Permits issued on November 28,2023 and are currently under construction.

1. New projects are added to the bottom of the list as they are submitted.
2. Projects that have been completed for more than one year are removed from this list.
3. Highlighted Text =Updated Information

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Hamner Place Pad-2 (MAP ID: HPLC.4)

Project:	PAD-2 at Hamner Place
Project No.	PLN24-20019_MDR008_CUP001
Project Location:	Northeast corner of Schleisman Rd. and of Hamner Ave.
Project Description:	New 4,250 sq. ft. multi-tenant shops with pick-up drive-up lane.
Planner:	Allen Lim

Notes:

- Received application on 2.26.24
- On March 21, 2024 an incomplete letter was sent out to the applicant, awaiting resubmittal.
- May 1, 2024 applicant resubmitted.
- June 3, 2024 the application was deemed complete and tentatively scheduled for July planning commission.
- On July 17, 2024 The Planning Commission approved the entitlements for PLN24-20019 and is subject to conditions of approval.

Project Map:

Current Status:

- The Shell for pad 2 and site improvements are currently under review with Building and Public Works Division.

1. New projects are added to the bottom of the list as they are submitted.
2. Projects that have been completed for more than one year are removed from this list.
3. Highlighted Text =Updated Information

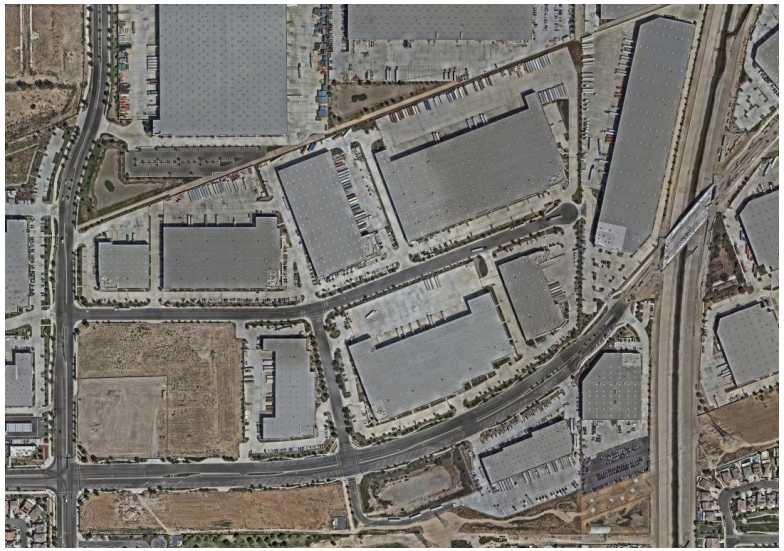
The Ranch (MAP ID: RNCH)

Project:	The Ranch
Project No.	15-0783
Project Location:	Northeast and southeast corners of Hellman and future Limonite (Kimball) Avenues, west of Cucamonga Creek Channel. Moons Site (APNs: 144-010-008-0, 144-101-013-4) and Rodriguez Site (APN: 144-010-009-1)
Project Description:	• Specific Plan Amendment to modify boundaries for Planning Areas 1 through 6, land use designation for Planning Area 5, and revisions to allowable uses. No revisions to Planning Areas 7 through 9. • Major Development Review for six (6) industrial buildings totaling 985,000 square feet on six (6) parcels. • Tentative Parcel Map No. 36787 to subdivide approximately 97 gross acres into 14 legal parcels. CEQA: EIR Addendum
Planner:	Allen Lim

Notes:

- Approved by City Council on December 9, 2015.
- February 19, 2016, a new owner purchased the six (6) industrial lots.
- Monument Sign approved on February 1, 2018.
- See the following projects for more recent activity at The Ranch:
  - Project No. PLN18-20007: Eastvale 88,000 square-foot Warehouse building in Planning Area 3. (RNCH.1)
  - Project No. PLN18-20050: Howard Industrial -Major Development Review, Tentative Map for Planning Areas 7, 8 and 9 (RNCH.2)
  - Project No. PLN19-20034: Transwestern – Major Development Review, Amendment to Tentative Parcel Map for Planning Areas 7, 8, and 9 (RNCH.3)
  - Project No. PLN19-20035: Summit Development – Major Development Review for Planning Area 6 (RNCH.4)

Project Map



Current Status:

- Approved.
- Continue discussing potential development for commercial portion.
- Construction of six industrial/warehouse buildings are completed.
- A resolution for the Final Cancellation of the Williamson Act Contract for the Rodriguez Site was adopted by City Council meeting on July 24, 2019.

1. New projects are added to the bottom of the list as they are submitted.
2. Projects that have been completed for more than one year are removed from this list.
3. Highlighted Text =Updated Information

Beyond Food Mart at The Ranch (MAP ID: RNCH.5)

Project:	Beyond Food Mart Major Development Review and Conditional Use Permit(s)
Project No.	PLN21-20014_DR002_CUP003
Project Location:	Northeast corner of Hellman Ave. and Limonite Ave. at The Ranch Specific Plan (Assessor Parcel Number: 144-010-077)
Project Description:	**Major Development Review,** for the construction of a new 7,150 square-foot Beyond Food Mart with a single lane drive-through operation, a 5,177 square-foot canopy, and a 2,312 square-foot drive-through carwash **Conditional Use Permit,** for the operation of automobile service station with concurrent off sale of beer and wine (Type 20) **Conditional Use Permit,** for the operation of a C-Store with a drive-through **Conditional Use Permit,** for the operation of a drive-through carwash
Planner:	Allen Lim

Notes:

- Received application on 3.17.21
- On November 17, 2021, the Planning Commission approved project PLN21-20014, subject to conditions of approval.

Project Map:

Current Status:

- The Building Permits have been issued permits and is currently under construction.

1. New projects are added to the bottom of the list as they are submitted.
2. Projects that have been completed for more than one year are removed from this list.
3. Highlighted Text =Updated Information

The Ranch TPM No. 38114 (MAP ID: RNCH.6)

Project:	The Ranch TPM No. 38114
Project No.	PLN22-20009_TPM38114
Project Location:	Northeast corner of Limonite Avenue and Hellman Avenue; Assessor Parcel Number (APN) 144-010-077
Project Description:	**Tentative Parcel Map** to subdivide one (1) 10.68 acres into two (2) individual parcels.
Planner:	Allen Lim

Notes:

- Received application on March 2, 2022
- On May 18th, 2022, the Planning Commission approved project PLN22-20009, subject to conditions of approval.

Project Map:

Current Status:

- The project is currently under review for building plan permits.

1. New projects are added to the bottom of the list as they are submitted.
2. Projects that have been completed for more than one year are removed from this list.
3. Highlighted Text =Updated Information

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Hotel Suites (HPLC.1)

Project:	Hotel - Staybridge Suites at Hamner Place
Project No.	PLN19-20023
Project Location:	Southeast corner of Hamner Avenue and Schleisman Road; (Assessor Parcel Number: 152-050-050)
Project Description:	**Major Development Review** for a hotel and a banquet facility and a **Conditional Use Permit** for the sale of alcohol for on-site consumption.
Planner:	Allen Lim

Notes:

- Received application on June 6, 2019.

See the following project for more information:

- PLN17-20015: Hamner Place (former Polopolus Property)
- Approved by Planning Commission on June 19, 2019.
- Building plans received for review on January 30, 2020.

Project Map:

Current Status:

- The Staybridge Suites is partially operational. The rooftop restaurant and conference space remain under construction.

1. New projects are added to the bottom of the list as they are submitted.
2. Projects that have been completed for more than one year are removed from this list.
3. Highlighted Text =Updated Information

Hamner Place Retail Suites D.R (HPLC.3)

Project:	Hamner Place Retail Suites – Major Development Review (DR)
Project No.	PLN19-20053
Project Location:	Southeast corner of Hamner Avenue and Schleisman Road; (Assessor's Parcel Number: 152-060-003)
Project Description:	**Major Development Review** for a multi-tenant building to include retail suites and a potential restaurant. The restaurant is proposed to be 5,910 square feet and the shops portion of the building is 2,270 square feet for a total building floor area of 9,190 square feet.
Planner:	Allen Lim

Notes:

- Received application on November 21, 2019.
- On December 18, 2019, the Planning Commission approved project PLN19-20053 subject to conditions of approval.

Project Map:

Current Status:

- The Building is currently operational.

1. New projects are added to the bottom of the list as they are submitted.
2. Projects that have been completed for more than one year are removed from this list.
3. Highlighted Text =Updated Information

The Merge (MAP ID: MRG)

Project:	The Merge Retail and Industrial Center
Project No.	PLN18-20026
Project Location:	Northeast corner of Limonite Avenue and Archibald Avenue; APN: 164-010-019-6
Project Description:	**Major Development Review**, **Tentative Parcel Map**, and **Variance** for the development of a retail and light industrial center on an approximately 26-acre site, and various **Conditional Use Permits** for certain uses.
Planner:	Allen Lim

Notes:

- Received application on May 24, 2018; Development plans received on June 26, 2018.
- Draft Environmental Impact Report (EIR) available for a 45-day public review period from September 18, 2018, to November 2, 2018.
- Condition Use Permits application submitted on October 1, 2018.
- November 21, 2018, Planning Commission recommended approval of all applications, plus added new conditions for the Major Development Review application.
- December 12, 2018, City Council certified the EIR and approved all applications as recommended by the Planning Commission including the new conditions recommended by the Planning Commission, plus the Council added one new condition for the Major Development Review. January 9, 2019, City Council conducted second reading of ordinance for Change of Zone.
- Construction building plans for industrial buildings 1-6 approved by Planning 11.25.19
- Sprouts (Major 1) is completed and in operation 10.28.20

Project Map:

Current Status:

- The Merge Industrial and Retail have completed construction.
- Pad 2 is still awaiting tenants to occupy new building.

1. New projects are added to the bottom of the list as they are submitted.
2. Projects that have been completed for more than one year are removed from this list.
3. Highlighted Text =Updated Information

Walmart (MAP ID: WMT)

Project:	Walmart – Eastvale Crossings
Project No.	PLN12-0051, PLN21-20021_DR002 (Ref. PLN12-0051)
Project Location:	Southeast corner of Limonite and Archibald Avenues (APN 144-030-039)
Project Description:	General Plan Amendment, Change of Zone, Major Development Review, five Conditional Use Permits, Tentative Tract Map No. 35061, and Variance for the development of a 177,000 +/- sq. ft. retail store and several outparcels on 24.78 acres. CEQA: Environmental Impact Report (certified) **Major Development Review** for the construction of a Walmart gasoline service station with an ancillary 1,620 square foot convenience store located on Parcel 2 of Tentative Tract Map No. 35061
Planner:	Jamie K. Cerda

Notes:

- City Council approval on April 26, 2017.
- Project was reviewed by the Riverside County Airport Land Use Commission and received a conditional finding of conformance with the Chino Airport Land Use Compatibility Plan.
- Public review of DEIR available from September 27 to November 17, 2016.
- On March 15, 2017, the Planning Commission reviewed and recommended approval of the project to City Council.
- City Council public hearing on April 12, 2017, with a staff recommendation to continue the hearing to April 26, 2017.
- City Council approval on April 26, 2017. Notice of Determination recorded on April 27, 2017.
- Waiting for applicant to submit construction plans.
- Extension of Time (PLN19-20052) has been approved by the Planning Commission on 1.15.2020
- Extension of Time (PLN19-20052) has been approved by the Planning Commission on 1.15.2020
- Extension of Time (PLN21-20021 MDR002) has been approved by the planning department on 11.02.2021.
- Minor Development Review (PLN22-20012 MDR002) has been approved by the planning department on 1.24.2023
- Extension of Time (PLN22-20017 EOT 001) has been approved by the planning department on 10.20.2021
- On April 26, 2023, the City Council approved Final Map TR35061.

Project Map:

Current Status:

- The site is actively under construction.

1. New projects are added to the bottom of the list as they are submitted.
2. Projects that have been completed for more than one year are removed from this list.
3. Highlighted Text =Updated Information

Mister Carwash (MAP ID: WMT)

Project:	Mister Car Wash
Project No.	PLN24-20024_DR001_CUP002
Project Location:	Southeast corner of Limonite Ave. and of Archibald Ave. (APN:144030039)
Project Description:	New 5,435 sq. ft. building with 3 queuing lanes funneling into a 130' tunnel which leads out to 26 vacuum stalls.
Planner:	Steven D. Fowler

Notes:

- Received application on 3.25.24
- On April 23, 2024 an incomplete letter was sent to the applicant
- On June 11, 2024 resubmittal was received.
- On July 10, 2024 an incomplete letter was sent to the applicant
- On August 20, 2024, the Planning Division deemed the project complete

Project Map:

Current Status:

- On September 18, 2024 the Planning Commission approved project PLN24-20024, subject to conditions of approval.

1. New projects are added to the bottom of the list as they are submitted.
2. Projects that have been completed for more than one year are removed from this list.
3. Highlighted Text =Updated Information

Dunkin Donuts and Carwash DR and CUP (MAP ID: DUNK)

Project:	Dunkin Donuts and Carwash DR and CUP
Project No.	PLN21-20030_DR_003_CUP_007 Dunkin Donuts and PLN21-20060_DR006_CUP011 American Express Carwash
Project Location:	Northwest corner of Schleisman and Hamner Ave.; Assessor Parcel Number (APN) 152-341-017
Project Description:	**Major Development Review (DR):** For the development of a 3,400 square foot multi-tenant building where 1,600 square feet will be for a Dunkin Donuts with a drive-through and outdoor patio and where 1,800 square feet will be for a bistro with an outdoor patio. (PLN21-20030) **Major Development Review (DR)**: for the development of a 5,113 square foot car/truck wash with 18 vacuum stalls. (PLN21-20060) **Conditional Use Permit (CUP):** To allow the operation of a drive-through for the proposed coffee shop. (PLN21-20030) **Conditional Use Permit (CUP)**: To allow the operation of a drive-through for the proposed car/truck wash use. (PLN21-20060)
Planner:	Jamie K. Cerda

Notes:

- Received application on 5.26.21
- Applicant has provided updated submittal package 5.9.22
- On July 20, 2022 the Planning Commission approved project PLN21-20030 and PLN21-20060, subject to conditions of approval.

Project Map:

Current Status:

- Projects are currently under review building permits.
- Construction documents are under review with building division.

1. New projects are added to the bottom of the list as they are submitted.
2. Projects that have been completed for more than one year are removed from this list.
3. Highlighted Text =Updated Information

Archibald and Chandler Retail (MAP ID: ACR)

Project:	Archibald and Chandler Retail Center
Project No.	PLN23-20018 TPM #37653, PLN23-20019 MDR004 CUP002, PLN23-20020 MDR005 CUP003, PLN23-20020 MDR006
Project Location:	Northwest corner of Archibald and Chandler; (Assessor Parcel Numbers: 144-130-004, 144-130-011, 144-130-012, 144-130-013)
Project Description:	**Tentative Parcel Map (37653)** to parcelize a 2.71-acre site into three (3) parcels. **Minor Development Review** for a commercial development on a 0.81-acre parcel comprised of a 3,500 square feet sit-down restaurant (Zendejas) **Minor Development Review** for a commercial development on a 1.18-acre parcel a 3,598 square feet drive-through carwash (Quick Quack Express Carwash) **Minor Development Review** for a commercial development on a 0.75-acre parcel with a 950 square feet drive-through coffee shop (Dutch Bros). **Conditional Use Permit** for the operation of a drive-through coffee shop. **Conditional Use Permit** for the operation of a drive-through carwash.
Planner:	Allen Lim

Notes:

- Received application on 04.11.23
- On 5/9/2023 comments were returned to the applicant.
- On July 27, 2023 the project was resubmitted.
- On August 24, 2023 a correction letter was sent out to the applicant.
- Application deemed complete scheduled Planning Commission date of October 18, 2023.
- The item was continued to the November 15, 2023 Planning Commission.
- The Item was continued to the December 20,2023 Planning Commissio**n**.
- On December 20, 2023, the Planning Commission approved entitlements for PLN23-20018 TPM #37653, PLN23-20019 MDR004 CUP002, PLN23-20020 MDR005 CUP003, PLN23-20020 MDR006

Project Map:

Current Status:

- Awaiting submittal of Final parcel map to Public Works Department.
- Quick Quack has submitted for grading to public works and construction documents to building division.
- Dutch Bros has submitted for grading to public works and construction documents to building division.
- Overall site grading has been submitted to public works.
- Zendejas has submitted construction documents for plan check with the building division.

1. New projects are added to the bottom of the list as they are submitted.
2. Projects that have been completed for more than one year are removed from this list.
3. Highlighted Text =Updated Information

CITY OF EASTVALE
12363 Limonite Avenue | Suite 910 | Eastvale, CA 91752
951.361.0900

Magnolia Ranch

Project:	Magnolia Ranch (Woodside)
Project No.	PLN23-20043 DR005
Project Location:	Southwest of Schleisman Rd. and Scholar Way. North of Orange St.
Project Description:	**Development Review** for the development of 41 traditional single-family homes on lots of a minimum 55' x 90 (4950 SF)
Planner:	Jamie K. Cerda

Notes:

- Application submitted on July 6, 2023.
- Application was deemed incomplete on July 6, 2023
- Application deemed complete scheduled Planning Commission date of October 18, 2023
- Planning Commission approval on October 18, 2023

Project Map:

Current Status:

- On October 18, 2023 Planning Commission approved entitlements for PLN23-20043 and is subject to conditions of approval.
- Building plans are currently under review with the Building Division.

1. New projects are added to the bottom of the list as they are submitted.
2. Projects that have been completed for more than one year are removed from this list.
3. Highlighted Text =Updated Information

St. Oscar Romero Modular Buildings

Project:	St. Oscar Romero's Modular Buildings
Project No.	PLN23-20038 MDR008
Project Location:	Northwest corner of Chandler St. and of Selby Ave. North of Retriever St.
Project Description:	**Minor Development Review** for the development of 2 temporary 1,059 square feet (total of 2,118 square feet) Modular Office Building with accessible stairs, ramps, restrooms, parking and connected walkway.
Planner:	Steven D. Fowler

Notes:

- Application submitted on July 6, 2023.
- Application was deemed incomplete on July 6, 2023
- Application was deemed incomplete on July 24, 2023
- Application was resubmitted on August 21, 2023
- Application was deemed complete on September 7, 2023.

Project Map:

Current Status:

- Awaiting the submittal of construction drawings for Building Division Review
- Grading plans have been submitted to Public Works Department for review.

1. New projects are added to the bottom of the list as they are submitted.
2. Projects that have been completed for more than one year are removed from this list.
3. Highlighted Text =Updated Information

Future

The Leal Plan (MAP ID: LEAL)

Project:	Leal Master Plan
Project No.	Special Project
Project Location:	160 acres ± at the northwest corner of Hamner and Limonite Avenue, east of Scholar Way, and south of 58th Street.
Project Description:	This Master Plan describes the community's vision for the project area, identifies appropriate land uses, and includes the development standards that are necessary to achieve the vision, defines the character of the project's development, lists the steps involved with the development process, and provides the project's implementation plan. CEQA: EIR
Planner:	Jamie K. Cerda

Notes:

- In September 16, 2016, the Planning Commission reviewed and recommended approval to City Council. May 2017 – City has been asked by property owner's representative to postpone action on the project while issues related to the estate of Brad Leal are resolved August 30, 2017 – City met with Leal family and prospective developer to discuss processing and timing.
- City Council Approved Master Plan and Final Environmental Impact Report on December 13, 2017.
- Adopted by City Council on December 13, 2017.
- Staff continues to coordinate with the property owners as they seek a developer(s) for the site.
- Planning Commission recommend approval to City Council on April 26, 2022
- On May 11, 2022, the City Council approved the Leal Masterplan Amendment (PLN21-20039) and related entitlements (DA, TTM 382290, DR PLN22-20020)
- On May 25, 2022, the City Council approved the second reading of the ordinances for the Leal Master Plan Amendment (PLN21-20039) and Development Agreement (PLN22-20039).
- On August 24, 2022**,** Lot Line Adjustment (2022-001) was recorded with the Assessor-County Clerk Recorder.

Project Map:

Current Status:

- Construction documents are currently under review for phase A of Leal Master Plan. Awaiting submission of entitlements application for phase B.

1. New projects are added to the bottom of the list as they are submitted.
2. Projects that have been completed for more than one year are removed from this list.
3. Highlighted Text =Updated Information

CITY OF EASTVALE

AGENDA STAFF REPORT

City Council/Eastvale Public Financing Authority/Eastvale Parking Authority Meeting
CONSENT CALENDAR
Agenda Item No. 11.4
January 22, 2025

Public Works Department Update

Prepared By:
Jimmy Chung, Public Works Director/City Engineer

Recommended Action(s)
Staff recommends that the City Council receive and file the Public Works Department update.

Summary
The Public Works Department provides monthly updates on residential and commercial development projects, encroachment permits, capital improvements projects including a grant summary.

Background
Not applicable

Analysis
Not applicable

Environmental
Not applicable

Strategic Plan Action - Priority Level: N/A | Target #: N/A | Goal #: N/A
Not applicable

Fiscal Impact
Not applicable

Prior City Council/Commission Action

Not applicable

Attachment(s)

Attachment 1 - PW Project Update List.pdf
Attachment 2 - PW Grants Summary.pdf

EASTVALE PUBLIC WORKS PROJECT UPDATES

PROJECT TYPE:	Capital Improvements Project
PROJECT NAME:	Civic Center Project (Phase 1)
PROJECT DESCRIPTION:	A design build project to construct a Phase 1 of the Civic Center Project, which includes approximately 52,000 square foot City Hall, a 25,000 square foot library, a 20,000 square foot police station with a park and a civic plaza.
PROJECT STATUS:	**In Design – Engineering:** Permit Set was delivered on September 20, 2024 and is going through a permitting process.

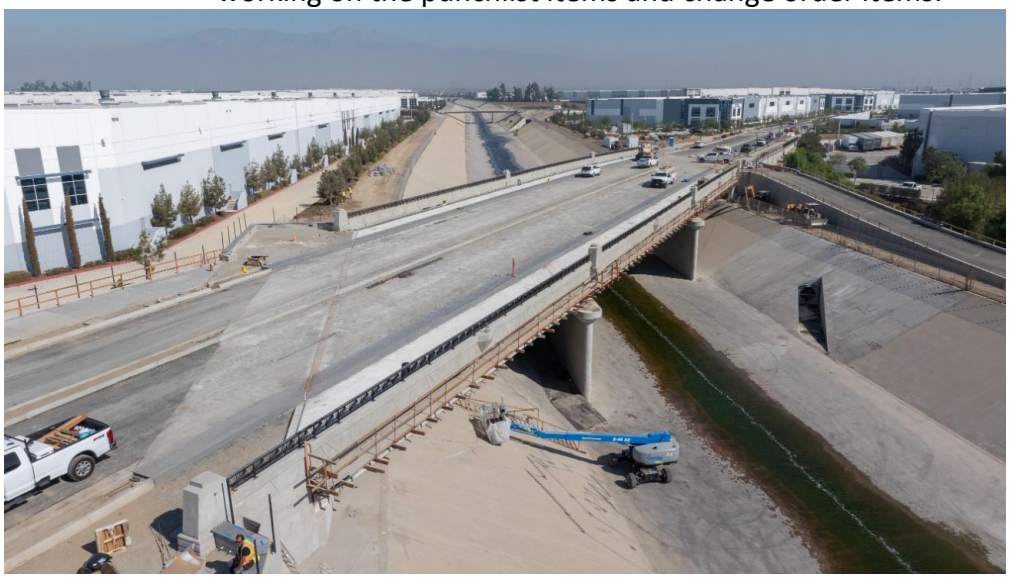
PROJECT SCHEDULE:

- Advertise Construction Bid in January 2025.
- Begin Construction in May 2025.

PROJECT RENDERING:

EASTVALE PUBLIC WORKS PROJECT UPDATES

PROJECT TYPE:	Capital Improvements Project
PROJECT NAME:	Limonite Gap Closure
PROJECT DESCRIPTION:	Project will connect from 2,450 LF east of Hellman Ave to Archibald Avenue. The total length of the proposed project is approximately 3,200 LF including a bridge over the Cucamonga Creek. Both road and bridge will serve 4 lanes of traffic including bicycle and pedestrian facilities.
PROJECT STATUS:	**In Construction:** Bridge was open to traffic in October. Contractor is working on the punchlist items and change order items.



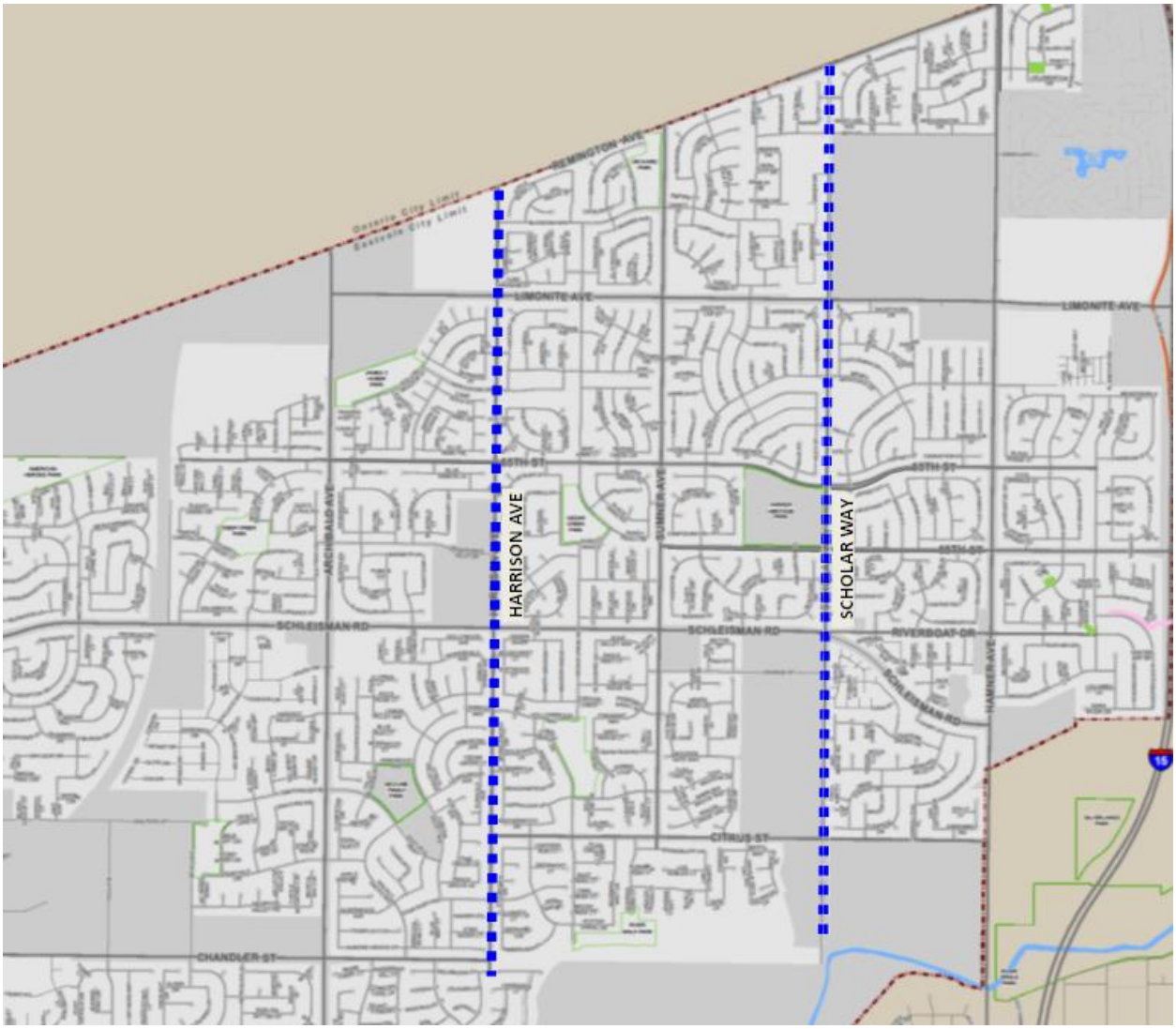
PROJECT SCHEDULE:	Construction activities began on September 5, 2023 with a construction duration of 260 working days.

PROJECT MAP:

EASTVALE PUBLIC WORKS PROJECT UPDATES

PROJECT TYPE:	Capital Improvements Project
PROJECT NAME:	Improvement of Bike Network Connectivity/ATP Trails
PROJECT DESCRIPTION:	Project will design and construct nearly 5 miles of trails running along Scholar Way and Harrison Avenue. The project will provide dedicated space for people to bike and walk from northern City limit to the Santa Ana River Trail on the south.
PROJECT STATUS:	**In Design – Engineering:** Design contract was awarded to Mark Thomas. Topographic Design Survey was completed, and non-infrastructure component of the project (phase 2) which includes public education and engagement has started.
PROJECT SCHEDULE:	75% PS&E (phase 3) will be tentatively delivered by January 31, 2025.

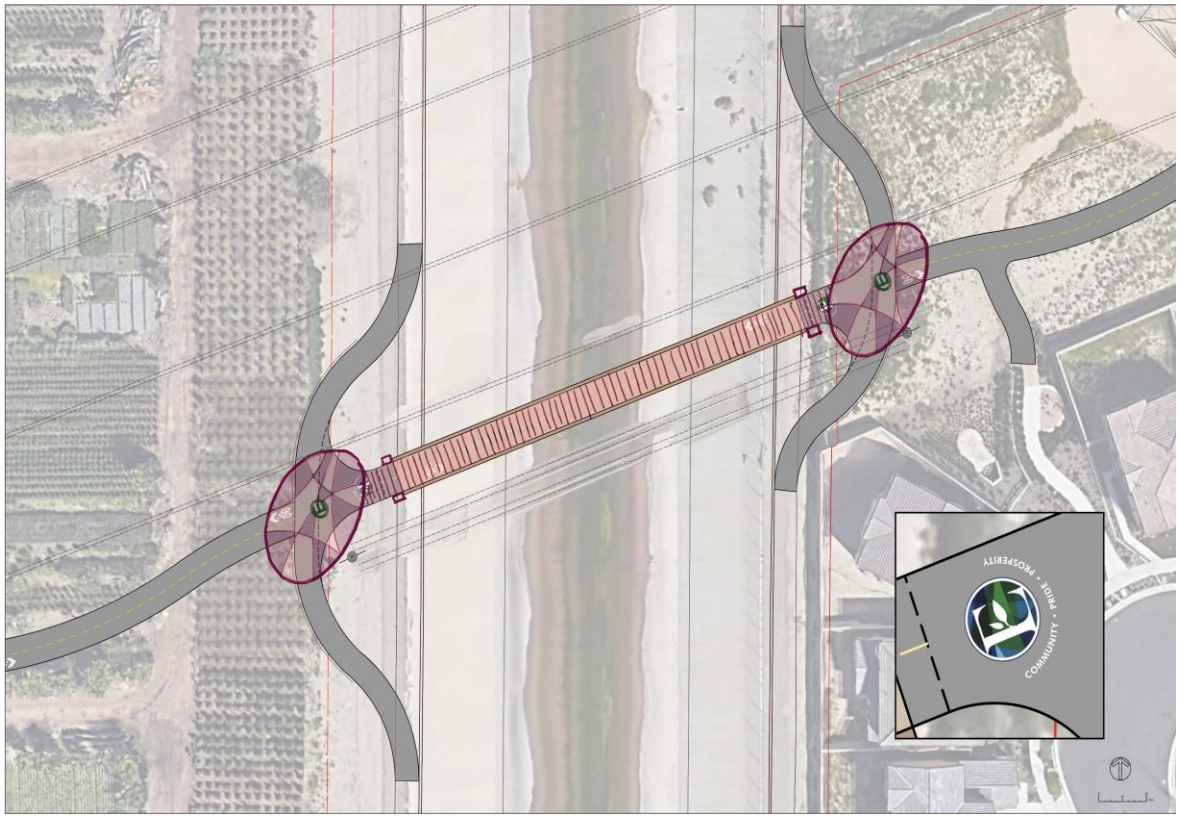
PROJECT MAP:



EASTVALE PUBLIC WORKS PROJECT UPDATES

PROJECT TYPE:	Capital Improvements Project
PROJECT NAME:	Limonite Gap Pedestrian Bridge
PROJECT DESCRIPTION:	Project will design and install a prefabricated steel fabricated bridge over Cucamonga Creek Channel to close the gap of pedestrian path within the SCE easement.
PROJECT STATUS: :	**In Design – Engineering:** Design contract was awarded to TYLin on April 10, 2024, and a notice to proceed was issued.
PROJECT SCHEDULE:	100% PS&E is anticipated to be delivered by June 2025.

PROJECT MAP:



EASTVALE PUBLIC WORKS PROJECT UPDATES

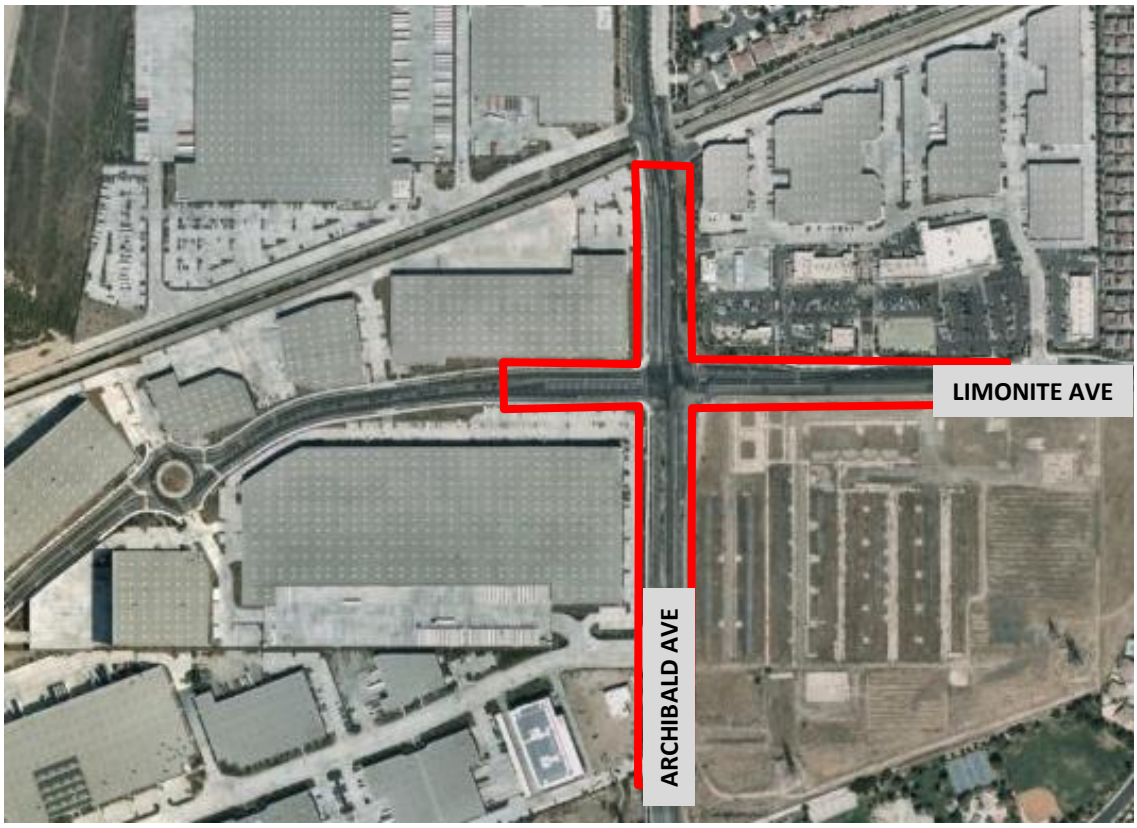
PROJECT TYPE:	Capital Improvements Project
PROJECT NAME:	Median Improvement Projects at River Rd, Cantu Galleano Rd, and Archibald Ave
PROJECT DESCRIPTION:	Project will Install landscaped raised medians at River Rd, Cantu Galleano Rd, and Archibald Ave to physically separate opposing traffic streams and help stop vehicles traveling into opposing traffic lanes.
PROJECT STATUS:	**In Construction:** construction bid was awarded to Hardy & Harper on November 13, 2024.
PROJECT SCHEDULE:	An NTP was issued with the first working date of January 6, 2025.

PROJECT IMAGE:

EASTVALE PUBLIC WORKS PROJECT UPDATES

PROJECT TYPE:	Capital Improvements Project
PROJECT NAME:	Archibald Avenue/Limonite Avenue Widening Project
PROJECT DESCRIPTION:	Street widening and safety project for Archibald Avenue from the City of Ontario limits south of the SCE easement, including the intersection at Limonite Avenue and portions of Limonite Avenue east and west of the intersection. The project looks to improve safety and overall circulation in conjunction with the improvements associated with the Homestead and Merge developments, and Limonite Gap Project. Components of the project include, but are not limited to, coordinating with SCE to relocate SCE high-tension support structures.
PROJECT STATUS:	• Installation of new transmission poles is completed. • Existing poles were removed mid-July, allowing the Developers to start coordinating their construction schedules. • Permits have been pulled by Walmart to start the widening work on Archibald and Limonite.

PROJECT MAP:



EASTVALE PUBLIC WORKS PROJECT UPDATES

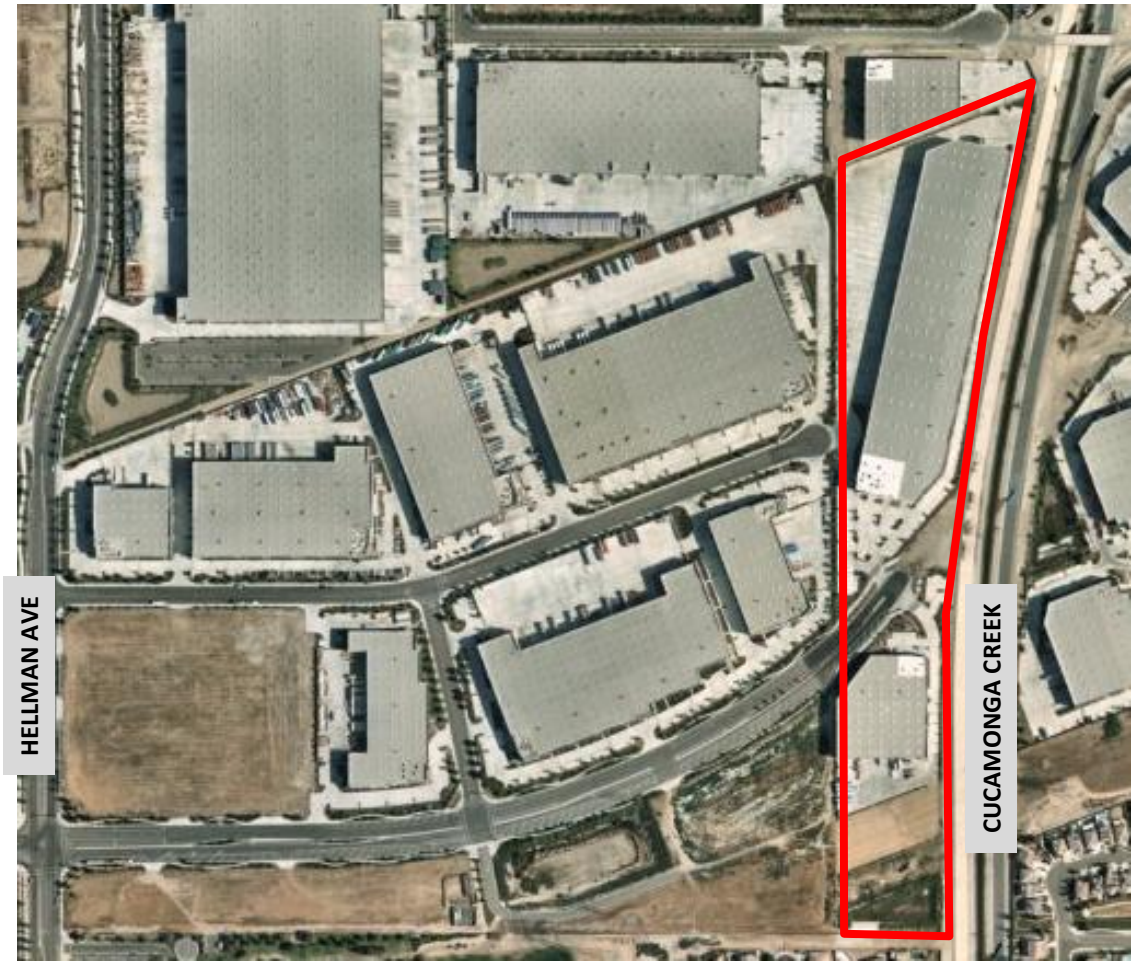
PROJECT TYPE:	Commercial Development
PROJECT NAME:	The Merge
PROJECT LOCATION:	Northeast corner of Limonite Avenue and Archibald Avenue
PROJECT DESCRIPTION:	Improvements includes 26 gross acres.
PROJECT STATUS:	Onsite and offsite improvements complete All off-site improvements have been accepted.

PROJECT MAP:

EASTVALE PUBLIC WORKS PROJECT UPDATES

PROJECT TYPE:	Commercial Development
PROJECT NAME:	The Ranch by Transwestern
PROJECT NUMBER:	PW19-11322
PROJECT LOCATION:	East end of Limonite Avenue west of the Cucamonga Creek
PROJECT DESCRIPTION:	Improvements include 20 gross acres including 2 light industrial warehouses.
PROJECT STATUS:	Onsite and offsite improvements have been completed, the City and Developer are working together to close out the project.

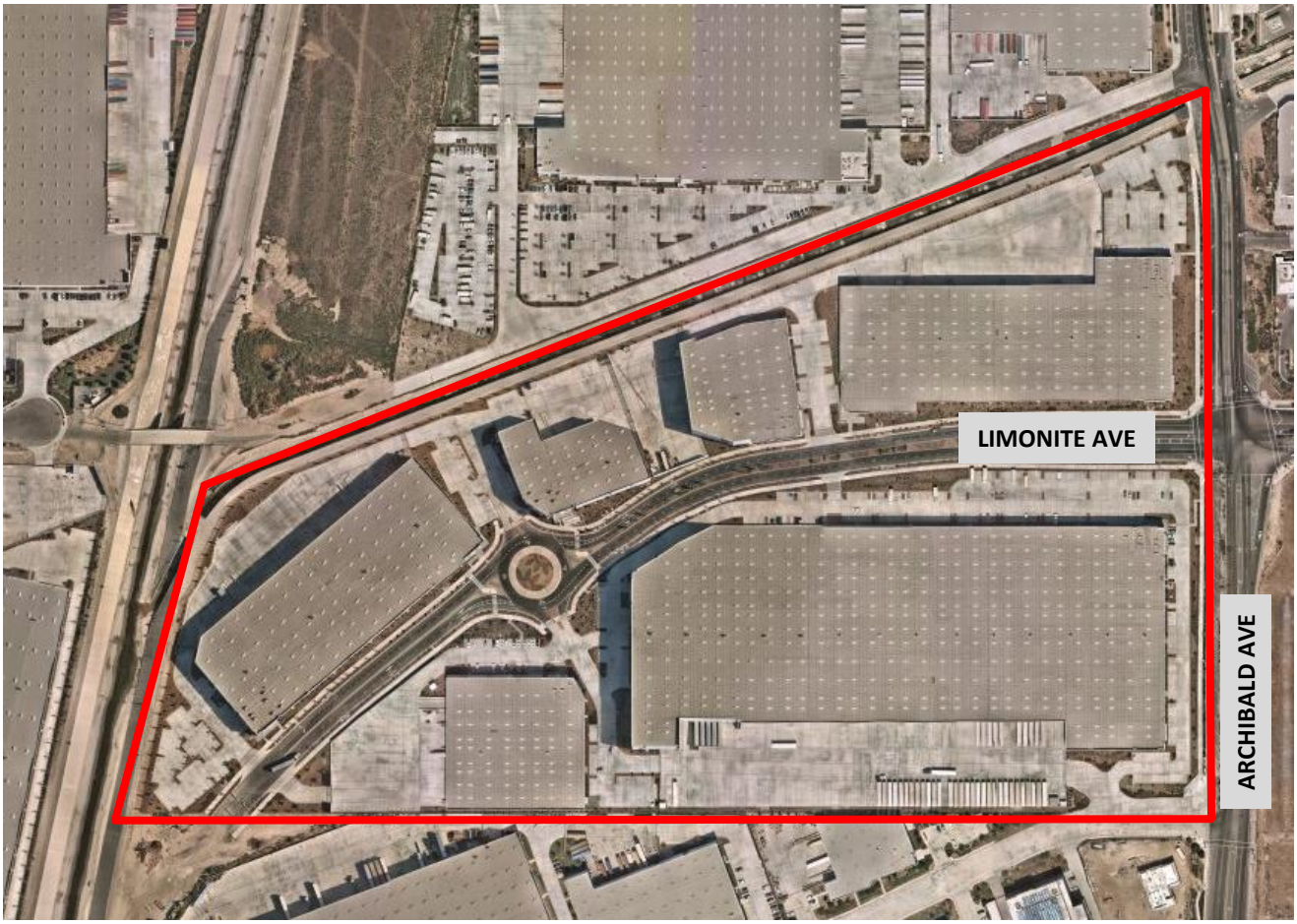
PROJECT MAP:



EASTVALE PUBLIC WORKS PROJECT UPDATES

PROJECT TYPE:	Commercial Development
PROJECT NAME:	Homestead
PROJECT NUMBER:	PW20-10052
PROJECT LOCATION:	Northwest corner of Limonite Avenue and Archibald Avenue
PROJECT DESCRIPTION:	Improvements include 55.86 gross acres consisting of six industrial buildings
PROJECT STATUS:	Onsite improvements complete Developer is also responsible for improvements along Archibald Avenue which are currently underway and in the final stages of approval.

PROJECT MAP:



EASTVALE PUBLIC WORKS PROJECT UPDATES

PROJECT TYPE:	Commercial Development
PROJECT NAME:	Vantage Pointe Church
PROJECT NUMBER:	PW15-1174
PROJECT LOCATION:	Northeast corner of Archibald Avenue and Prado Basin Park Road
PROJECT DESCRIPTION:	Improvements include development of an approximately 85,000 sq. ft. church which includes a sanctuary, classrooms, cafe, and a bookstore on 10.43 acres.

PROJECT STATUS:

Street widening has been completed. The project is in the closeout stages.

PROJECT MAP:

EASTVALE PUBLIC WORKS PROJECT UPDATES

PROJECT TYPE:	Commercial Development
PROJECT NAME:	Hamner Place
PROJECT NUMBER:	PW18-10712
PROJECT LOCATION:	East of Hamner Avenue and Schleisman Road
PROJECT DESCRIPTION:	Improvements include 21.48 gross acres.
PROJECT STATUS:	Onsite improvement ongoing Chipotle has applied for a grading permit.

PROJECT MAP:

EASTVALE PUBLIC WORKS PROJECT UPDATES

PROJECT TYPE:	Commercial Development
PROJECT NAME:	The Ranch (Parcel 14)
PROJECT NUMBER:	PW20-10007
PROJECT LOCATION:	East of Limonite Avenue west of the Cucamonga Creek
PROJECT DESCRIPTION:	Improvements include the development of 61,000 square foot industrial building.
PROJECT STATUS:	Developer has finalized the project.

PROJECT MAP:

EASTVALE PUBLIC WORKS PROJECT UPDATES

PROJECT TYPE:	Residential Development
PROJECT NAME:	Eastwalk/ Leal
PROJECT NUMBER:	PW22-1004
PROJECT LOCATION:	Northwest corner of Limonite Avenue and Hamner Avenue
PROJECT DESCRIPTION:	158.6 acre development that will include approximately 2500 residential units as well as plans for future commercial development
PROJECT STATUS:	Developer has obtained precise grading, street, sewer and water, and building permits. Model homes are open and public improvements are on-going.

PROJECT MAP:

PUBLIC WORKS GRANTS SUMMARY

GRANTS AWARDED

AGENCY	GRANT NAME	PROJECT NAME	GRANT AWARD	MATCH	DUE DATE	STATUS
California Transportation Commission/California Department of Transportation	ATP: Active Transportation Project Cycle 4	Improvement of Bike Network Connectivity	$ 6,471,000.00	$ 1,620,000.00		Grant request has been approved. The project is currently under design.
California Transportation Commission/California Department of Transportation	LPP: Local Partnership Program	Limonite Gap Closure Project	$ 9,475,000.00	$ -		Grant request has been approved. Allocation for construction funds was requested and approved.
California Department of Transportation	HSIP: Highway Safety Improvement Program Cycle 10	Advanced Dilemma Zone Detection	$ 712,800.00	$ -		CON allocation was approved. The project is under construction.
USDOT: Department of Transportation	Congressman Calvert: 2023 Transportation and Infrastructure Appropriations Bill	Limonite Gap Pedistrian Bridge	$ 1,600,000.00	$ 400,000.00		
California Department of Resources Recycling and Recovery	CalRecycle Rubberized Pavement (TRP) Grant Program (TRP16-23-0047)	Annual Overlay/Residential Slurry Seal Project	$ 170,586.00		April 1, 2026	
Riverside County Transportation Commission	2023 Western Riverside County Regional Arterials	Limonite Gap Closure	$ 13,500,000.00	$ 13,500,000.00		

CITY OF EASTVALE

AGENDA STAFF REPORT

City Council/Eastvale Public Financing Authority/Eastvale Parking Authority Meeting
CONSENT CALENDAR
Agenda Item No. 11.5
January 22, 2025

Approval of First Amendment to the Professional Services Agreement with the T.Y.Lin International for the Limonite Gap Closure Pedestrian Bridge Project

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Prepared By:

Jimmy Chung, Public Works Director/City Engineer

Recommended Action(s)

Staff recommends that the City Council approve the First Amendment to the Professional Services Agreement with T.Y. Lin International for the Limonite Gap Closure Pedestrian Bridge Project increasing the contract amount by $27,894.

Summary

Limonite Gap Closure Pedestrian Bridge Project is identified as one of the 'Critical' projects in the City's 5-year Capital Improvement Program (CIP) for FY 2024/2025 to FY 2028/2029. The project scope includes installation of a prefabricated steel pedestrian bridge over Cucamonga Creek Channel to close the gap of pedestrian path within the SCE easement, approximately 0.1 miles south of Limonite Avenue. The rendering of the pedestrian bridge is included in Attachment 1. This project is a first critical step to achieve the connectivity from American Heroes Park Trail to Orchard Park.

This project is the federal funding award from the Community Project Funding / Congressionally Directed Spending Cycle 2 and its associated deadlines force the expedited completion of the design phase. Staff had an opportunity to submit the project application to the office of Congressman Ken Calvert for the CPFCDS Cycle 2 (FFY 2023), and the project was recommended for funding in the amount of $1,600,000 for construction phase. This funding needs to be obligated by September 30, 2026 and expended by September 30, 2031.

On April 10, 2024, the City Council approved a Professional Services Agreement with T.Y.Lin International (T.Y.Lin) for a total of $656,283. This amount includes $596,621 for planning, engineering, and environmental services, along with a 10% contingency of $59,662 for the Limonite Gap Closure Pedestrian Bridge Project.

At the time of the original proposal, it was anticipated that a 408 permit would not be required, as the work is outside the channel. However, after coordinating, the U.S. Army Corps of Engineers (USACE) is requiring a full 408 permit review. To accommodate this additional requirement, T.Y.Lin has submitted a request for $87,556, of which $59,662 will be covered by the already approved contingency funds, and $27,894 will still need to be added.

Background

Summary of Proposed Work

The additional work request involves a number of different tasks. Below is a summary of the proposed work and Attachment 2.1 provides an explanation in detail:

- Water Quality Technical Memorandum - $2,400
    - T.Y.Lin will prepare a Water Quality Technical Memorandum according to Caltrans guidelines and the Standard Environmental Reference (SER). The Water Quality Memorandum will identify Best Management Practices (BMPs) to reduce adverse effects to water quality.
- Drainage and TWPC Plans - $26,000
    - T.Y.Lin will prepare plans that include installation of new drainage facilities associated with the proposed improvements and modification/replacement of exiting drainage facilities. T.Y.Lin will also prepare a Drainage Design memorandum to determine existing hydrology and drainage systems within the Project area.
- USACE 408 Permit Application and Coordination - $59,156
    - T.Y.Lin will prepare an Administrative Draft 408 Permit package and submit to the USACE. T.Y.Lin will be responsible for management and supervision of the 4080 Permit progression after submittal to the USACE.

Tentative Project Schedule

The project schedule remains unchanged, with the current timeline estimated as follows:

100% PS&E	June 2025
Funding Allocation	September 2025
Advertise for Construction	September 2025
Construction Contract Award	December 2025
Construction Commencement	January 2026
Construction Complete	January 2027

Environmental

E-76, formally called an "Authorization to Proceed", is a federal authorization of funds to establish the reimbursement date for a phase of work, and it requires a submission of the approved NEPA (National Environmental Policy Act) document. TY Lin's scope includes preparation of the environmental document and all necessary technical studies according to the NEPA.

Strategic Plan Action - Priority Level: N/A | Target #: E | Goal #: E

Plan for landscape, roads and street maintenance

Fiscal Impact

The project has adequate funds budgeted in Gas Tax (200-510-6662-93037) in the amount of $692,547 for FY 2024/2025.

Prior City Council/Commission Action

On February 26, 2020, City Council reviewed and provided comments on the related to the vehicular and pedestrian bridge aesthetics and geometrics for the Limonite Gap Closure Project.
On January 26, 2022, City Council approved a Professional Services Agreement with Contech Engineered Solutions, LLC for the Limonite Gap Closure Pedestrian Bridge Design.
On April 10, 2024, City Council approved a Professional Services Agreement with T.Y.Lin International or the Limonite Gap Closure Pedestrian Bridge Design.

Attachment(s)

Attachment 1 - First Amendment to PSA
Attachment 2.1 - Exhibit A to First Amendment
Attachment 2.2 - Exhibit B to First Amendment
Attachment 3 - Original Agreement

FIRST AMENDMENT TO AGREEMENT

This First Amendment to Agreement ("First Amendment") is entered into this ____ day of _____, 2025 by and between the City of Eastvale, a municipal corporation ("City") and T.Y.Lin International ("Contractor"), as follows:

RECITALS

A. City and Contractor entered in an agreement for design and engineering services on or about April 10, 2024 ("Agreement") with a not to exceed amount of $656,283.

B. This First Amendment to the Agreement includes additional services as outlined in the Scope of Work and increases the contract amount by $27,894 and amends the total contract compensation to $684,177.

OPERATIVE PROVISIONS

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 do hereby enter into this First Amendment which modifies and amends the Agreement as follows:

1. AMENDMENTS

(a) **Scope of Services**. In addition to the Services to be provided by Contractor as set forth in the Agreement, Contractor shall perform the services detailed in the Additional Work Request attached to this First Amendment as Exhibit "A" ("Additional Services"), which shall be added to the Scope of Services for the Agreement.

(b) **Compensation and Method of Payment**.

(i) Exhibit "B" to the Agreement is amended to add Exhibit "B" to this First Amendment.

(ii) The second sentence of Section 4(a) of the Agreement is amended to read as follows:

> "The total compensation, including reimbursement for actual expenses, shall not exceed $684,177.00, unless additional compensation is approved in writing in accordance with Section 26 or Section 28 of this Agreement."

2. GENERAL PROVISIONS

(a) **Remainder Unchanged.** Except as specifically modified and amended in this First Amendment, the Agreement remains in full force and effect and binding upon the parties.

(b) **Integration.** This First Amendment constitutes the entire understanding and agreement of the parties and supersedes all negotiations or previous agreements between the parties with respect to all or any part of the transaction discussed in this First Amendment.

(c) **Effective Date.** This First Amendment shall not become effective until the date it has been formally approved and executed by the appropriate authorities of the City and Contractor.

(d) **Applicable Law.** The laws of the State of California shall govern the interpretation and enforcement of this First Amendment.

(e) **References.** All references to the Agreement include all their respective terms and provisions. All defined terms utilized in this First Amendment have the same meaning as provided in the Agreement, unless expressly stated to the contrary in this First Amendment.

IN WITNESS WHEREOF, the Parties hereto have executed this Agreement on the date and year first-above written.

CITY OF EASTVALE

_____
Mark Orme
City Manager

ATTEST:

_____
Marc Donohue
City Clerk

APPROVED AS TO FORM

_____
Erica Vega
City Attorney

T.Y.Lin International

By: Dan Fitz
Name: Dan Fitzwilliam
Its: Vice President

NOTE: CONTRACTOR'S SIGNATURES SHALL BE DULY NOTARIZED, AND APPROPRIATE ATTESTATIONS SHALL BE INCLUDED AS MAY BE REQUIRED BY THE BYLAWS, ARTICLES OF INCORPORATION, OR OTHER RULES OR REGULATIONS APPLICABLE TO CONTRACTOR'S BUSINESS ENTITY. CORPORATIONS AND LLCS MUST SUBMIT DOCUMENTATION SHOWING THAT THE INDIVIDUAL SIGNING ON ITS BEHALF HAS THE AUTHORITY TO EXECUTE THIS CONTRACT.

Task #3A: Environmental Documentation

Subtask #3.2.8 Water Quality Technical Memorandum: TYLin will prepare a Water Quality Technical Memorandum in lieu of the Community Impacts Assessment Memorandum identified in Task 3.2.7 as the CIA memorandum is not required for the project. The Water Quality Technical Memorandum will be prepared for the project according to Caltrans guidelines and the Standard Environmental Reference (SER). The Water Quality Technical Memorandum will identify Best Management Practices (BMPs) to reduce adverse effects to water quality.

Deliverables:

- Water Quality Technical Memorandum

Assumptions and Exclusions:

A Location Hydraulic & Floodplain Study will not be performed

Task #5A: Plans, Specifications and Estimates (PS&E)

Drainage and TWPC Plans: Plans will include installation of new drainage facilities associated with the proposed improvements and modification/replacement of existing drainage facilities.

Deliverables:

- Drainage and TWPC Plans

Drainage Design Memorandum: Consultant will prepare a Drainage Design memorandum to determine existing hydrology and drainage systems within the Project area. The impact of the Project improvements will be documented, and proposed drainage improvements and calculations will be included in a technical memorandum. A conceptual cost estimate for drainage improvements will also be included in the report.

Deliverables:

- Drainage Design Memorandum

Assumptions and Exclusions:

- A Conceptual Storm Water Pollution Control Plan will not be prepared
- Erosion Control Plans will not be prepared given the permeable nature of the proposed improvements and the assumption that the pedestrian bridge will not collect water outside of the bridge footprint (direct sheet flow into the channel).

Task #7A: USACE 408 Permit Application and Coordination

USACE 408 Permit Application and Coordination: TYLin will prepare an Administrative Draft 408 Permit package submittal to the USACE. TYLin will prepare the Administrative Draft 408 Permit package using the USACE's most recent 408 permit submittal checklist and guidance. The Administrative Draft 408 Permit package will contain a detailed description of the proposed change to the USACE facility, the project location, and all required engineering plans, studies and calculations for the proposed change to a USACE facility. This package will also contain construction plans, preparation of a NEPA Environmental Assessment/Finding of No Significant Impact (EA/FONSI), technical studies, and any additional information gathered during background research. The Administrative Draft 408 Permit package will be submitted to the USACE review and comments. TYLin will facilitate the responses to comments and revisions to the plans. Two rounds of review are anticipated with comments and revisions in order to finalize the 408 package and submittal to the USACE.

USACE Coordination efforts will consist of the following:

1. TYLin will lead, facilitate or participate in up to ten (10) project meetings with USACE, City of Eastvale (City), and San Bernardino County Public Works) team participants. Meetings may be conducted via virtual (MS Teams, Zoom, WebEX, etc.), or conference/telephone calls.
2. TYLin will develop draft/final minutes to document every meeting. Final meeting minutes will be distributed to all invited participants.
3. TYLin will conduct follow up communication with the appropriate agency member(s) regarding focus project items. All communication will be documented and provided to the City.
4. TYLin will may need to meet separately with the various USACE departments (i.e. Program/Project Management Office, Engineering, Operations, Real Estate, Environmental, and Office of Counsel) to obtain follow-up responses to meeting comments or questions. All meetings will be documented and provided to the City.

Deliverables:

- Administrative Draft 408 Permit package sent via the Corps' online file transfer service and/or email or CD
- Administrative Draft 408 Permit package sent via email and/or online file transfer service to the City.

USACE 408 Processing and Coordination: TYLin will be responsible for management and supervision of the 408 Permit progression after submittal to the USACE, as well as coordination with agencies that have discretion with the 408 permit (such as the Regional Water Quality Control Board, U.S. Fish and Wildlife, California Department of Fish and Wildlife, California State Historic Preservation Office, etc.). TYLin will conduct and facilitate coordination with the USACE

during the permit application process. TYLin will communicate on a regular basis with the USACE's point of contact and provide an update status to City via emails. This communication and coordination tasks include continuous follow ups with each of the agencies to confirm receipt and assignment to an agency project manager, for status of review of the application packages, and to identify and respond to any questions or additional information requests.

TYLin will facilitate and manage version control with comment rounds with the Corps and response to comments (RTCs) with City and their 408 Permit team for a total of two (2) comment rounds. TYLin will prepare draft letters, internal memoranda, and documents for the Corps to expedite processing the various elements of the 408 Permit.

USACE Coordination efforts will consist of the following:

1. TYLin will lead, facilitate or participate in up to ten (10) project meetings with USACE, City of Eastvale (City), San Bernardino County Public Works, and Resource Agencies team participants. Meetings may be conducted, virtual (MS Teams, Zoom, WebEX, etc.), or conference/telephone calls.
2. TYLin will develop draft/final minutes to document every meeting. Final meeting minutes will be provided to TYLIN to be distributed to all invited participants.
3. TYLin will conduct follow up communication with the appropriate agency member(s) regarding focus project items. All communication will be documented and provided to the City.
4. TYLin will may need to meet separately with the various USACE departments (i.e. Program/Project Management Office, Engineering, Operations, Real Estate, Environmental, and Office of Counsel) to obtain follow-up responses to meeting comments or questions. All meetings will be documented and provided to the City.

Deliverables:

- Section 408 Permit

Assumptions and Exclusions*:*

- It is assumed that the NEPA Class of Action for USACE is an EA/FONSI and an EIS will not be required.
- It is assumed that the HPSR prepared as part of Task 3 for Caltrans will be accepted by USACE for Section 106 Compliance and no additional documentation or Consultation will be required.
- It is assumed that the NES(MI) prepared as part of Task 3 for Caltrans will be accepted by USACE for Section 7 Compliance and no additional documentation or Consultation will be required.
- It is assumed that flow information and necessary hydraulic models of the Cucamonga Creek will be provided to TYLin.

PROJECT COST PROPOSAL - UPDATE

Cucamonga Creek Pedestrian Bridge
City of Eastvale

Firm Name : TYLin

#	TASK	ADDITIONAL BUDGET
1.0	Project Management and Coordination	
2.0	Utility Research and Mapping	
3.0	Environmental Documentation	$ 2,400
4.0	Geotechnical Investigation Report	
5.0	Plans, Specifications and Estimates (PS&E)	$ 26,000
6.0	Right of Way Acquisition	
7.0	Permits	$ 59,156
8.0	Bid Support	
9.0	Construction Support	
TOTAL		$ 87,556

T.Y. LIN INTERNATIONAL
ENGINEERING SERVICES FOR PORT OF LOS ANGELES NAVY WAY TYLin Eastvale Cucamonga Creek Pedestrian Bridge

Date: 11/16/2024
PROJECT COST PROPOSAL - UPDATE T.Y. Lin International
Project Title: Engineering Services for City of Eastvale - Limonite Gap Closure Pedestrian Bridge Project
Project Number: 0.00
Client Reference: 0

Task/Subtask	Description	Estimated Labor Hours															Hours	Total Labor Amount
		Project Manager	Discipline Lead	Senior Discipline Engineer	Discipline Engineer	CADD Manager	CADD Technician	Roadway Lead	Senior Roadway Engineer	Roadway Engineer	Drainage Lead	Environmental Manager	Senior Environmental Planner	Project Controls	Admin	Environmental Specialist		
3.00	**Task #3: Environmental Documentation**																	
3.2.8	Water Quality Tech Memo (Delta budget from task 3.2.7)											12					12	$2,400
																	0	$0
																	0	$0
																	0	$0
																	0	$0
																	0	$0
																	0	$0
																	0	$0
																	0	$0
																	0	$0
																	0	$0
																	0	$0
																	0	$0
	TASK SUBTOTAL:	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	12	$2,400
	Total Hours:	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	12	$2,400
																math check-->	12	$2,400
	(Fully Loaded/Burdened) Labor Rate:	$266.00	$180.00	$158.00	$158.00	$163.00	$147.00	$225.00	$175.00	$124.00	$200.00	$200.00	$175.00	$110.00	$1.00	$175.00		
	Labor Subtotal:	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,400	$0	$0	$0	$0		

Annual Escalation Rate:	**4.0%**
Contract Duration (Years):	**1.00**
(Fully Loaded/Burdened) LABOR:	**$2,400**

SUBCONSULTANT/VENDOR SERVICES	**Amount**
Laurel CEC-Environmental	
Duke CRM-Environmental	
Monument ROW	$ -
EMI Geotechnical	$ -
LIN-Lighting	$ -
GUIDA-Surveying&Mapping	$ -
YKD Landscape Architect	$ -
Sub 8	$ -
Sub 9	$ -
Sub 10	$ -
Subtotal - SUBCONSULTANT SERVICES:	**$0**

OTHER DIRECT COSTS	Quant	Unit	Price	Amount
Printing & Repro 8.5x11		Copy		$0
Printing & Repro 11x17		Copy		$0
Mileage		Mile		$0
Shipping & Delivery		Each		$0
Miscellaneous		Each		$0
Airfare / Lodging		Each		$0
				$0
				$0
				$0
				$0
OTHER DIRECT COSTS:				**$0**
SUBCONSULTANT/VENDOR SERVICES:				**$0**
BASE BUDGET:				**$2,400**
ADDITIONAL SERVICES BUDGET:				**$0**
TOTAL BUDGET:				**$2,400**

Notes:
1. Escalated Fee assumed to midpoint of contract duration, with no escalation for the first year.

T.Y. LIN INTERNATIONAL
ENGINEERING SERVICES FOR PORT OF LOS ANGELES NAVY WAY TYLin Eastvale Cucamonga Creek Pedestrian Bridge

Date: 11/16/2024
PROJECT COST PROPOSAL - UPDATE T.Y. Lin International
Project Title: Engineering Services for City of Eastvale - Limonite Gap Closure Pedestrian Bridge Project
Project Number: 0.00
Client Reference: 0

Task/Subtask	Description	Estimated Labor Hours															Hours	Total Labor Amount
		Project Manager	Discipline Lead	Senior Discipline Engineer	Discipline Engineer	CADD Manager	CADD Technician	Roadway Lead	Senior Roadway Engineer	Roadway Engineer	Drainage Lead	Environmental Manager	Senior Environmental Planner	Project Controls	Admin	Environmental Specialist		
5.00	**Task #5: Plans, Specifications and Estimates (PS&E)**																	
5.12	Drainage and TWPC Plans										90						90	$18,000
5.13	Drainage Design Memorandum										40						40	$8,000
5.14																	0	$0
5.15																	0	$0
5.16																	0	$0
5.17																	0	$0
5.18																	0	$0
5.19																	0	$0
5.20																	0	$0
5.21																	0	$0
5.22																	0	$0
5.23																	0	$0
5.24																	0	$0
5.25																	0	$0
	TASK SUBTOTAL:	0	0	0	0	0	0	0	0	0	130	0	0	0	0	0	130	$26,000
	Total Hours:	0	0	0	0	0	0	0	0	0	130	0	0	0	0	0	130	$26,000
																	math check--> 130	$26,000
	(Fully Loaded/Burdened) Labor Rate:	$266.00	$180.00	$158.00	$158.00	$163.00	$147.00	$225.00	$175.00	$124.00	$200.00	$200.00	$175.00	$110.00	$1.00	$175.00		
	Labor Subtotal:	$0	$0	$0	$0	$0	$0	$0	$0	$0	$26,000	$0	$0	$0	$0	$0		

Annual Escalation Rate:	**4.0%**
Contract Duration (Years):	**1.00**
(Fully Loaded/Burdened) LABOR:	**$26,000**

SUBCONSULTANT/VENDOR SERVICES	**Amount**
Laurel CEC-Environmental	$ -
Duke CRM-Environmental	$ -
Monument ROW	$ -
EMI Geotechnical	$ -
LIN-Lighting	$ -
GUIDA-Surveying&Mapping	$ -
YKD Landscape Architect	$ -
Sub 8	$ -
Sub 9	$ -
Sub 10	$ -
Subtotal - SUBCONSULTANT SERVICES:	**$0**

OTHER DIRECT COSTS	Quant	Unit	Price	Amount
Printing & Repro 8.5x11		Copy		$0
Printing & Repro 11x17		Copy		$0
Mileage		Mile		$0
Shipping & Delivery		Each		$0
Miscellaneous		Each		$0
Airfare / Lodging		Each		$0
				$0
				$0
				$0
				$0
OTHER DIRECT COSTS:				**$0**
SUBCONSULTANT/VENDOR SERVICES:				**$0**
BASE BUDGET:				**$26,000**
ADDITIONAL SERVICES BUDGET:				**$0**
TOTAL BUDGET:				**$26,000**

Notes:
1. Escalated Fee assumed to midpoint of contract duration, with no escalation for the first year.

T.Y. LIN INTERNATIONAL
ENGINEERING SERVICES FOR PORT OF LOS ANGELES NAVY WAY TYLin Eastvale Cucamonga Creek Pedestrian Bridge

Date: 11/16/2024
PROJECT COST PROPOSAL - UPDATE T.Y. Lin International
Project Title: Engineering Services for City of Eastvale - Limonite Gap Closure Pedestrian Bridge Project
Project Number: 0.00
Client Reference: 0

Task/Subtask	Description	Project Manager	Project Director	Discipline Lead	Senior Discipline Engineer	Discipline Engineer	CADD Manager	CADD Technician	Roadway Lead	Senior Roadway Engineer	Roadway Engineer	Drainage Lead	Environmental Manager	Senior Environmental Planner	Project Controls	Admin	Environmental Specialist	Hours	Total Labor Amount
		Estimated Labor Hours																	
7.00	**Task #7A: USACE 408 Permit**																		
7.08	Coordination / Administration	16							10				40	20			10	96	$19,756
7.09.1	Permit Application (SPL Form 25)												4	16				20	$3,600
7.09.2	General Requirement Checklist												2	8			8	18	$3,200
7.09.3	Real Estate Review Checklist																	0	$0
7.09.4	Environmental Review Checklist												4	8			4	16	$2,900
7.09.5	Draft NEPA EA/FONSI												16	50			20	86	$15,450
7.09.6	Final NEPA EA/FONSI												8	20			10	38	$6,850
7.09.7	Technical Review Checklist											10	5	10			10	35	$6,500
																		0	$0
																		0	$0
																		0	$0
																		0	$0
																		0	$0
																		0	$0
																		0	$0
	TASK SUBTOTAL:	16	0	0	0	0	0	0	10	0	0	10	79	132	0	0	62	309	$58,256
	Total Hours:	16	0	0	0	0	0	0	10	0	0	10	79	132	0	0	62	309	$58,256
																	math check-->	309	$58,256
	(Fully Loaded/Burdened) Labor Rate:	$266.00	$321.00	$180.00	$158.00	$158.00	$163.00	$147.00	$225.00	$175.00	$124.00	$200.00	$200.00	$175.00	$110.00	$1.00	$175.00		
	Labor Subtotal:	$4,256	$0	$0	$0	$0	$0	$0	$2,250	$0	$0	$2,000	$15,800	$23,100	$0	$0	$10,850		

Annual Escalation Rate:	**4.0%**
Contract Duration (Years):	**1.00**
(Fully Loaded/Burdened) LABOR:	**$58,256**

SUBCONSULTANT/VENDOR SERVICES	**Amount**
Laurel CEC-Environmental	$ -
Duke CRM-Environmental	$ -
Monument ROW	$ 900.00
EMI Geotechnical	$ -
LIN-Lighting	$ -
GUIDA-Surveying&Mapping	$ -
YKD Landscape Architect	$ -
Sub 8	$ -
Sub 9	$ -
Sub 10	$ -
Subtotal - SUBCONSULTANT SERVICES:	**$900**

OTHER DIRECT COSTS	Quant	Unit	Price	Amount
Printing & Repro 8.5x11		Copy		$0
Printing & Repro 11x17		Copy		$0
Mileage		Mile		$0
Shipping & Delivery		Each		$0
Miscellaneous		Each		$0
Airfare / Lodging		Each		$0
				$0
				$0
				$0
				$0

OTHER DIRECT COSTS:	**$0**
SUBCONSULTANT/VENDOR SERVICES:	**$900**
BASE BUDGET:	**$59,156**
ADDITIONAL SERVICES BUDGET:	**$0**
TOTAL BUDGET:	**$59,156**

Notes:
1. Escalated Fee assumed to midpoint of contract duration, with no escalation for the first year.

AGREEMENT FOR SERVICES
FOR LIMONITE GAP CLOSURE PEDESTRIAN BRIDGE PROJECT

This Agreement for Services ("Agreement") is entered into as of this 10 day of April, 2024 by and between the City of Eastvale, a municipal corporation ("City") and T.Y. Lin International ("Contractor"). City and Contractor are sometimes hereinafter individually referred to as "Party" and hereinafter collectively referred to as the "Parties."

RECITALS

A. City has sought, by direct negotiation the performance of the services defined and described particularly in Section 2 of this Agreement.

B. Contractor, following submission of a proposal for the performance of the services defined and described particularly in Section 2 of this Agreement, was selected by the City to perform those services.

C. The Parties desire to formalize the selection of Contractor for performance of those services defined and described particularly in Section 2 of this Agreement and desire that the terms of that performance be as particularly defined and described herein.

OPERATIVE PROVISIONS

NOW, THEREFORE, in consideration of the mutual promises and covenants made by the Parties and contained here and other consideration, the value and adequacy of which are hereby acknowledged, the Parties agree as follows:

SECTION 1. TERM OF AGREEMENT.

Subject to the provisions of Section 20 "Termination of Agreement" of this Agreement, the Term of this Agreement commences on the date first ascribed above and terminates upon completion of the Limonite Gap Closure Pedestrian Bridge project.

SECTION 2. SCOPE OF SERVICES.

Contractor agrees to perform the services set forth in Exhibit "A" "Scope of Services" (hereinafter, the "Services") and made a part of this Agreement by this reference.

SECTION 3. ADDITIONAL SERVICES.

Contractor shall not be compensated for any work rendered in connection with its performance of this Agreement that are in addition to or outside of the Services unless such additional services are authorized in advance and in writing in accordance with Section 26 "Administration and Implementation" or Section 28 "Amendment" of this Agreement. If and when such additional work is authorized, such additional work shall be deemed to be part of the Services.

SECTION 4. COMPENSATION AND METHOD OF PAYMENT.

(a) Subject to any limitations set forth in this Agreement, City agrees to pay Contractor the amounts specified in Exhibit "B" "Compensation" and made a part of this Agreement by this reference. The total compensation, including reimbursement for actual expenses, shall not exceed $596,621 plus a 10% contingency of $59,662 for a total amount of Six Hundred Fifty Six Thousand Two Hundred Eighty Three dollars ($656,283), unless additional compensation is approved in writing in accordance with Section 26 "Administration and Implementation" or Section 28 "Amendment" of this Agreement.

(b) Each month Contractor shall furnish to City an original invoice for all work performed and expenses incurred during the preceding month. The invoice shall detail charges by the following categories: labor (by sub-category), travel, materials, equipment, supplies, and subcontractor contracts. Subcontractor charges shall be detailed by the following categories: labor, travel, materials, equipment and supplies. If the compensation set forth in subsection (a) and Exhibit "B" include payment of labor on an hourly basis (as opposed to labor and materials being paid as a lump sum), the labor category in each invoice shall include detailed descriptions of task performed and the amount of time incurred for or allocated to that task. City shall independently review each invoice submitted by the Contractor to determine whether the work performed and expenses incurred are in compliance with the provisions of this Agreement. In the event that no charges or expenses are disputed, the invoice shall be approved and paid according to the terms set forth in subsection (c). In the event any charges or expenses are disputed by City, the original invoice shall be returned by City to Contractor for correction and resubmission.

(c) Except as to any charges for work performed or expenses incurred by Contractor which are disputed by City, City will use its best efforts to cause Contractor to be paid within thirty (30) days of receipt of Contractor's correct and undisputed invoice.

(d) Payment to Contractor for work performed pursuant to this Agreement shall not be deemed to waive any defects in work performed by Contractor.

SECTION 5. INSPECTION AND FINAL ACCEPTANCE.

City may inspect and accept or reject any of Contractor's work under this Agreement, either during performance or when completed. City shall reject or finally accept Contractor's work within sixty (60) days after submitted to City. City shall reject work by a timely written explanation, otherwise Contractor's work shall be deemed to have been accepted. City's acceptance shall be conclusive as to such work except with respect to latent defects, fraud and such gross mistakes as amount to fraud. Acceptance of any of Contractor's work by City shall not constitute a waiver of any of the provisions of this Agreement including, but not limited to, Section 16 "Indemnification" and Section 17 "Insurance."

SECTION 6. OWNERSHIP OF DOCUMENTS.

All original maps, models, designs, drawings, photographs, studies, surveys, reports, data, notes, computer files, files and other documents prepared, developed or discovered by Contractor in the course of providing the Services pursuant to this

Agreement shall become the sole property of City and may be used, reused or otherwise disposed of by City without the permission of the Contractor. Upon completion, expiration or termination of this Agreement, Contractor shall turn over to City all such original maps, models, designs, drawings, photographs, studies, surveys, reports, data, notes, computer files, files and other documents.

If and to the extent that City utilizes for any purpose not related to this Agreement any maps, models, designs, drawings, photographs, studies, surveys, reports, data, notes, computer files, files or other documents prepared, developed or discovered by Contractor in the course of providing the Services pursuant to this Agreement, Contractor's guarantees and warranties in Section 9 "Standard of Performance" of this Agreement shall not extend to such use of the maps, models, designs, drawings, photographs, studies, surveys, reports, data, notes, computer files, files or other documents.

All final work product developed by Contractor in the course of providing the Services pursuant to this Agreement shall become the sole property of City and may be used, reused or otherwise disposed of by City without the permission of the Contractor. Upon completion, expiration or termination of this Agreement, Contractor shall turn over to City all such final work product if paid for by the City. This provision specifically excludes Contractors' work notes and drafts, which are owned by Contractor, not City.

SECTION 7. CONTRACTOR'S BOOKS AND RECORDS.

(a) Contractor shall maintain any and all documents and records demonstrating or relating to Contractor's performance of the Services. Contractor shall maintain any and all ledgers, books of account, invoices, vouchers, canceled checks, or other documents or records evidencing or relating to the Services, including expenditures and disbursements charged to City pursuant to this Agreement. Any and all such documents or records shall be maintained in accordance with generally accepted accounting principles and shall be sufficiently complete and detailed so as to permit an accurate evaluation of the services provided by Contractor pursuant to this Agreement. Any and all such documents or records shall be maintained for three (3) years from the date of execution of this Agreement and to the extent required by laws relating to audits of public agencies and their expenditures. In accordance with California Government Code Section 8546.7, if the total compensation in Section 4 exceeds ten thousand dollars ($10,000.00), this Agreement and the Contractor's books and records related to this Agreement shall be subject to the examination and audit of the State Auditor, at the request of City or as part of any audit of the City, for a period of three (3) years after final payment under the Agreement.

(b) Any and all records or documents required to be maintained pursuant to this section shall be made available for inspection, audit and copying, at any time during regular business hours, upon request by City or its designated representative. Copies of such documents or records shall be provided directly to the City for inspection, audit and copying when it is practical to do so; otherwise, unless an alternative is mutually agreed

upon, such documents and records shall be made available at Contractor's address indicated for receipt of notices in this Agreement.

(c) Where City has reason to believe that any of the documents or records required to be maintained pursuant to this section may be lost or discarded due to dissolution or termination of Contractor's business, City may, by written request, require that custody of such documents or records be given to the City. Access to such documents and records shall be granted to City, as well as to its successors-in-interest and authorized representatives.

SECTION 8. INDEPENDENT CONTRACTOR.

(a) Contractor is and shall at all times remain a wholly independent contractor and not an officer, employee or agent of City. Contractor shall have no authority to bind City in any manner, nor to incur any obligation, debt or liability of any kind on behalf of or against City, whether by contract or otherwise.

(b) The personnel performing the Services under this Agreement on behalf of Contractor shall at all times be under Contractor's exclusive direction and control. Neither City, nor any elected or appointed boards, officers, officials, employees or agents of City, shall have control over the conduct of Contractor or any of Contractor's personnel. Contractor shall not at any time or in any manner represent that Contractor or any of Contractor's personnel are in any manner officials, officers, or employees of City.

(c) Neither Contractor, nor any of Contractor's personnel shall obtain any rights to retirement, health care or any other benefits which may otherwise accrue to City's employees. Contractor expressly waives any claim Contractor, its officers, employees, agents or subcontractors, may have to any such rights. Contractor's indemnity obligations in Section 16 "Indemnification" of this Agreement include the obligation to indemnify the City from and against any liability that may arise related to claims that Contractor, its officers, employees, agents or subcontractors, are entitled to retirement, health care or any other benefits that accrue to City employees. This provision shall survive the expiration or earlier termination of this Agreement.

SECTION 9. STANDARD OF PERFORMANCE.

Contractor 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. In meeting its obligations under this Agreement, Contractor shall employ, at a minimum, generally accepted standards and practices utilized by persons engaged in providing services similar to the Services required of Contractor under this Agreement. In addition to the general standards of performance set forth this section, additional specific standards of performance and performance criteria may be set forth in Exhibit "A" "Scope of Work" that shall also be applicable to Contractor's work under this Agreement. Where there is a conflict between a general and a specific standard of performance or performance criteria, the specific standard or criteria shall prevail over the general.

SECTION 10. COMPLIANCE WITH APPLICABLE LAWS; PERMITS AND LICENSES.

Contractor shall keep itself informed of and comply with all applicable federal, state and local laws, statutes, codes, ordinances, regulations and rules in effect during the term of this Agreement. Contractor shall obtain any and all licenses, permits and authorizations necessary to perform the Services set forth in this Agreement. Neither City, nor any elected or appointed boards, officers, officials, employees or agents of City, shall be liable, at law or in equity, as a result of any failure of Contractor to comply with this section.

SECTION 11. PREVAILING WAGE LAWS

It is the understanding of City and Contractor that California prevailing wage laws do not apply to this Agreement because the Agreement does not involve any of the following services subject to prevailing wage rates pursuant to the California Labor Code or regulations promulgated thereunder: Construction, alteration, demolition, installation, or repair work performed on public buildings, facilities, streets or sewers done under contract and paid for in whole or in part out of public funds. In this context, "construction" includes work performed during the design and preconstruction phases of construction including, but not limited to, inspection and land surveying work.

SECTION 12. NONDISCRIMINATION.

Contractor shall not discriminate, in any way, against any person on the basis of race, religious creed, color, national origin, ancestry, physical disability, mental disability, medical condition, genetic information, marital status, sex, gender, gender identity, gender expression, age, sexual orientation, or military and veteran status in connection with or related to the performance of this Agreement.

SECTION 13. UNAUTHORIZED ALIENS.

Contractor 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 Contractor so employ such unauthorized aliens for the performance of the Services, and should the any liability or sanctions be imposed against City for such use of unauthorized aliens, Contractor 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.

SECTION 14. CONFLICTS OF INTEREST.

(a) Contractor 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 Contractor's performance of the Services. Contractor 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 subcontractor without the express written consent of the City Manager. Contractor

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.

(b) City understands and acknowledges that Contractor is, as of the date of execution of this Agreement, independently involved in the performance of non-related services for other governmental agencies and private parties. Contractor is unaware of any stated position of City relative to such projects. Any future position of City on such projects shall not be considered a conflict of interest for purposes of this section.

(c) City understands and acknowledges that Contractor will perform non-related services for other governmental agencies and private Parties following the completion of the Services under this Agreement. Any such future service shall not be considered a conflict of interest for purposes of this section.

SECTION 15. CONFIDENTIAL INFORMATION; RELEASE OF INFORMATION.

(a) All information gained or work product produced by Contractor in performance of this Agreement shall be considered confidential, unless such information is in the public domain or already known to Contractor. Contractor shall not release or disclose any such information or work product to persons or entities other than City without prior written authorization from the City Manager, except as may be required by law.

(b) Contractor, its officers, employees, agents or subcontractors, shall not, without prior written authorization from the City Manager or unless requested by the City Attorney of City, voluntarily provide declarations, letters of support, testimony at depositions, response to interrogatories or other information concerning the work performed under this Agreement. Response to a subpoena or court order shall not be considered "voluntary" provided Contractor gives City notice of such court order or subpoena.

(c) If Contractor, or any officer, employee, agent or subcontractor of Contractor, provides any information or work product in violation of this Agreement, then City shall have the right to reimbursement and indemnity from Contractor for any damages, costs and fees, including attorney's fees, caused by or incurred as a result of Contractor's conduct.

Contractor shall promptly notify City should Contractor, its officers, employees, agents or subcontractors, 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 work performed thereunder. City retains the right, but has no obligation, to represent Contractor or be present at any deposition, hearing or similar proceeding. Contractor agrees to cooperate fully with City and to provide City with the opportunity to review any response to discovery requests provided by Contractor. However, this right to review any such response does not imply or mean the right by City to control, direct, or rewrite said response. Contractor shall not be held criminally or civilly liable under any Federal or State trade secret law for the disclosure of a trade secret that is made in confidence to a

Federal, State, or local government official or to an attorney solely for the purpose of reporting or investigating a suspected violation of law or for the disclosure of a trade secret that is made in a complaint or other document filed in a lawsuit or other proceeding, if such filing is made under seal.

SECTION 16. INDEMNIFICATION.

(a) Indemnification for Professional Liability. With respect to the Services provided by a registered professional engineer or other design professionals, as defined by California Civil Code Section 2782.8, to the fullest extent permitted by law, Contractor shall indemnify, protect, defend and hold harmless City and any and all of its officials, employees and agents ("Indemnified Parties") from and against any and all liability (including liability for claims, suits, actions, arbitration proceedings, administrative proceedings, regulatory proceedings, losses, expenses or costs of any kind, whether actual, alleged or threatened, including reasonable attorneys' fees and costs, court costs, interest, defense costs, and expert witness fees), to the extent caused by the negligence, recklessness, or willful misconduct of Contractor, or by any individual or entity for which Contractor is legally liable, including but not limited to officers, agents, employees or subcontractors of Contractor, in the performance of professional services under this Agreement. Contractor's obligation to bear the cost to defend Indemnified Parties shall not exceed Contractor's proportionate percentage of fault.

(b) Indemnification for Other than Professional Liability. Other than in the performance of design professional services and to the full extent permitted by law, Contractor shall indemnify, protect, defend and hold harmless City, and any and all of its employees, officials and agents from and against any liability (including liability for claims, suits, actions, arbitration proceedings, administrative proceedings, regulatory proceedings, losses, expenses or costs of any kind, whether actual, alleged or threatened, including reasonable attorneys' fees and costs, court costs, interest, defense costs, and expert witness fees), where the same arise out of, are a consequence of, or are in any way attributable to, in whole or in part, the performance of this Agreement by Contractor, or by any individual or entity for which Contractor is legally liable, including but not limited to officers, agents, employees or subcontractors of Contractor.

(c) Indemnification from Subcontractors. Contractor agrees to obtain executed indemnity agreements with provisions identical to those set forth in this section from each and every subcontractor or any other person or entity involved by, for, with or on behalf of Contractor in the performance of this Agreement naming the Indemnified Parties as additional indemnitees. In the event Contractor fails to obtain such indemnity obligations from others as required herein, Contractor agrees to be fully responsible according to the terms of this section. Failure of City to monitor compliance with these requirements imposes no additional obligations on City and will in no way act as a waiver of any rights hereunder. This obligation to indemnify and defend City as set forth herein is binding on the successors, assigns or heirs of Contractor and shall survive the termination of this Agreement or this section.

(d) City's Negligence. The provisions of this section do not apply to claims occurring as a result of City's sole negligence. The provisions of this section shall not

release City from liability arising from gross negligence or willful acts or omissions of City or any and all of its officials, employees and agents.

SECTION 17. INSURANCE.

Contractor agrees to obtain and maintain in full force and effect during the term of this Agreement the insurance policies set forth in Exhibit "C" "Insurance" and made a part of this Agreement. All certificates of insurance shall be subject to approval by City as to form and content. These requirements are subject to amendment or waiver if so approved in writing by the City Manager.

SECTION 18. ASSIGNMENT.

The expertise and experience of Contractor are material considerations for this Agreement. City has an interest in the qualifications and capability of the persons and entities who will fulfill the duties and obligations imposed upon Contractor under this Agreement. In recognition of that interest, Contractor shall not assign or transfer this Agreement or any portion of this Agreement or the performance of any of Contractor's duties or obligations under this Agreement without the prior written consent of the City. Any attempted assignment shall be ineffective, null and void, and shall constitute a material breach of this Agreement entitling City to any and all remedies at law or in equity, including termination of this Agreement pursuant to Section 20 "Termination of Agreement." City acknowledges, however, that Contractor, in the performance of its duties pursuant to this Agreement, may utilize subcontractors.

SECTION 19. CONTINUITY OF PERSONNEL.

Contractor shall make every reasonable effort to maintain the stability and continuity of Contractor's staff and subcontractors, if any, assigned to perform the Services. Contractor shall notify City of any changes in Contractor's staff and subcontractors, if any, assigned to perform the Services prior to and during any such performance.

SECTION 20. TERMINATION OF AGREEMENT.

(a) City may terminate this Agreement, with or without cause, at any time by giving thirty (30) days written notice of termination to Contractor. In the event such notice is given, Contractor shall cease immediately all work in progress.

(b) Contractor may terminate this Agreement for cause at any time upon thirty (30) days written notice of termination to City.

(c) If either Contractor or City fail to perform any material obligation under this Agreement, then, in addition to any other remedies, either Contractor, or City may terminate this Agreement immediately upon written notice.

(d) Upon termination of this Agreement by either Contractor or City, all property belonging exclusively to City which is in Contractor's possession shall be returned to City. Contractor shall furnish to City a final invoice for work performed and expenses incurred

by Contractor, prepared as set forth in Section 4 "Compensation and Method of Payment" of this Agreement. This final invoice shall be reviewed and paid in the same manner as set forth in Section 4 "Compensation and Method of Payment" of this Agreement.

SECTION 21. DEFAULT.

In the event that Contractor is in default under the terms of this Agreement, the City shall not have any obligation or duty to continue compensating Contractor for any work performed after the date of default. Instead, the City may give notice to Contractor of the default and the reasons for the default. The notice shall include the timeframe in which Contractor may cure the default. This timeframe is presumptively thirty (30) days, but may be extended, though not reduced, if circumstances warrant. During the period of time that Contractor is in default, the City shall hold all invoices and shall, when the default is cured, proceed with payment on the invoices. In the alternative, the City may, in its sole discretion, elect to pay some or all of the outstanding invoices during the period of default. If Contractor does not cure the default, the City may take necessary steps to terminate this Agreement under Section 20 "Termination of Agreement." Any failure on the part of the City to give notice of the Contractor's default shall not be deemed to result in a waiver of the City's legal rights or any rights arising out of any provision of this Agreement.

SECTION 22. EXCUSABLE DELAYS.

Contractor shall not be liable for damages, including liquidated damages, if any, caused by delay in performance or failure to perform due to causes beyond the control of Contractor. Such causes include, but are not limited to, acts of God, acts of the public enemy, acts of federal, state or local governments, acts of City, court orders, fires, floods, epidemics, strikes, embargoes, and unusually severe weather. The term and price of this Agreement shall be equitably adjusted for any delays due to such causes.

SECTION 23. COOPERATION BY CITY.

All public information, data, reports, records, and maps as are existing and available to City as public records, and which are necessary for carrying out the Services shall be furnished to Contractor in every reasonable way to facilitate, without undue delay, the Services to be performed under this Agreement.

SECTION 24. NOTICES.

All notices required or permitted to be given under this Agreement shall be in writing and shall be personally delivered, or sent by certified mail, postage prepaid and return receipt requested, addressed as follows:

To City: City of Eastvale
Attn: Public Works Director
12363 Limonite Ave., Suite 910
Eastvale, CA 91752

To Contractor: T.Y. Lin International
Attn: Stephane Dulor, Principal in Charge
707 Wilshire Boulevard, Suite 4900
Los Angeles, CA 90017

Notice shall be deemed effective on the date personally delivered or, if mailed, three (3) days after deposit of the same in the custody of the United States Postal Service.

SECTION 25. AUTHORITY TO EXECUTE.

Each of the signatories hereto represents and warrants that he or she is competent and authorized to enter into this Agreement on behalf of the Party for whom he or she purports to sign. Each Party hereto agrees to defend, indemnify, and hold harmless the other Parties hereto against all claims, suits, actions, and demands, including necessary expenses of investigation and reasonable attorneys' fees and costs, arising out of claims that its signatory was not competent or so authorized to execute this Agreement.

SECTION 26. ADMINISTRATION AND IMPLEMENTATION.

This Agreement shall be administered and executed by the City Manager or his or her designated representative. The City Manager shall have the authority to issue interpretations and to make amendments to this Agreement, including amendments that commit additional funds, consistent with Section 28 "Amendment" and the City Manager's contracting authority under the Eastvale Municipal Code.

SECTION 27. BINDING EFFECT.

This Agreement shall be binding upon the heirs, executors, administrators, successors and assigns of the Parties.

SECTION 28. AMENDMENT.

No amendment to or modification of this Agreement shall be valid unless made in writing and approved by the Contractor and by the City. The City Manager shall have the authority to approve any amendment to this Agreement if it does not exceed the amount that may be approved administratively pursuant to the Eastvale Municipal Code. The Parties agree that the requirement for written modifications cannot be waived and that any attempted waiver shall be void. The City's City Manager may, but is not required to, make minor amendments not affecting substantive terms without further authorization from the City Council. The City Council hereby authorizes the City Manager to execute any such amendments as required by this Agreement or that do not otherwise reduce City's rights under this Agreement. All other amendments shall be approved by the City Council.

SECTION 29. 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 nor a waiver of any subsequent breach or violation of any provision of this Agreement. Acceptance by City of any work by Contractor shall not constitute a waiver of any of the provisions of this Agreement.

SECTION 30. LAW TO GOVERN; VENUE.

This Agreement shall be interpreted, construed and governed according to the laws of the State of California. In the event of litigation between the Parties, venue in state trial courts shall lie exclusively in the County of Riverside, California. In the event of litigation in a U.S. District Court, venue shall lie exclusively in the Central District of California, in Riverside.

SECTION 31. ATTORNEYS FEES, COSTS AND EXPENSES.

SECTION 32. In the event litigation or other proceeding is required to enforce or interpret any provision of this Agreement, the prevailing Party in such litigation or other proceeding shall be entitled to an award of reasonable attorney's fees, costs and expenses, in addition to any other relief to which it may be entitled.ENTIRE AGREEMENT.

This Agreement, including the attached Exhibits "A" through "C", is the entire, complete, final and exclusive expression of the Parties with respect to the matters addressed therein and supersedes all other agreements or understandings, whether oral or written, or entered into between Contractor and City prior to the execution of this Agreement. No statements, representations or other agreements, whether oral or written, made by any Party which are not embodied herein shall be valid and binding.

SECTION 33. SEVERABILITY.

If any term, condition or covenant of this Agreement is declared or determined by any court of competent jurisdiction to be invalid, void or unenforceable, the remaining provisions of this Agreement shall not be affected thereby and the Agreement shall be read and construed without the invalid, void or unenforceable provision(s).

SECTION 34. CONFLICTING TERMS.

Except as otherwise stated herein, if the terms of this Agreement conflict with the terms of any Exhibit hereto, or with the terms of any document incorporated by reference into this Agreement, the terms of this Agreement shall control.

IN WITNESS WHEREOF, the Parties hereto have executed this Agreement on the date and year first-above written.

[SIGNATURES ON FOLLOWING PAGE]

CITY OF EASTVALE

Mark Orme
City Manager

ATTEST:

Marc Donohue
City Clerk

APPROVED AS TO FORM

Erica Vega
City Attorney

[CONTRACTOR NAME]

T.Y. Lin International
Dan Fitzwilliam
Vice President

EXHIBIT "A"
SCOPE OF SERVICES

B. SCOPE OF WORK

Project Objectives are as follows:

- Construct a pedestrian bridge over Cucamonga Creek Channel to close the gap of pedestrian path.
- Connect an existing Class I multiuse trail on the east and west side of the Cucamonga Creek Channel and allow direct, safe and better connectivity for both pedestrians and bicyclists.

To accomplish these objectives, the following specific tasks will need to be completed:

Task #1: Project Management and Coordination

The consultant will perform project management coordination which may include, but not limited to project development meetings, environmental and permitting coordination meetings, schedules, progress reports, invoicing, and administration. Consultant will meet with City personnel for an initial kick-off meeting. At this kick-off meeting the team will agree to a date and location for regular monthly project status meetings. The consultant will prepare the agendas and meeting minutes. Decisions made at the monthly meetings will be documented in the minutes. The consultant will also prepare a task matrix to track assigned tasks. The status of tasks will be reviewed at each monthly meeting.

Task #2: Utility Research and Mapping

The utility base map and topographic survey map have been developed during the preliminary engineering process. The consultant shall verify the utility owner, existing utilities, control, existing improvements within the project area; and update the maps as necessary. A copy of the utility base map and CAD file will be provided to the successful consultant.

Utilities Coordination and Notices

Verify all utility facilities within the project area against the utility base map and topographic survey map and coordinate with all utility companies. Prepare, transmit, and track responses to preliminary utility information requests. Provide application and processing services to obtain City meter addresses for any new utility services.

Based on available information, no utility conflicts or relocations are anticipated and are not included.

Utilities Potholing

Pothole existing utilities crossings, underground structures, or other facilities that could pose a conflict with the proposed project. Prepare an exhibit of all planned potholes for City review prior to scheduling work. Design project improvements to avoid underground obstructions. Securing a no fee encroachment permit required for potholing within existing right-of-way shall be included in this task.

Utilities Conflict Map

Develop utility conflict maps identifying the accommodation or protection of any existing utility facilities that conflict with construction. Maps shall detail existing and proposed utilities and their proximity to existing and proposed improvements. Relocation or removal of any existing utility facilities that conflict with construction will require a scope amendment.

Utility conflict maps shall be delivered to the City for review and concurrence prior to issuing Notices to Owner and executing utility agreements. All utility conflicts shall be addressed in the project PS&E.

Deliverables

- Provide correspondence tracking matrix and copies of all utility correspondence. At a minimum, written notifications to utility companies shall consist of the following:
    - Utility Information Request - Request utility companies provide location, size, etc., of their

facilities within the project limits with commencement of design. This notice is forwarded concurrently with commencement of design.
    - Prepare Final Utility Notice Form - Transmit notice and preliminary plans to all utility agencies to confirm that their facilities have been shown correctly on the plans and return redlined corrections, if necessary.
- Make all necessary arrangements with utility owners for timely accommodation or protection of any existing utility facilities. Relocation or removal is not included in the scope of work and would require a scope amendment.
- Provide the utility company name, utility construction inspector's name and phone number for inclusion in the construction specifications.
- Prepare a pre-potholing exhibit prior to scheduling work. Provide City pothole information notes showing the location, horizontal and vertical size of excavation. Plot pothole information on plans and verify no design conflicts still exist.
- Prepare utility conflict maps and secure City concurrence.

Control Surveys: Existing control provided by the City and project team will be reviewed and field verified. It is assumed that this control is based upon the North American Datum of 1983 and the North American Vertical Datum of 1988. Additional project control stations will be established as needed to support the surveying services defined within this scope of work. The City provided control will be the basis for this project.

Supplemental Topographic Surveys and Mapping: The existing topographic and utility survey data will be reviewed, and field verified. Additional topographic surveys will be performed to identify any missing features not previously shown in the existing mapping and verify and update the mapping as needed to support the design team requests. Conventional ground surveys will be utilized to complete this task. The resulting topographic data will be processed and imported into CAD and incorporated into the overall mapping files.

Aerial Imagery and mapping: Assume no new aerial imaging and mapping is required.

Task #3: Environmental Documentation

The environmental document and all necessary technical studies will be prepared according to the National Environmental Policy Act (NEPA) and the Caltrans Standard Environmental Reference (SER).

Task #3.1 Preliminary Environmental Study (PES) Form

The consultant will prepare the Caltrans LAPM's Preliminary Environmental Study (PES) Form will be used and preparation will consist of four steps:

1. Review of the environmental resource information with the project footprint and layout
2. Request for technical information from resource and regulatory agencies
3. Review of regional literature, maps, and resource inventories; and
4. Verify research findings in the field (site visit).

The purpose of the PES is to identify and receive concurrence from Caltrans regarding the technical studies that will need to be prepared for the proposed project and to receive concurrence regarding the environmental document to be prepared. The PES will be prepared using existing, available information and no new analyses or detailed evaluations are assumed or included.

<u>Deliverables:</u>

- PES form

Task #3.2 Environmental Technical Studies

Task #3.2.1 Historic Property Survey Report/Archaeological Survey Report

Based on our understanding, the consultant proposes to prepare the following deliverables for the Project:

archaeological survey report (ASR); Historic Properties Survey Report (HPSR); and an Area of Potential Effects (APE) map. All tasks and reports will be completed in compliance with the Caltrans Standard Environmental Reference (SER). This will involve the following tasks, all of which are included below: archival research and records searches, field surveys, and Native American consultation notification. We anticipate that the Cucamonga Creek Channel will be Exempted as allowed under the Caltrans Section 106 Programmatic Agreement and that no Historical Resources Evaluation Report (HRER) will be required. Any other deliverables or tasks that may become necessary pending Caltrans PQS review, are not included in this scope of work. These include but are not limited to Caltrans format HRER, FOE, ESA AP, PRDMP, XPI, Ph II AER, PIR/PER, etc.

Archaeological Survey Report (ASR):

The consultant will conduct a 1-mile records search at the Eastern Information Center (EIC) and South-Central Coastal Information Center (SCCIC). In addition, the consultant will contact the Native American Heritage Commission (NAHC). The NAHC will perform a Sacred Lands file search and provide a list of Native American groups to contact regarding this project. The consultant will review on-line historic aerial maps, Sanborn maps, historic topographic maps geologic maps, and additional on-line research, as necessary. Relevant and available cultural resource documentation will need to be provided by City, and Caltrans. This may include, but is not limited to as-built site plans, prior cultural resource documents, geotechnical reports, historic maps, etc. After the background research (Task described above) is completed and after the APE Map (see Task below) is approved by Caltrans, The consultant will conduct a systematic pedestrian field survey of the project. The purpose of the survey is to identify any cultural (historic or prehistoric) resources that may be impacted by the project, characterize the setting of the project, and to field check any previously recorded cultural resources within or immediately adjacent to the project discovered by the records search. The ground surface will be visually examined by an archaeologist for evidence of prehistoric (Native American) or historic (Spanish, Mexican, and American period) archaeological resources. Photographs will be taken to document the survey. It is not known currently if any archaeological resources exist within the Project. If there are any archaeological resources within the project boundaries, additional budget will be required to document and evaluate any resources on State of California Department Parks and Recreation Site Forms (DPR Series). Additional tasks may also be required. This will require a contract amendment. City will need to provide legal and physical access to the project areas.

The consultant will prepare a Caltrans format ASR. It will include a project description (details provided by the City), a natural and cultural setting section, methods, results, archaeological sensitivity analysis, impacts analysis, and recommendations for further work, if necessary. Photographs, project maps, and historic maps will be included. For the purposes of this proposal, the consultant anticipates negative findings for archaeological resources. The consultant will prepare one internal draft of the report for the City to review, one administrative draft of the report for the City to review, one draft for Caltrans, and one final report for Caltrans. The report will be provided in PDF and/or MS Word electronic format. No hard copies or reproductions are included. Additional rounds of comments will require additional budget.

APE MAP:

The consultant will prepare a Caltrans formatted APE Map. The APE Map will be reviewed and approved by Caltrans prior to the field survey (Task 1.2 above). The APE Map will be generated from digital ArcGIS layers (shapefiles or geodatabase layers) provided by the City. In order to work effectively, these files must be clearly organized. Each of the layers must have attributes assigned to each feature so the consultant can clearly label each feature on the APE Map. A corresponding .pdf map should be given with a legend/labels calling out each feature and layer. The files should clearly show all ground disturbing activities (grading, cut/fill, over excavation, boring, trenching, etc.), current and proposed ROW, parcel boundaries and APNs, potential staging areas, utility easements, and all engineering features (sidewalks, signals, drains, culverts, BMPs, etc.). Changes made to the project after the consultant starts the APE Map will require a contract amendment. If digital files

are not provided, a contract amendment will be required to prepare the APE using alternative methods. The consultant will prepare one administrative draft of the APE Map for the City to review, one draft for the City, one draft for Caltrans, and one final for Caltrans. The APE Map will be provided in PDF and/or MS Word electronic format. No hard copies or reproductions are included. Additional rounds of comments will be cause for additional budget.

Section 106 Native American Consultation:
The consultant will conduct this coordination as part of the NEPA/NHPA process. To do this, the consultant will coordinate with Caltrans to discuss the specific methods of coordinating consultation under NEPA/NHPA. We anticipate that Caltrans will instruct us to use the Native American contacts on the NAHC list to conduct consultation. Based on our recent experience with Caltrans, the consultant will prepare letters to be reviewed and approved by Caltrans. The consultant will then send the letters to Native American groups via U.S. Certified Mail on behalf of Caltrans. Four weeks after the letters are sent, the consultant will make follow up emails/phone calls to Native American groups in order to determine which groups would like to consult with the Caltrans. From this point, consultation will take place between the Caltrans and each Native American group, if requested (potentially with City's and the consultant involvement). The consultant is available to assist the Caltrans in the process. Limited follow-up/consultation is anticipated and included herein; however, if any issues or concerns are raised, additional budget may be necessary to account for more extensive coordination and consultation support. We anticipate that one meeting will be conducted by telephone or video call. The results of our efforts will be documented in a consultation matrix and will be attached to the ASR/HPSR. The City has already completed consultation efforts related to CEQA/AB-52, we have not included this effort herein.

Historic Properties Survey Report:
The consultant will prepare a Caltrans short-form HPSR. It will include a project description (details provided by the City), a discussion of the APE, summary of consultation efforts, summary of results, findings, and will reference all reports and maps, per the SER guidance. The consultant will prepare one internal draft of the report for the City to review, one administrative draft of the report for City review, one draft for Caltrans, and one final report for Caltrans. The report will be provided in PDF and/or MS Word electronic format. No hard copies or reproductions are included. Additional rounds of comments will require additional budget.

Deliverables:
- HPSR
- ASR
- APE Map

Assumptions:
- The City will need to provide project data, including a project description, project maps and site plans in electronic format (PDF). In addition, background historical information, cultural resources studies, and geotechnical reports relevant to the Project, including any technical reports previously prepared should be provided.
- Tasks associated with the completion of the project include photography, graphics, and word processing/editing. In addition, expenses necessary in the completion of this project will be included (archive fees, mileage, tolls, etc.). These tasks and costs are included in the cost estimate below. Additional budget will be necessary if cultural resources are identified within, or immediately adjacent to the project and if additional rounds of comments are necessary. The consultant does not anticipate attendance at any project meetings. If needed, attendance will be billed out at the Project Manager's rate.

Task #3.2.2 Historical Resources Evaluation Report (HRER) (Optional Task)

Based on our review the Cucamonga Creek Channel was constructed in approximately 1976. A review of the California Built Environment Resources Database (BERD) it has not been evaluated for eligibility on the National Register of Historic Places/California Register of Historical Resources (NRHP/CRHR). Therefore, we believe that the Cucamonga Creek Channel qualifies to be Exempt from evaluation under Attachment 4, Property Type 1, of the Caltrans Section 106 Programmatic Agreement. However, if Caltrans determines that the Cucamonga Creek Channel is not Exempt then it will need to be evaluated for eligibility on the NRHP/CRHR in an HRER. This is the proposed scope of work in the event it will need to be evaluated.

The consultant will prepare a Caltrans format HRER. The HRER will identify, record, and evaluate historical archaeological resources and historic built environment resources, such as buildings, structures, objects, districts, and linear features. This work will include property specific historic research (including historic newspapers, tax and assessor's rolls, and local Historical Societies), preparation of a historic context, a field survey to document the historical resource, preparation of DPR site form, and consultation with interested parties (local historic and heritage groups). The consultant will prepare one internal draft of the HRER for the City to review, one administrative draft of the report for City review, one draft for Caltrans, and one final report for Caltrans. The report will be provided in PDF and/or MS Word electronic format. No hard copies or reproductions are included. Additional rounds of comments will require additional budget.

Deliverables:

- HRER

Task #3.2.3 Natural Environment Study (Minimal Impacts) [NES(MI)]

The consultant will conduct a literature search, perform field surveys, and prepare a Natural Environmental Study (Minimal Impacts) [NES(MI)] report analyzing potential impacts to biological resources. An NES(MI) has been identified due to the limited amount of habitat located within the identified project area. The report will be prepared in accordance with Caltrans SER guidance and will conform to the Caltrans NES(MI) annotated outline that is available at the time that the NES(MI) is initiated.

It is assumed that Endangered Species Act (ESA) Section 7 Consultation or a California ESA Incidental Take Permit (2081) will not be required. Focused protocol surveys for any species are not included in this scope and cost. If additional focused surveys are identified during the biological field reconnaissance, then this will be communicated to the City and a scope and cost for this work will be provided. It is also assumed that no additional Multiple Species Habitat Conservation Plan (MSHCP) documentation or Jurisdictional Delineation would be required as a MSHCP Consistency Analysis and Habitat Assessment (May 2020), and a Jurisdictional Delineation (January 2020) was prepared by Rincon Consultants for the Limonite Gap Closure Project which this project was analyzed during that review.

Deliverables:

- NES(MI)

Task #3.2.4 Hazardous Materials Initial Site Assessment (ISA)

Laurel CEC will prepare an Initial Site Assessment (ISA) to identify all documented hazardous waste sites located within the project study area, as well as facilities located within the project area that store, transfer, or utilize hazardous materials. If hazardous waste sites are identified, determine the potential impact to the project and identify subsequent procedures to determine the extent of contamination and remediation requirements.

Deliverables:

- Initial Site Assessment

Assumptions:

- These costs are for the ISA only (i.e., Phase I), no investigation or hazardous material evaluations.

Task #3.2.5 Section 4(f) De minimis Determination

Section 4(f) resources include publicly-owned parks, recreational areas, and wildlife refuges, and historic sites on or eligible for the NRHP. The bike path adjacent to the Cucamonga Creek is a City-owned facility and is therefore considered a Section 4(f) resource. Potential impacts to the bike path are anticipated to be minimal and would not adversely affect the activities, features, or attributes of the bike path; therefore, it is anticipated that a de minimis Section 4(f) evaluation will be the appropriate level of documentation for the project.

The consultant will prepare a Section 4(f) de minimis determination that will comply with the format and content requirements detailed in the Caltrans SER. The Section 4(f) de minimis determination will document the Section 4(f) property being affected, construction impacts to the Section 4(f) property, measures to minimize impact on the Section 4(f) property, and reasons why the use is de minimis. The consultant will also draft a letter for the City, as the owner of the bike path, to sign and concur with the de minimis finding.

This scope of work assumes that a separate public notice of the de minimis determination will be required. The consultant will assist the City in drafting the public notice, however publication will be the responsibility of the City. If, during the consultant's evaluation of the impacts to Section 4(f) resources, the project is not deemed appropriate for a de minimis Section 4(f) evaluation, a programmatic evaluation will be required. In this scenario, the scope/cost would need to be amended.

Deliverables:

- Section 4(f) Deminimis Determination
- Draft City Concurrence Letter
- Draft Public Notice

Task #3.2.6 Construction Noise Technical Memorandum (Optional Task)

The consultant will prepare a technical noise memorandum to qualitatively evaluate potential construction noise impacts will in terms of maximum levels (Lmax) and the frequency of occurrence at adjacent noise-sensitive locations. Analysis requirements will be based on the sensitivity of the area and the City of Eastvale Noise Ordinance specifications. The proposed project meets the criteria for a Type III project established in 23 CFR 772 (not a Type I project) and requires no noise analysis because the proposed project would not substantially alter the vertical or horizontal alignment or add additional travel lanes.

Deliverables:

- Construction Noise Technical Memorandum

Task #3.2.7 Community Impacts Assessment Technical Memorandum (Optional Task)

The consultant will prepare a Community Impact Assessment (CIA) Technical Memorandum for the project according to Caltrans guidelines and the SER. Community Impacts Assessment Technical Memorandum will identify if construction easements are required for staging or for properties potentially impacted by easements/acquisitions. The memorandum will be prepared in accordance with the Caltrans SER and Environmental Handbook Volume 4 and will include information such as parcel numbers and sizes, property owners, zoning and duration of use and size of areas potentially affected by easements. We will conduct a field survey as a means to ground-truth the anticipated effects of the project.

Deliverables:

- CIA Technical Memorandum

Task #3.3 NEPA Compliance Documentation

Prepare Categorical Exemption CE form and Environmental Commitment Record (ECR), If required by Caltrans. CE's are for actions that do not involve significant environmental impacts, and include a summary of the mitigation commitments (avoidance, minimization, and mitigation measures) identified in each required technical report.

Deliverables:

- Caltrans CE/CE Form
- ECR

Task #4: Geotechnical Investigation Report

Earth Mechanics, Inc. (EMI) performed two 80-foot deep soil borings (one at each abutment) in November and December 2019 for the proposed pedestrian bridge, as part of the Limonite Gap Closure project. Soil lab tests on the collected samples were also performed as part of the Limonite Gap Closure project. Assuming the proposed pedestrian bridge foundation locations are still at the same locations and small diameter piles will be used for the foundations, new borings or new lab testing will not be performed. Information obtained from those two borings will be used for the design of the retaining walls near the abutments. The consultant will perform geotechnical engineering analyses related to the bridge and retaining walls foundations, and prepare Foundation Report to provide the recommendations.

Geotechnical Bore Hole Surveys: Conventional ground surveys will be utilized to locate the geotechnical bore holes as necessary for the project. The bore hole data will be provided in both CAD and CSV format.

Task #5: Plans, Specifications and Estimates (PS&E):

The consultant shall prepare Plans, Specifications and Estimates for the final recommended improvements described in the preceding sections for review and approval by the City, US Army corps of Engineers, Flood Control Districts and other stake holders. **Specifications shall be prepared using the City standard boiler plate specifications, as provided by the City. The Final Specification shall be in word format.**

The consultant shall prepare the project design that includes:

Structures Design

- Pedestrian Bridge Abutments/Retaining Walls
  - The Consultant shall develop structural plans for bridge abutments and provide all supporting calculations for the pedestrian bridge over the Cucamonga Creek Channel to meet the U.S. Army Corps of Engineers and San Bernardino County Flood Control District requirements and any other owner agency. Design shall include abutment walls, abutment foundations, and barriers/railing as needed. Contech shall develop Prefabricated Steel Truss Bridge structural plans, design calculations and specifications and provide them to consultants for submittal.
  - The Consultant shall develop structural plans and provide all supporting calculations for the retaining wall and foundation details, as needed.

  The consultant will provide the following deliverables:

- Finalize Preliminary layout

  Develop Bridge General Plan, Bridge Foundation Plan and preliminary estimate and make submittal to the city for review. The submittal will include bridge profile and preliminary roadway layouts and Typical sections.

- PS&E 65% Deliverable

During this phase, the review comments from Preliminary Layout will be addressed. Consultant will develop structural pans, design calculations, quantities and estimates for submittal. These will be unchecked documents and independent check of the design will be performed in the 90% deliverable phase.

- PS&E 90% Deliverable
- During this phase, the review comments of the 65% submittal will be addressed. An independent check of the design will be performed. The designer will address all comments from the independent check process. Specifications will be prepared in this phase. The submittal will include updated structural plans, design and check of the bridge design calculations, design and check of the quantity estimate and specifications. However, Contech will be responsible for design and independent check of the Pre-Fabricated Steel Truss.
- PS&E 100% Deliverable
- During this phase, review comments from the City and stakeholders will be addressed. The plans, specifications and estimates will be updated per the comments and the package will be submitted for final approval.

Design of architectural pilaster is optional but not included.

Roadway Design

- Off-Site Improvements

The consultant shall develop plans to depict all match work for off-site areas impacted by the proposed road and bridge improvements. This includes but is not limited to transitions to the adjacent existing pedestrian path of travel (trail) to meet ADA requirements.

The Consultant shall be familiar with the City's plan check/approval process and is responsible for delivering complete, accurate contract documents for review during all plan check phases. The Consultant is responsible for addressing all plan check comments to the City's satisfaction, working with functional units to secure necessary approvals, interim correspondence, follow up meeting coordination and any other tasks necessary to facilitate PS&E approval. Consultant is responsible to complete a field review of the entire site to ensure the proposed design is constructible and is compatible with existing conditions.

Deliverables

- Prepare complete plans, according to the same milestones listed above under "Structures Design" including but not limited to, the following (unless other jurisdictional agency plan formatting requirements specify otherwise):
  A. Title Sheet (to include all necessary City, agency and utility approvals).
  B. Construction Details (scale as necessary for clarity).
  C. Typical Cross Sections (not to scale). Develop all necessary trail and roadway typical cross sections, as required for design review, quantity takeoff and construction. Include existing improvements, right-of-way and grading limits.
  D. Plan and Profile (scale: 1"=50' H, 1"=5' V).
  E. Grading Plans, (scale: 1"=50'). Show earthwork grading to join proposed improvements to existing improvements.
  F. Drainage Plans, Profiles and Details, Temporary Water Pollution Control Plan (scale: 1"=50' H, 1"=5' V). Plans will include installation of new drainage facilities associated with the proposed improvements and modification/replacement of existing drainage facilities.

G. Retaining Wall Plans, Profiles and Details (scale: 1"=10').

H. Utility Plans and Details (scale: 1"=50'). Show all record utilities and utility easements within the project work area.

I. Signing and Striping Plans, Details (scale: 1"=50'). Provide signing and striping plans for the proposed improvements as well as restoration of existing signing and striping to be modified, removed or damaged during construction.

J. No Stage Construction is included.

Lighting Design

Task: Prepare City lighting plans for the installation of lighting adjacent to Limonite Gap Closure Pedestrian Bridge. Consultant will prepare Lighting plans for the pedestrian bridge. The proposed lighting will be located adjacent to the new bridge structure. Lighting will only be provided to illuminate the pedestrian bridge. This project does not intend to illuminate the parks or parkways. The lighting design will be per SCE LS-3 rate plan.

The team will conduct a field visit to identify potential electrical service connection points and identify potential conflicts. We will also verify all existing light poles, pull boxes, conduits, conductors and street lighting service location and other pertinent features along the project area.

The street lighting plans will include at least and not limit to the required light poles, fixtures, luminaires, conduits, cables, pull boxes, service equipment, lighting control systems, foundations, enclosures, electrical feeds, as well as necessary, construction notes and details. Lighting analysis and voltage drop calculation will ensure proper light pole spacing and conductor size, respectively, are used on the design. Wiring diagrams, lighting control diagrams, and project notes as necessary will be developed to enhance the constructability of the design. Consultant will provide the team with the necessary loading information for coordination with Southern California Edison.

Work Involved:

- Conduct field check to verify the existing potential electrical service connection and utility conflicts.
- Lighting design will be developed based on the design requirements of the City.
- Wiring diagrams, lighting control diagrams, and project notes as necessary will be developed to enhance the constructability of the design.

Deliverables:

- City Lighting Plan (1 sheet; scale: 1" = 50')
- Notes and Detail Plans (2 sheets; no scale)
- Wiring Diagrams and Details (Not To Scale)
- Photometric Lighting Analysis
- Voltage Drop Calculations
- Engineering Estimates
- Special Provisions

Landscape Design

The consultant shall develop a conceptual and final Landscape Plan for new trail consistent with the community design standards. Multiple water sources for irrigation may be considered, including utilizing storm water, connecting to proposed JCSD purple pipe system and/or connecting to existing JCSD water line. Planting and irrigation must comply with the latest water conservation standards due to the drought conditions in California. Landscaping design will be limited to the areas disturbed by the project. Irrigation design assumes no new water meter is needed and irrigation source is available within the project area and can be extended to cover the project area.

Task #6: Right of Way Acquisition

The goal of the design consultant shall be to minimize the impacts of the project on adjacent properties. Therefore, the need to acquire temporary and permanent rights of way must also be minimized. For purposes of this proposal, it is assumed that temporary and/or permanent may be required from the following properties:

1	144-010-086	Ranch by Transwestern Owners Association	Permanent Easement & TCE	A permanent easement and TCE is required to construct the access road and trail improvements.
2	144-010-010	San Bernardino County Flood Control District	Permanent Easement & TCE	A permanent easement and TCE (or encroachment permit) will be required to construct the new bridge and temporary access in the channel during construction.
3	144-891-049	Javier & Javier Jr. Lomeli	TCE	Temporary access to this residential property will be necessary to reconstruct the existing perimeter wall.
4	144-010-041	Jurupa Community Services District	Permanent Easement & TCE	A permanent easement and TCE is required to construct the access road and trail improvements.

The consultant shall assist the City in the acquisition of both temporary and permanent rights of way needed to complete the project. The proposer must keep in mind the critical path of any public project requiring right of way acquisition is the right of way acquisition itself. Once the scope of improvements is defined and their impact on adjacent properties has been delineated the proposer shall request the City's authorization to proceed with right of way acquisition including document preparation, appraisal, and negotiations with property owners. The following is included in Task 5:

- Preparation of right of way documents including plat maps, legal descriptions, final record maps, Temporary Construction Easements (TCE's), and other necessary documents.
- Participate in monthly meetings with the City and Caltrans to coordinate and communicate updates on the right of way process.
- Prepare appraisals for temporary and permanent rights of way needing to be acquired.
- Prepare appraisal reviews of each fee appraisal reports in compliance with the Uniform Act and Caltrans Right of Way Manual.
- Procure preliminary title reports and underlying documents for the subject properties identified in the table above.

- Negotiate with property owner(s) to acquire temporary and/or permanent rights of way.
- Coordinate the opening and closing of escrow and process agreements, deeds and escrow instructions. The City will pay the cost to acquire rights of way including escrow and title insurance costs.
- Provide support to the City for eminent domain proceedings.
- Prepare and obtain Caltrans right of way certification approval in accordance with FHWA and Caltrans Local Assistance Procedures Manual.

Assumptions:

- Assumes 60 days of good faith negotiations following the presentation of the City's purchase offer to the property owner.

Cadastral and Title Research: Cadastral research will be performed to identify the affected property boundaries and owners within the project limits shown above. This research will be conducted within the County of Riverside and City of Eastvale. Preliminary title reports will be required to support any right of way acquisition, it is assumed that the preliminary title reports will be provided to the survey team at no cost.

Land Net Mapping: The cadastral research and title information will be reviewed and plotted to develop an overall land net base map. Field surveys will be performed to identify key monuments and tie the land net mapping into proper survey controls. The land net mapping will include the existing centerlines, rights of way, property boundaries, easements as shown on publicly available maps and provided title reports, assessor information, found monuments and any other pertinent information. The land net base mapping will be delivered in CAD format.

Appraisal Maps: Once the design team identifies the acquisition needs, appraisal maps will be developed to show each acquisition area in relation to the existing land net information. For this proposal, it is assumed that two parcels may be affected by the proposed project improvements.

Legal Descriptions and Plats: Legal descriptions and plats will be developed for each proposed acquisition (fee, easement, or temporary construction easement). Each legal description will be prepared by or under the direction of a California Professional Land Surveyor. For the purposes of this proposal, four legal descriptions and plats have been included.

The following assumptions have been made:

1. The survey data will be tied to City provided horizontal and vertical controls.
2. Preliminary Title Reports will be provided to the survey team at no cost.
3. The City will notify the appropriate authorities of our work and arrange for access.
4. The City will provide access to the site during normal business hours (7a to 4p, Monday through Friday)
5. No permits of any kind will be required. If permits are required, they will be provided at no cost to the survey team.
6. No special training or safety orientation will be required. If special training is required, then the associated costs will be billed as a separate cost outside of this proposal per our hourly rate schedule attached.

Deliverables:

- Project Control Map in CAD and PDF format
- Topographic Mapping in AutoCAD Civil3D \ MicroStation DGN format

- Geotech bore hole reports in CAD and CSV format
- Land Net Mapping in CAD format
- Appraisal Mapping in CAD and PDF format
- Legal Descriptions and Plats, one wet signed\sealed hard copy, in PDF format
- Field Notes in PDF format
- Field Photos in JPG format
- ASCII Point Files

Task #7: Permits

The Consultant shall provide coordination with and obtain all applicable permits/approvals from appropriate City of Eastvale Departments, and other public agencies.

For each required permit, the Consultant shall prepare and submit an application to the appropriate regulatory/resource agency and prescribed requirements. It is anticipated that the following permits may be required:

1) Southern California Edison
2) US Army Corps of Engineers
3) Regional Water Quality Control Board
4) Department of Fish and Wildlife
5) Riverside County Flood Control
6) San Bernardino County Flood Control
7) City of Eastvale

Task #8: Bid Support

The consultant shall provide the City design support during the project bidding process. This support shall include, but not be limited to, answering requests for information from bidders and the preparation of addendums.

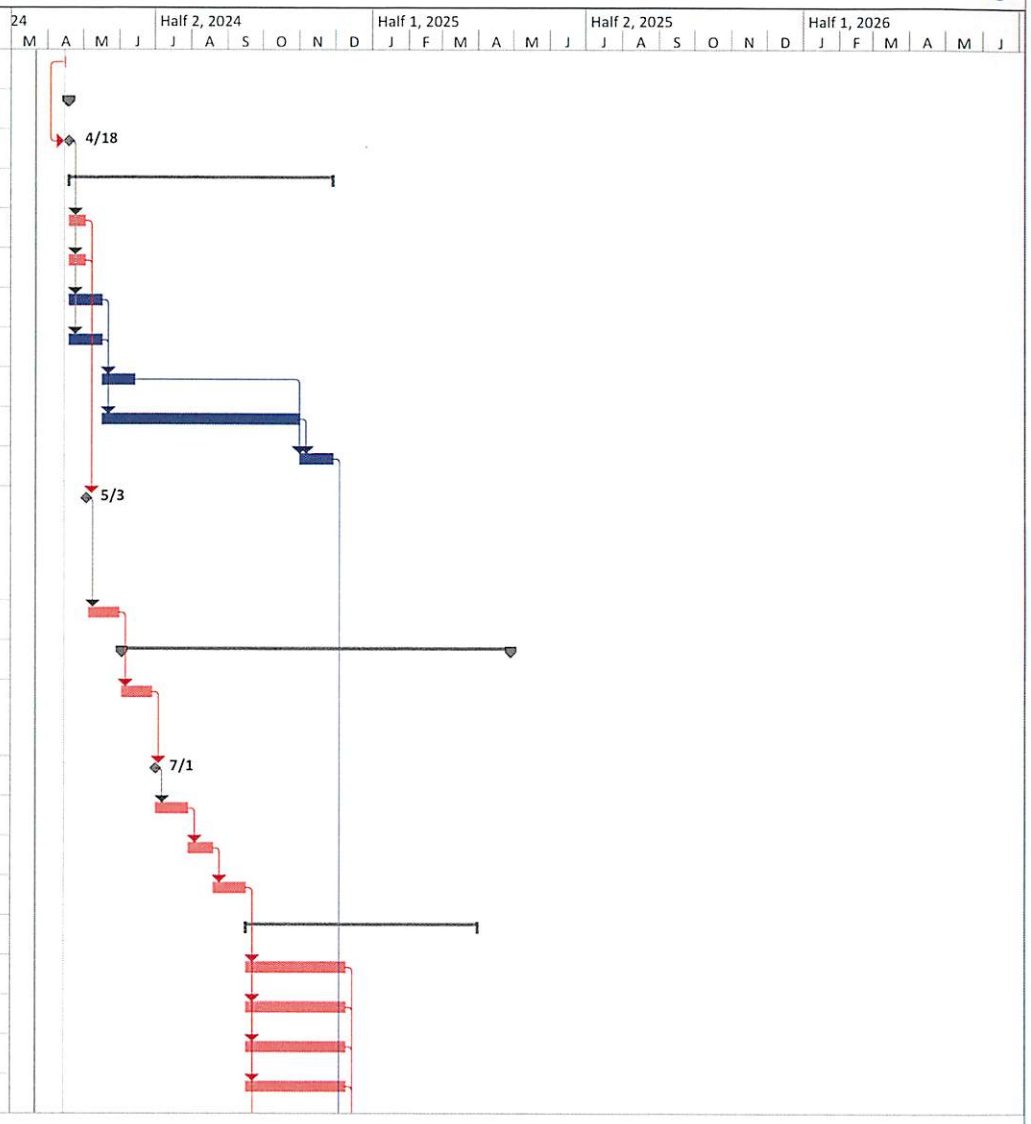
Task #9: Construction Support

The consultant shall provide design support to the City during construction. This support shall include responses to the Request for Information and re-design needed to address unforeseen changes in conditions. Support may include construction observation and preparation of "Record Drawings" from As-builts. The consultant shall review and approve all Shop Plans submittals including the Pre-Fabricated Steel Truss Bridge shop plans.
In order to estimate, assumed numbers or reviews are listed in the estimate.

Exhibit C - Project Schedule

City of Eastvale
Limonite Gap Cucamonga Creek Pedestrian Bridge

ID	Task Name	Duration	Start	Finish
1	NTP	1 day	Mon 4/15/24	Mon 4/15/24
2	**Project Management/Coordination/Public Outreach**	**1 day**	**Thu 4/18/24**	**Thu 4/18/24**
3	Project Kick-off Meeting	1 day	Thu 4/18/24	Thu 4/18/24
4	**Research of Record Information**	**160 days**	**Fri 4/19/24**	**Thu 11/28/24**
5	Research records / obtain and review As-builts from City offices	10 days	Fri 4/19/24	Thu 5/2/24
6	Research private developments and adjacent/ future projects	10 days	Fri 4/19/24	Thu 5/2/24
7	Research Existing Design Surveys	20 days	Fri 4/19/24	Thu 5/16/24
8	Review Right-of-Way Records	20 days	Fri 4/19/24	Thu 5/16/24
9	Right of Way Identification (maps and data)	20 days	Fri 5/17/24	Thu 6/13/24
10	Utility Identification / Coordination	120 days	Fri 5/17/24	Thu 10/31/24
11	Establish Additional Right-of-Way Requirements	20 days	Fri 11/1/24	Thu 11/28/24
12	City Meeting discussing Data Collection Results and Project Progress, Prepare Data Collection Summary, Project Status and Summary of Next Steps Documents.	1 day	Fri 5/3/24	Fri 5/3/24
13	Prepare and finalize proposed preliminary layout	20 days	Mon 5/6/24	Fri 5/31/24
14	**NEPA Environmental Document**	**236 days**	**Mon 6/3/24**	**Mon 4/28/25**
15	Prepare/ Review Preliminary Environmental Study (PES) for City/Caltrans review	20 days	Mon 6/3/24	Fri 6/28/24
16	Environmental Kick-off / Field meeting with Caltrans	1 day	Mon 7/1/24	Mon 7/1/24
17	Caltrans Review	20 days	Tue 7/2/24	Mon 7/29/24
18	Incorporate comments, finalize PES	15 days	Tue 7/30/24	Mon 8/19/24
19	Caltrans Review/Approval	20 days	Tue 8/20/24	Mon 9/16/24
20	**Prepare Technical Studies**	**140 days**	**Tue 9/17/24**	**Mon 3/31/25**
21	Construction Noise Technical Memorandum	60 days	Tue 9/17/24	Mon 12/9/24
22	Community Impact Assessment Memorandum	60 days	Tue 9/17/24	Mon 12/9/24
23	Hazardous Waste: Initial Site Assessment (ISA Phase I)	60 days	Tue 9/17/24	Mon 12/9/24
24	Natural Environment Study (Minimal Impact)	60 days	Tue 9/17/24	Mon 12/9/24



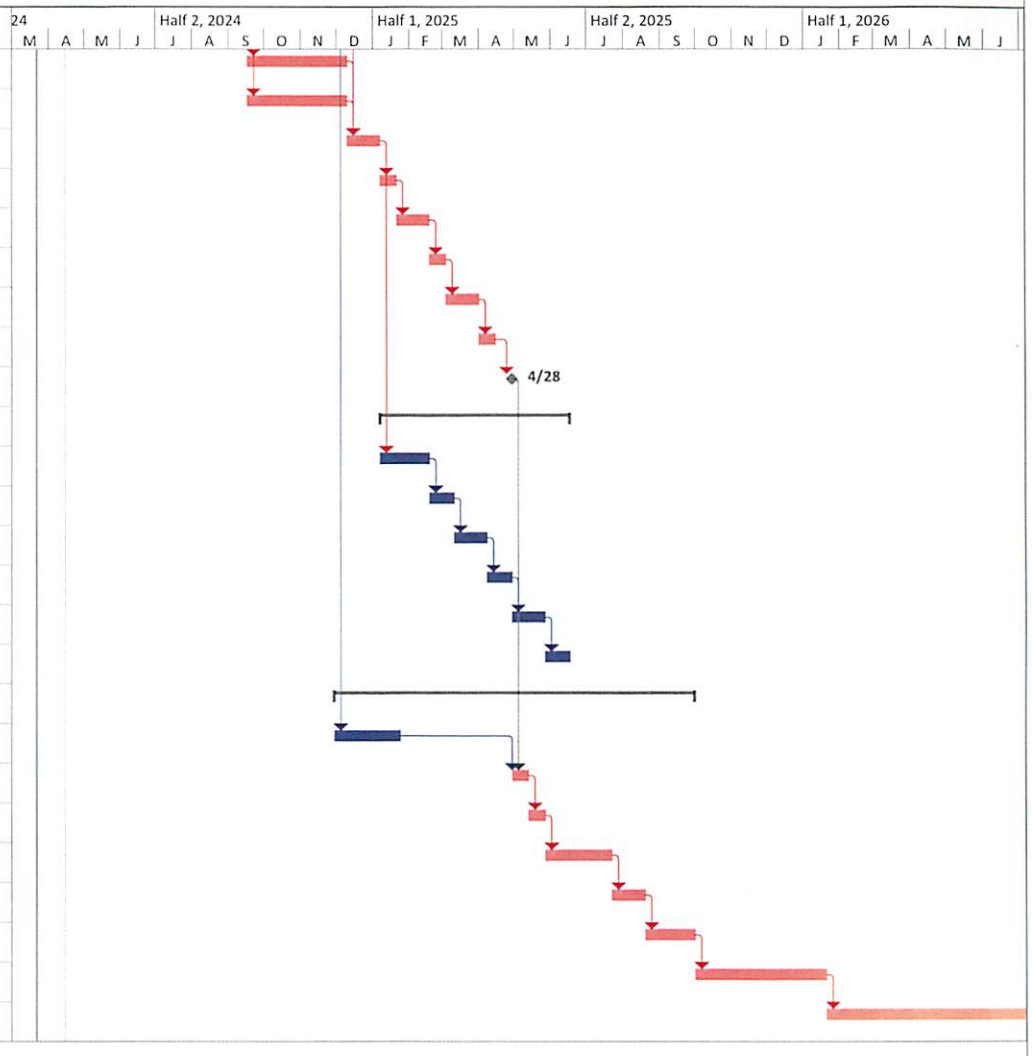
Project: Draft Schedule
Date: Fri 3/22/24

Task | Milestone | Project Summary | Deadline | Critical Split
Split | Summary | Group By Summary | Critical | Progress

Exhibit C - Project Schedule

City of Eastvale
Limonite Gap Cucamonga Creek Pedestrian Bridge

ID	Task Name	Duration	Start	Finish
25	Historic Property Survey Report	60 days	Tue 9/17/24	Mon 12/9/24
26	Section 4(f) - de minimus determination	60 days	Tue 9/17/24	Mon 12/9/24
27	Caltrans review of technical studies	20 days	Tue 12/10/24	Mon 1/6/25
28	Respond to comments and resubmit	10 days	Tue 1/7/25	Mon 1/20/25
29	Caltrans review of technical studies	20 days	Tue 1/21/25	Mon 2/17/25
30	Respond to comments and resubmit	10 days	Tue 2/18/25	Mon 3/3/25
31	Caltrans review and approval of technical studies	20 days	Tue 3/4/25	Mon 3/31/25
32	Prepare ECR and CE form	10 days	Tue 4/1/25	Mon 4/14/25
33	City and Caltrans approval of Categorical Exemption	10 days	Tue 4/15/25	Mon 4/28/25
34	**Final Design**	**115 days**	**Tue 1/7/25**	**Mon 6/16/25**
35	Prepare 65% PS&E	30 days	Tue 1/7/25	Mon 2/17/25
36	City review of 65% PS&E	15 days	Tue 2/18/25	Mon 3/10/25
37	Prepare 90% PS&E	20 days	Tue 3/11/25	Mon 4/7/25
38	City review of 90% PS&E	15 days	Tue 4/8/25	Mon 4/28/25
39	Prepare 100% PS&E	20 days	Tue 4/29/25	Mon 5/26/25
40	City review and approval of 100% PS&E	15 days	Tue 5/27/25	Mon 6/16/25
41	**ROW**	**217 days**	**Fri 11/29/24**	**Mon 9/29/25**
42	ROW Appraisal	40 days	Fri 11/29/24	Thu 1/23/25
43	Appraisal Reviews	10 days	Tue 4/29/25	Mon 5/12/25
44	City Offer Approval	10 days	Tue 5/13/25	Mon 5/26/25
45	Present Offer/Negotiations with Owner	40 days	Tue 5/27/25	Mon 7/21/25
46	Escrow	20 days	Tue 7/22/25	Mon 8/18/25
47	R/W Certification	30 days	Tue 8/19/25	Mon 9/29/25
48	**Bid**	80 days	Tue 9/30/25	Mon 1/19/26
49	**Construction**	180 days	Tue 1/20/26	Mon 9/28/26



Project: Draft Schedule
Date: Fri 3/22/24

Task | Split | Milestone | Summary | Project Summary | Group By Summary | Deadline | Critical | Critical Split | Progress

EXHIBIT "B"
COMPENSATION

EXHIBIT A - PROJECT COST PROPOSAL

Request for Proposal - Cucamonga Creek Pedestrian Bridge
City of Eastvale

Firm Name : TYLin

#	TASK	COST
1.0	Project Management and Coordination	$ 37,416
2.0	Utility Research and Mapping	$ 49,096
3.0	Environmental Documentation	$ 106,509
4.0	Geotechnical Investigation Report	$ 27,596
5.0	Plans, Specifications and Estimates (PS&E)	$ 189,006
6.0	Right of Way Acquisition	$ 81,129
7.0	Permits	$ 50,084
8.0	Bid Support	$ 11,168
9.0	Construction Support	$ 44,618
TOTAL		$ 596,621

T.Y. LIN INTERNATIONAL
ENGINEERING SERVICES FOR City of Eastvale Cucamonga Creek Pedestrian Bridge

Date: 3/16/2024
Prime Consultant: T.Y. Lin International
Project Title: Engineering Services for City of Eastvale - Limonite Gap Closure Pedestrian Bridge Project
Project Number: 0.00
Client Reference: 0

Task/Subtask	Description	Project Manager	Discipline Lead	Senior Discipline Engineer	Discipline Engineer	CADD Manager	CADD Technician	Roadway Lead	Senior Roadway Engineer	Roadway Engineer	Drainage Lead	Environmental Manager	Senior Environmental Planner	Project Controls	Admin	Environmental Specialist	Hours	Total Labor Amount
		Estimated Labor Hours																
1.00	**Task #1: Project Management and Coordination**																	
1.01	Project Management Plan	8	4														12	$2,848
1.02	Quality Control/Quality Assurance Plan	8	16														24	$5,008
1.03	Project Schedule, Project Risk Register	8	8														16	$3,568
1.04	Coordination / Administration	8	24														32	$6,448
1.05	Invoicing, Progress Reports	10	20											24			54	$8,900
1.06	PDT Meetings (12 meetings)	24	12						12								48	$10,644
1.07																	0	$0
1.08																	0	$0
1.09																	0	$0
1.10																	0	$0
	TASK SUBTOTAL:	66	84	0	0	0	0	0	12	0	0	0	0	24	0	0	186	$37,416
	Total Hours:	66	84	0	0	0	0	0	12	0	0	0	0	24	0	0	186	$37,416
																math check-->	186	$37,416
	(Fully Loaded/Burdened) Labor Rate:	$266.00	$180.00	$158.00	$158.00	$163.00	$147.00	$225.00	$175.00	$124.00	$200.00	$200.00	$175.00	$110.00	$1.00	$175.00		
	Labor Subtotal:	$17,556	$15,120	$0	$0	$0	$0	$0	$2,100	$0	$0	$0	$0	$2,640	$0	$0		

Annual Escalation Rate:	4.0%
Contract Duration (Years):	1.00
(Fully Loaded/Burdened) LABOR:	$37,416

SUBCONSULTANT/VENDOR SERVICES	Amount
Laurel CEC-Environmental	$ -
Duke CRM-Environmental	$ -
Monument ROW	$ -
EMI Geotechnical	$ -
LCI-Lighting	$ -
GUIDA-Surveying&Mapping	$ -
YKD Landscape Architect	$ -
Sub 8	$ -
Sub 9	$ -
Sub 10	$ -
Subtotal - SUBCONSULTANT SERVICES:	$0

OTHER DIRECT COSTS	Quant	Unit	Price	Amount
Printing & Repro 8.5x11		Copy		$0
Printing & Repro 11x17		Copy		$0
Mileage		Mile	$0.670	$0
Shipping & Delivery		Each	$25.00	$0
Miscellaneous		Each		$0
Airfare / Lodging		Each		$0
				$0
				$0
				$0
				$0
OTHER DIRECT COSTS:				$0
SUBCONSULTANT/VENDOR SERVICES:				$0
BASE BUDGET:				$37,416
ADDITIONAL SERVICES BUDGET:				$0
TOTAL BUDGET:				$37,416

Notes:
1. Escalated Fee assumed to midpoint of contract duration, with no escalation for the first year.

T.Y. LIN INTERNATIONAL
ENGINEERING SERVICES FOR City of Eastvale Cucamonga Creek Pedestrian Bridge

Date: 3/16/2024
Prime Consultant: T.Y. Lin International
Project Title: Engineering Services for City of Eastvale - Limonite Gap Closure Pedestrian Bridge Project
Project Number: 0.00
Client Reference: 0

Task/Subtask	Description	Project Manager	Discipline Lead	Senior Discipline Engineer	Discipline Engineer	CADD Manager	CADD Technician	Roadway Lead	Senior Roadway Engineer	Roadway Engineer	Drainage Lead	Environmental Manager	Senior Environmental Planner	Project Controls	Admin	Environmental Specialist	Hours	Total Labor Amount
		Estimated Labor Hours																
2.00	**Task #2: Utility Research and Mapping**																	
2.01	Field Review of Project Site		4	4				4	4	4						0	20	$3,448
2.02	Data Collection			4	2			2	6	12							26	$3,936
2.03	Survey Coordination				8			2	3	5							18	$2,859
2.04	Utility Coordination				8			15	40	55							118	$18,459
2.05	Drainage Coordination				4												4	$632
2.06	Geotechnical Coordination		8	16													24	$3,968
2.07																	0	$0
2.08																	0	$0
2.09																	0	$0
2.10																	0	$0
2.11																	0	$0
2.12																	0	$0
2.13																	0	$0
	TASK SUBTOTAL:	0	12	24	22	0	0	23	53	76	0	0	0	0	0	0	210	$33,302
	Total Hours:	0	12	24	22	0	0	23	53	76	0	0	0	0	0	0	210	$33,302
																math check-->	210	$33,302
	(Fully Loaded/Burdened) Labor Rate:	$266.00	$180.00	$158.00	$158.00	$163.00	$147.00	$225.00	$175.00	$124.00	$200.00	$200.00	$175.00	$110.00	$1.00	$175.00		
	Labor Subtotal:	$0	$2,160	$3,792	$3,476	$0	$0	$5,175	$9,275	$9,424	$0	$0	$0	$0	$0	$0		

Annual Escalation Rate:	4.0%
Contract Duration (Years):	1.00
(Fully Loaded/Burdened) LABOR:	$33,302

SUBCONSULTANT/VENDOR SERVICES	Amount
Laurel CEC-Environmental	$ -
Duke CRM-Environmental	$ -
Monument ROW	$ -
EMI Geotechnical	$ -
LCI-Lighting	$ -
GUIDA-Surveying&Mapping	$ 15,794.10
YKD Landscape Architect	$ -
Sub 8	$ -
Sub 9	$ -
Sub 10	$ -
Subtotal - SUBCONSULTANT SERVICES	**$15,794**

OTHER DIRECT COSTS	Quant	Unit	Price	Amount
Printing & Repro 8.5x11		Copy		$0
Printing & Repro 11x17		Copy		$0
Mileage		Mile		$0
Shipping & Delivery		Each		$0
Miscellaneous		Each		$0
Airfare / Lodging		Each		$0
				$0
				$0
				$0
				$0
OTHER DIRECT COSTS:				$0
SUBCONSULTANT/VENDOR SERVICES:				$15,794
BASE BUDGET:				$49,096
ADDITIONAL SERVICES BUDGET:				$0
TOTAL BUDGET:				$49,096

Notes:
1. Escalated Fee assumed to midpoint of contract duration, with no escalation for the first year.

T.Y. LIN INTERNATIONAL
ENGINEERING SERVICES FOR City of Eastvale Cucamonga Creek Pedestrian Bridge

Date: 3/16/2024
Prime Consultant: T.Y. Lin International
Project Title: Engineering Services for City of Eastvale - Limonite Gap Closure Pedestrian Bridge Project
Project Number: 0.00
Client Reference: 0

Task/Subtask	Description	Project Manager	Discipline Lead	Senior Discipline Engineer	Discipline Engineer	CADD Manager	CADD Technician	Roadway Lead	Senior Roadway Engineer	Roadway Engineer	Drainage Lead	Environmental Manager	Senior Environmental Planner	Project Controls	Admin	Environmental Specialist	Hours	Total Labor Amount
		Estimated Labor Hours																
3.00	**Task #3: Environmental Documentation**																	
3.01	Preliminary Geometric Alternatives								6	12	18						36	$6,138
3.1.0	Preliminary Environmental Study (PES) Form											9	27			54	90	$15,980
3.2.0	Environmental Technical Studies																0	$0
3.2.1	Historic Property Survey Report/Archaeological Survey Report											20					20	$4,080
3.2.2	Historic Resources Evaluation Report (HRER) (Optional Task)																0	$0
3.2.3	Natural Environment Study (Minimal Impacts) [NES(MI)]											13	27			34	74	$13,260
3.2.4	Hazardous Materials Initial Site Assessment (ISA)											7					7	$1,360
3.2.5	Section 4(f) De minimis Determination											14	31			20	65	$11,645
3.2.6	Construction Noise Technical Memorandum (Optional Task)																0	$0
3.2.7	Community Impacts Assessment Technical Memorandum											7	27			18	52	$9,244
3.30	NEPA Compliance Documentation											9	13			17	38	$6,906
																	0	$0
																	0	$0
																	0	$0
	TASK SUBTOTAL:	0	0	0	0	0	0	0	6	12	18	77	125	0	0	144	382	$68,613
	Total Hours:	0	0	0	0	0	0	0	6	12	18	77	125	0	0	144	382	$68,613
																math check=>	382	$68,613
	(Fully Loaded/Burdened) Labor Rate:	$266.00	$180.00	$158.00	$158.00	$163.00	$147.00	$225.00	$175.00	$124.00	$200.00	$200.00	$175.00	$110.00	$1.00	$175.00		
	Labor Subtotal:	$0	$0	$0	$0	$0	$0	$0	$1,050	$1,488	$3,600	$15,470	$21,866	$0	$0	$25,139		

Annual Escalation Rate:	4.0%
Contract Duration (Years):	1.00
(Fully Loaded/Burdened) LABOR:	$68,613

SUBCONSULTANT/VENDOR SERVICES	Amount
Laurel CEC-Environmental	$ 18,916.75
Duke CRM-Environmental	$ 18,978.80
Monument ROW	$ -
EMI Geotechnical	$ -
LCI-Lighting	$ -
GUIDA-Surveying&Mapping	$ -
YKD Landscape Architect	$ -
Sub 8	$ -
Sub 9	$ -
Sub 10	$ -
Subtotal - SUBCONSULTANT SERVICES:	**$37,896**

OTHER DIRECT COSTS	Quant	Unit	Price	Amount
Printing & Repro 8.5x11		Copy		$0
Printing & Repro 11x17		Copy		$0
Mileage		Mile		$0
Shipping & Delivery		Each		$0
Miscellaneous		Each		$0
Airfare / Lodging		Each		$0
				$0
				$0
				$0
				$0
OTHER DIRECT COSTS:				$0
SUBCONSULTANT/VENDOR SERVICES:				$37,896
BASE BUDGET:				$106,509
ADDITIONAL SERVICES BUDGET:				$0
TOTAL BUDGET:				$106,509

Notes:
1. Escalated Fee assumed to midpoint of contract duration, with no escalation for the first year.

T.Y. LIN INTERNATIONAL
ENGINEERING SERVICES FOR City of Eastvale Cucamonga Creek Pedestrian Bridge

Date: 3/16/2024
Prime Consultant: T.Y. Lin International
Project Title: Engineering Services for City of Eastvale - Limonite Gap Closure Pedestrian Bridge Project
Project Number: 0.00
Client Reference: 0

Task/Subtask	Description	Project Manager	Discipline Lead	Senior Discipline Engineer	Discipline Engineer	CADD Manager	CADD Technician	Roadway Lead	Senior Roadway Engineer	Roadway Engineer	Drainage Lead	Environmental Manager	Senior Environmental Planner	Project Controls	Admin	Environmental Specialist	Hours	Total Labor Amount
		Estimated Labor Hours																
4.00	**Task #4: Geotechnical Investigation Report**																	
4.01	Permits																0	$0
4.02	Subsurface exploration																0	$0
4.03	Draft Foundation Report																0	$0
4.04	Final Foundation Report																0	$0
4.05																	0	$0
4.06																	0	$0
4.07																	0	$0
4.08																	0	$0
4.09																	0	$0
4.10																	0	$0
4.11																	0	$0
4.12																	0	$0
4.13																	0	$0
4.14																	0	$0
	TASK SUBTOTAL:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	$0
	Total Hours:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	$0
																math check-->	0	$0
	(Fully Loaded/Burdened) Labor Rate:	$266.00	$180.00	$158.00	$158.00	$163.00	$147.00	$225.00	$175.00	$124.00	$200.00	$200.00	$175.00	$110.00	$1.00	$175.00		
	Labor Subtotal:	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0		

Annual Escalation Rate:	4.0%
Contract Duration (Years):	1.00
(Fully Loaded/Burdened) LABOR:	$0

SUBCONSULTANT/VENDOR SERVICES	Amount
Laurel CEC-Environmental	$ -
Duke CRM-Environmental	$ -
Monument ROW	$ -
EMI Geotechnical	$ 27,595.50
LCI-Lighting	$ -
GUIDA-Surveying&Mapping	$ -
YKD Landscape Architect	$ -
Sub 8	$ -
Sub 9	$ -
Sub 10	$ -
Subtotal - SUBCONSULTANT SERVICES	**$27,596**

OTHER DIRECT COSTS	Quant	Unit	Price	Amount
Printing & Repro 8.5x11		Copy		$0
Printing & Repro 11x17		Copy		$0
Mileage		Mile		$0
Shipping & Delivery		Each		$0
Miscellaneous		Each		$0
Airfare / Lodging		Each		$0
				$0
				$0
				$0
				$0
OTHER DIRECT COSTS:				$0
SUBCONSULTANT/VENDOR SERVICES:				$27,596
BASE BUDGET:				$27,596
ADDITIONAL SERVICES BUDGET:				$0
TOTAL BUDGET:				$27,596

Notes
1. Escalated Fee assumed to midpoint of contract duration, with no escalation for the first year.

T.Y. LIN INTERNATIONAL
ENGINEERING SERVICES FOR City of Eastvale Cucamonga Creek Pedestrian Bridge

Date: 3/16/2024
Prime Consultant: T.Y. Lin International
Project Title: Engineering Services for City of Eastvale - Limonite Gap Closure Pedestrian Bridge Project
Project Number: 0.00
Client Reference: 0

Task/Subtask	Description	Project Manager	Discipline Lead	Senior Discipline Engineer	Discipline Engineer	CADD Manager	CADD Technician	Roadway Lead	Senior Roadway Engineer	Roadway Engineer	Drainage Lead	Environmental Manager	Senior Environmental Planner	Project Controls	Admin	Environmental Specialist	Hours	Total Labor Amount
		Estimated Labor Hours																
5.00	**Task #5: Plans, Specifications and Estimates (PS&E)**																	
5.01	Trail plans							10	160	225							395	$58,150
5.02	Landscaping plans																0	$0
5.03	Lighting plans																0	$0
5.04	Structures (bridge foundations and wing walls) plans		10	15	20	10	80										135	$20,720
5.05	Specifications	3	8	10	8			10	25	10							73	$12,778
5.06	Estimate		4	10	15			10	20	30							89	$14,140
5.07	Finalize Preliminary Layout	2	4	5	10												21	$3,622
5.08	PS&E 65% Deliverable	2	5	10	20												37	$6,172
5.09	PS&E 90% Deliverable	2	5	10	20												37	$6,172
5.10	PS&E 100% Deliverable	2	3	8	15												27	$4,537
5.11	Retaining Wall plans							10	65	85							160	$24,165
5.12																	0	$0
5.13																	0	$0
5.14																	0	$0
	TASK SUBTOTAL:	11	38	68	108	10	80	40	270	350	0	0	0	0	0	0	974	$150,456
	Total Hours:	11	38	68	108	10	80	40	270	350	0	0	0	0	0	0	974	$150,456
																math check=>	974	$150,456
	(Fully Loaded/Burdened) Labor Rate:	$266.00	$180.00	$158.00	$158.00	$163.00	$147.00	$225.00	$175.00	$124.00	$200.00	$200.00	$175.00	$110.00	$1.00	$175.00		
	Labor Subtotal:	$2,926	$6,840	$10,665	$16,985	$1,630	$11,760	$9,000	$47,250	$43,400	$0	$0	$0	$0	$0	$0		

Annual Escalation Rate:	4.0%
Contract Duration (Years):	1.00
(Fully Loaded/Burdened) LABOR:	$150,456

SUBCONSULTANT/VENDOR SERVICES	Amount
Laurel CEC-Environmental	$ -
Duke CRM-Environmental	$ -
Monument ROW	$ -
EMI Geotechnical	$ -
LCI-Lighting	$ 20,565.00
GUIDA-Surveying&Mapping	$ -
YKD Landscape Architect	$ 17,984.70
Sub 8	$ -
Sub 9	$ -
Sub 10	$ -
Subtotal - SUBCONSULTANT SERVICES	**$38,550**

OTHER DIRECT COSTS	Quant	Unit	Price	Amount
Printing & Repro 8.5x11		Copy		$0
Printing & Repro 11x17		Copy		$0
Mileage		Mile		$0
Shipping & Delivery		Each		$0
Miscellaneous		Each		$0
Airfare / Lodging		Each		$0
				$0
				$0
				$0
				$0
OTHER DIRECT COSTS:				$0
SUBCONSULTANT/VENDOR SERVICES:				$38,550
BASE BUDGET:				$189,006
ADDITIONAL SERVICES BUDGET:				$0
TOTAL BUDGET:				$189,006

Notes:
1. Escalated Fee assumed to midpoint of contract duration, with no escalation for the first year.

T.Y. LIN INTERNATIONAL
ENGINEERING SERVICES FOR City of Eastvale Cucamonga Creek Pedestrian Bridge

Date: 3/16/2024
Prime Consultant: T.Y. Lin International
Project Title: Engineering Services for City of Eastvale - Limonite Gap Closure Pedestrian Bridge Project
Project Number: 0.00
Client Reference: 0

Task/Subtask	Description	Estimated Labor Hours: Project Manager	Discipline Lead	Senior Discipline Engineer	Discipline Engineer	CADD Manager	CADD Technician	Roadway Lead	Senior Roadway Engineer	Roadway Engineer	Drainage Lead	Environmental Manager	Senior Environmental Planner	Project Controls	Admin	Environmental Specialist	Hours	Total Labor Amount
6.00	**Task #6: Right of Way Acquisition**																	
6.01	Plat maps																0	$0
6.02	Legal descriptions																0	$0
6.03	Final record maps																0	$0
6.04	Temporary Construction Easements (TCE's)																0	$0
6.05	Prepare appraisals for temporary and permanent ROW																0	$0
6.06	Negotiate with property owner(s) to acquire temporary and/or permanent ROW																0	$0
6.07	Provide support to the City for eminent domain proceedings																0	$0
6.08																	0	$0
6.09																	0	$0
6.10																	0	$0
6.11																	0	$0
6.12																	0	$0
6.13																	0	$0
6.14																	0	$0
	TASK SUBTOTAL:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	$0
	Total Hours:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	$0
																	math check--> 0	$0
	(Fully Loaded/Burdened) Labor Rate:	$266.00	$180.00	$158.00	$158.00	$163.00	$147.00	$225.00	$175.00	$124.00	$200.00	$200.00	$175.00	$110.00	$1.00	$175.00		
	Labor Subtotal:	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0		

Annual Escalation Rate:	4.0%
Contract Duration (Years):	1.00
(Fully Loaded/Burdened) LABOR:	$0

SUBCONSULTANT/VENDOR SERVICES	Amount
Laurel CEC-Environmental	$ -
Duke CRM-Environmental	$ -
Monument ROW	$ 54,971.20
EMI Geotechnical	$ -
LCI-Lighting	$ -
GUIDA-Surveying&Mapping	$ 26,157.60
YKD Landscape Architect	$ -
Sub 8	$ -
Sub 9	$ -
Sub 10	$ -
Subtotal - SUBCONSULTANT SERVICES:	**$81,129**

OTHER DIRECT COSTS	Quant	Unit	Price	Amount
Printing & Repro 8.5x11		Copy		$0
Printing & Repro 11x17		Copy		$0
Mileage		Mile		$0
Shipping & Delivery		Each		$0
Miscellaneous		Each		$0
Airfare / Lodging		Each		$0
				$0
				$0
				$0
				$0
OTHER DIRECT COSTS:				$0
SUBCONSULTANT/VENDOR SERVICES:				$81,129
BASE BUDGET:				$81,129
ADDITIONAL SERVICES BUDGET:				$0
TOTAL BUDGET:				$81,129

Notes:
1. Escalated Fee assumed to midpoint of contract duration, with no escalation for the first year.

T.Y. LIN INTERNATIONAL
ENGINEERING SERVICES FOR City of Eastvale Cucamonga Creek Pedestrian Bridge

Date: 3/16/2024
Prime Consultant: T.Y. Lin International
Project Title: Engineering Services for City of Eastvale - Limonite Gap Closure Pedestrian Bridge Project
Project Number: 0.00
Client Reference: 0

Task/Subtask	Description	Project Manager	Discipline Lead	Senior Discipline Engineer	Discipline Engineer	CADD Manager	CADD Technician	Roadway Lead	Senior Roadway Engineer	Roadway Engineer	Drainage Lead	Environmental Manager	Senior Environmental Planner	Project Controls	Admin	Environmental Specialist	Hours	Total Labor Amount
		Estimated Labor Hours																
7.00	**Task #7: Permits**																	
7.01	1) Southern California Edison							8	16	16							40	$6,584
7.02	2) US Army Corps of Engineers											20	40			20	80	$14,500
7.03	3) Regional Water Quality Control Board											20	40			20	80	$14,500
7.04	4) Department of Fish and Wildlife											20	40			20	80	$14,500
7.05	5) Riverside County Flood Control																	
7.06	6) San Bernardino County Flood Control																	
7.07	7) City of Eastvale																0	$0
	TASK SUBTOTAL:	0	0	0	0	0	0	8	16	16	0	60	120	0	0	60	280	$50,084
	Total Hours:	0	0	0	0	0	0	8	16	16	0	60	120	0	0	60	280	$50,084
																math check-->	280	$50,084
	(Fully Loaded/Burdened) Labor Rate:	$266.00	$180.00	$158.00	$158.00	$163.00	$147.00	$225.00	$175.00	$124.00	$200.00	$200.00	$175.00	$110.00	$1.00	$175.00		
	Labor Subtotal:	$0	$0	$0	$0	$0	$0	$1,800	$2,800	$1,984	$0	$12,000	$21,000	$0	$0	$10,500		

Annual Escalation Rate:	4.0%
Contract Duration (Years):	1.00
(Fully Loaded/Burdened) LABOR:	$50,084

SUBCONSULTANT/VENDOR SERVICES	Amount
Laurel CEC-Environmental	$ -
Duke CRM-Environmental	$ -
Monument ROW	$ -
EMI Geotechnical	$ -
LCI-Lighting	$ -
GUIDA-Surveying&Mapping	$ -
YKD Landscape Architect	$ -
Sub 8	$ -
Sub 9	$ -
Sub 10	$ -
Subtotal - SUBCONSULTANT SERVICES:	$0

OTHER DIRECT COSTS	Quant	Unit	Price	Amount
Printing & Repro 8.5x11		Copy		$0
Printing & Repro 11x17		Copy		$0
Mileage		Mile		$0
Shipping & Delivery		Each		$0
Miscellaneous		Each		$0
Airfare / Lodging		Each		$0
				$0
				$0
				$0
				$0
OTHER DIRECT COSTS:				$0
SUBCONSULTANT/VENDOR SERVICES:				$0
BASE BUDGET:				$50,084
ADDITIONAL SERVICES BUDGET:				$0
TOTAL BUDGET:				$50,084

Notes:
1. Escalated Fee assumed to midpoint of contract duration, with no escalation for the first year.

T.Y. LIN INTERNATIONAL
ENGINEERING SERVICES FOR City of Eastvale Cucamonga Creek Pedestrian Bridge

Date: 3/16/2024
Prime Consultant: T.Y. Lin International
Project Title: Engineering Services for City of Eastvale - Limonite Gap Closure Pedestrian Bridge Project
Project Number: 0.00
Client Reference: 0

Task/Subtask	Description	Estimated Labor Hours: Project Manager	Discipline Lead	Senior Discipline Engineer	Discipline Engineer	CADD Manager	CADD Technician	Roadway Lead	Senior Roadway Engineer	Roadway Engineer	Drainage Lead	Environmental Manager	Senior Environmental Planner	Project Controls	Admin	Environmental Specialist	Hours	Total Labor Amount
8.00	**Task #8: Bid Support**																	
8.01	Bid Support (Pre-bid meeting, RFI, Addendum)	4	8	8	8	16	24										68	$11,168
8.02																	0	$0
8.03																	0	$0
8.04																	0	$0
8.05																	0	$0
	TASK SUBTOTAL:	4	8	8	8	16	24	0	0	0	0	0	0	0	0	0	68	$11,168
	Total Hours:	4	8	8	8	16	24	0	0	0	0	0	0	0	0	0	68	$11,168
																math check=>	68	$11,168
	(Fully Loaded/Burdened) Labor Rate:	$266.00	$180.00	$158.00	$158.00	$163.00	$147.00	$225.00	$175.00	$124.00	$200.00	$200.00	$175.00	$110.00	$1.00	$175.00		
	Labor Subtotal:	$1,064	$1,440	$1,264	$1,264	$2,608	$3,528	$0	$0	$0	$0	$0	$0	$0	$0	$0		

Annual Escalation Rate:	4.0%
Contract Duration (Years):	1.00
(Fully Loaded/Burdened) LABOR:	$11,168

SUBCONSULTANT/VENDOR SERVICES	Amount
Laurel CEC-Environmental	$ -
Duke CRM-Environmental	$ -
Monument ROW	$ -
EMI Geotechnical	$ -
LCI-Lighting	$ -
GUIDA-Surveying&Mapping	$ -
YKD Landscape Architect	$ -
Sub 8	$ -
Sub 9	$ -
Sub 10	$ -
Subtotal - SUBCONSULTANT SERVICES:	$0

OTHER DIRECT COSTS	Quant	Unit	Price	Amount
Printing & Repro 8.5x11		Copy		$0
Printing & Repro 11x17		Copy		$0
Mileage		Mile		$0
Shipping & Delivery		Each		$0
Miscellaneous		Each		$0
Airfare / Lodging		Each		$0
				$0
				$0
				$0
				$0
OTHER DIRECT COSTS:				$0
SUBCONSULTANT/VENDOR SERVICES:				$0
BASE BUDGET:				$11,168
ADDITIONAL SERVICES BUDGET:				$0
TOTAL BUDGET:				$11,168

Notes:
1. Escalated Fee assumed to midpoint of contract duration, with no escalation for the first year.

T.Y. LIN INTERNATIONAL
ENGINEERING SERVICES FOR City of Eastvale Cucamonga Creek Pedestrian Bridge

Date: 3/16/2024
Prime Consultant: T.Y. Lin International
Project Title: Engineering Services for City of Eastvale - Limonite Gap Closure Pedestrian Bridge Project
Project Number: 0.00
Client Reference: 0

Task/Subtask	Description	Project Manager	Discipline Lead	Senior Discipline Engineer	Discipline Engineer	CADD Manager	CADD Technician	Roadway Lead	Senior Roadway Engineer	Roadway Engineer	Drainage Lead	Environmental Manager	Senior Environmental Planner	Project Controls	Admin	Environmental Specialist	Hours	Total Labor Amount
		Estimated Labor Hours																
9.00	**Task #9: Construction Support**																	
9.01	Meetings and Management (6 mo)	4	16														20	$3,944
9.02	PC/Admin/Accounting (6 mo)													24			24	$2,640
9.03	Shop Drawing reviews (2 max, 16 hours per Submittal)		8		24												32	$5,232
9.04	RFI's (10 max, 12 hours per RFI)		8	36	12		16	8	36	12							128	$20,964
9.05	Field Design Change - Min (1 max)			4	8	16											28	$4,504
9.06	Site visits (2 max)			4					4								8	$1,332
9.07	As-builts (24 sheets max)				6		6			12							24	$3,316
9.08	Project Closeout	4	4					4									12	$2,684
9.09																	0	$0
9.10																	0	$0
	TASK SUBTOTAL:	8	36	44	50	16	22	12	40	24	0	0	0	24	0	0	276	$44,618
	Total Hours:	8	36	44	50	16	22	12	40	24	0	0	0	24	0	0	276	$44,618
																math check=>	276	$44,618
	(Fully Loaded/Burdened) Labor Rate:	$266.00	$180.00	$158.00	$158.00	$163.00	$147.00	$225.00	$175.00	$124.00	$200.00	$200.00	$175.00	$110.00	$1.00	$175.00		
	Labor Subtotal:	$2,128	$6,480	$6,952	$7,900	$2,608	$3,234	$2,700	$7,000	$2,976	$0	$0	$0	$2,640	$0	$0		

Annual Escalation Rate:	4.0%
Contract Duration (Years):	1.00
(Fully Loaded/Burdened) LABOR:	$44,618

SUBCONSULTANT/VENDOR SERVICES	Amount
Laurel CEC-Environmental	$ -
Duke CRM-Environmental	$ -
Monument ROW	$ -
EMI Geotechnical	$ -
LCI-Lighting	$ -
GUIDA-Surveying&Mapping	$ -
YKD Landscape Architect	$ -
Sub 8	$ -
Sub 9	$ -
Sub 10	$ -
Subtotal - SUBCONSULTANT SERVICES	$0

OTHER DIRECT COSTS	Quant	Unit	Price	Amount
Printing & Repro 8.5x11		Copy		$0
Printing & Repro 11x17		Copy		$0
Mileage		Mile		$0
Shipping & Delivery		Each		$0
Miscellaneous		Each		$0
Airfare / Lodging		Each		$0
				$0
				$0
				$0
				$0
OTHER DIRECT COSTS:				$0
SUBCONSULTANT/VENDOR SERVICES:				$0
BASE BUDGET:				$44,618
ADDITIONAL SERVICES BUDGET:				$0
TOTAL BUDGET:				$44,618

Notes:
1. Escalated Fee assumed to midpoint of contract duration, with no escalation for the first year.

EXHIBIT "C"
INSURANCE

A. Insurance Requirements. Contractor shall provide and maintain insurance, acceptable to the City, in full force and effect throughout the term of this Agreement, against claims for injuries to persons or damages to property which may arise from or in connection with the performance of the Services by Contractor, its agents, representatives or employees. Insurance is to be placed with insurers with a current A.M. Best's rating of no less than A:VII.

Contractor shall provide the following scope and limits of insurance:

1. Minimum Scope of Insurance. Coverage shall be at least as broad as:

(1) Commercial General Liability. Insurance Services Office form Commercial General Liability coverage (Occurrence Form CG 0001).

(2) Automobile. Insurance Services Office form number CA 0001 (Ed. 1/87) covering Automobile Liability, including code 1 "any auto" and endorsement CA 0025, or equivalent forms subject to the written approval of the City.

(3) Workers' Compensation. Workers' Compensation insurance as required by the Labor Code of State of California covering all persons providing Services on behalf of the Contractor and all risks to such persons under this Agreement.

(4) Professional Liability. Professional liability insurance appropriate to the Contractor's profession. This coverage may be written on a "claims made" basis, and must include coverage for contractual liability. The professional liability insurance required by this Agreement must be endorsed to be applicable to claims based upon, arising out of or related to Services performed under this Agreement. The insurance must be maintained for at least three (3) consecutive years following the completion of Contractor's services or the termination of this Agreement. During this additional three (3) year period, Contractor shall annually and upon request of the City submit written evidence of this continuous coverage.

2. Minimum Limits of Insurance. Contractor shall maintain limits of insurance no less than:

(1) Commercial General Liability. $1,000,000 general aggregate for bodily injury, personal injury and property damage.

(2) Automobile. $1,000,000 per accident for bodily injury and property damage. A combined single limit policy with aggregate limits in an amount of

not less than $2,000,000 shall be considered equivalent to the said required minimum limits set forth above.

(3) Workers' Compensation. Workers' Compensation as required by the Labor Code of the State of California of not less than $1,000,000 per occurrence.

(4) Professional Liability. $1,000,000 per claim.

B. Other Provisions. Insurance policies required by this Agreement shall contain the following provisions:

1. All Policies. Each insurance policy required by this Agreement shall be endorsed and state the coverage shall not be suspended, voided, cancelled by the insurer or either Party to this Agreement, reduced in coverage or in limits except after 30 days' prior written notice by certified mail, return receipt requested, has been given to City.

2. Commercial General Liability and Automobile Liability Coverages.

(1) City, and its respective elected and appointed officers, officials, and employees and volunteers are to be covered as additional insureds as respects: liability arising out of activities Contractor performs; products and completed operations of Contractor; premises owned, occupied or used by Contractor; or automobiles owned, leased, hired or borrowed by Contractor. The coverage shall contain no special limitations on the scope of protection afforded to City, and their respective elected and appointed officers, officials, or employees.

(2) Contractor's insurance coverage shall be primary insurance with respect to City, and its respective elected and appointed, its officers, officials, employees and volunteers. Any insurance or self-insurance maintained by City, and its respective elected and appointed officers, officials, employees or volunteers, shall apply in excess of, and not contribute with, Contractor's insurance.

(3) Contractor's insurance shall apply separately to each insured against whom claim is made or suit is brought, except with respect to the limits of the insurer's liability.

(4) Any failure to comply with the reporting or other provisions of the insurance policies, including breaches of warranties, shall not affect coverage provided to City, and its respective elected and appointed officers, officials, employees or volunteers.

3. Workers' Compensation Coverage. Unless the City Manager otherwise agrees in writing, the insurer shall agree to waive all rights of subrogation

against City, and its respective elected and appointed officers, officials, employees and agents for losses arising from work performed by Contractor.

C. Other Requirements. Contractor agrees to deposit with City, at or before the effective date of this Agreement, certificates of insurance necessary to satisfy City that the insurance provisions of this contract have been complied with. The City may require that Contractor furnish City with copies of original endorsements effecting coverage required by this Exhibit "C". The certificates and endorsements are to be signed by a person authorized by that insurer to bind coverage on its behalf.

1. Contractor shall furnish certificates and endorsements from each subcontractor identical to those Contractor provides.

2. Any deductibles or self-insured retentions must be declared to and approved by City. At the option of City, either the insurer shall reduce or eliminate such deductibles or self-insured retentions as respects City or its respective elected or appointed officers, officials, employees and volunteers, or the Contractor shall procure a bond guaranteeing payment of losses and related investigations, claim administration, defense expenses and claims.

3. The procuring of such required policy or policies of insurance shall not be construed to limit Contractor's liability hereunder nor to fulfill the indemnification provisions and requirements of this Agreement.

CITY OF EASTVALE

AGENDA STAFF REPORT

City Council/Eastvale Public Financing Authority/Eastvale Parking Authority Meeting
CONSENT CALENDAR
Agenda Item No. 11.6
January 22, 2025

Fourth Contract Amendment with Geocon West Inc. for the Eastvale Civic Center

Prepared By:

Jimmy Chung, City Engineer/Public Works Director

Recommended Action(s)

Staff recommends that the City Council authorize the City Manager to execute a contract amendment with Geocon to provide a supplemental geotechnical investigation for an additional amount of $10,540 for a total not-to-exceed amount of $80,365.

Summary

Geocon's original scope included preparing a geotechnical report and providing construction recommendations for the Civic Center project. During the plan check process, it was determined that a supplemental geotechnical investigation is required for the proposed police headquarters building to comply with California Geological Survey Note 48 for the Type 4 structure.

An "essential facility" in building code refers to a structure designed to remain operational during and after a major disaster, such as a hospital, fire station, police station, emergency operations center, or power plant, and is typically classified as a "Risk Category IV" building requiring stricter design standards to ensure continued functionality in extreme events like earthquakes or hurricanes. Council approval of this amendment will authorize the supplemental testing needed to address the plan check comment.

Background

The additional scope will include advancing 7 additional cone penetrometer borings at the site, performing site-specific seismic calculations, and compiling the supplemental geotechnical report in accordance with CGS Note 48.

Geocon currently has a contract for $69,825. With this contract amendment, Geocon will provide the additional services for a lump sum of $10,540. Consulting costs for these professional engineering services are budgeted under account 600-500-6650.

Environmental

Approval of agreement is an administrative activity and is exempt from the California Environmental Quality Act (CEQA) because it will not result in direct or indirect physical changes in the environment. Construction of the Civic Center site is covered under an Addendum to the Program Environmental Impact Report prepared for the Leal Master Plan Amendment which was adopted by the City Council on May 11, 2022.

Strategic Plan Action - Priority Level: 1 | Target #: 5 | Goal #: 1

The proposed contract contribute to the development of Downtown Eastvale, which can significantly attract businesses and retailers to establish their presence in the City and create a "Destination Eastvale" with high-quality and unique businesses
Develop and Construct Civic Center; and Construct a Police Substation building.

Fiscal Impact

Total fiscal impact is $10,540. Adequate budget is available under Capital Improvement Plan Project No. 95011 for the Civic Center in the General Capital Projects Fund under account 600-500-6650.

Prior City Council/Commission Action

Council authorized staff to start the RFP process for an Owner Representative/Program Manager and Bridging Architect on July 28, 2021.

In November 2021, the City Council approved a contract with Griffin Structures and sub-consultants, LPA (architects), Urban Arena (architects), and Circle Pointe (communications) in the amount of $4,580,000 for outreach, design up to Design Development, and Construction Administration

City Council approved the Downtown Eastvale Master Plan Amendment (Leal Master Plan Amendment) project and the associated Development Agreement on May 11, 2022.

On October 12, 2022 the City Council authorized the City Manager to execute a contract amendment with Gensler architectural services for $230,000, for a combined amount not-to-exceed $250,000, to perform planning and pre-design services for Downtown Eastvale.

On October 12, 2022, the City Council authorized the City Manager to execute the First Amendment to the Agreement with Griffin Structures to reduce the Scope of Services, retaining Griffin as the Owner Representative/Program Manager for the Civic Center project and eliminating sub-consultants, and reducing the total compensation amount to $1,845,353 and modifying the delivery method.

On November 30, 2022, the City Council held a workshop on the Civic Center Public Infrastructure Project and set the building sizes for the Civic Center Campus.

On May 10, 2023, the City Council authorized the City Manager to execute a contract amendment

with Gensler which included a team of subconsulting Engineers of Record for architectural, engineering, and interior design services for Phase 1 of the Civic Center Project (City Hall, Library, Police Station, Civic Plaza, Civic Park) for total contract not-to-exceed amount of $12,178,295.

On June 28, 2023, the City Council authorized the City Manager to execute a contract amendment with Geocon to provide geotechnical services for a not to exceed amount of $33,025.

One September 13, 2023, the City Council authorized the City Manager to execute a contract amendment with Geocon to provide additional geotechnical services for an additional amount of $12,300 for a total not to exceed amount of $45,325.

On November 13, 2023, the City Council authorized the City Manager to execute a contract amendment with Geocon to provide the Preliminary Environment for an additional amount of $24,500 for a total not-to-exceed amount of $69,825.

Attachment(s)

Attachment 1 - Geocon Agreement for Services - Original Contract
Attachment 2.1 - Fourth Amendment to the Contract
Attachment 2.2 - Exhibit A to the Fourth Amendment

AGREEMENT FOR SERVICES
GEOTECHNICAL PEER REVIEW, INVESTIGATION, AND AS-NEEDED GEOTECHNICAL CONSULTATION SERVICES

This Agreement for Services ("Agreement") is entered into as of this ____ day of _____, 2023 by and between the City of Eastvale, a municipal corporation ("City") and Geocon West Inc., a California corporation ("Contractor"). City and Contractor are sometimes hereinafter individually referred to as "Party" and hereinafter collectively referred to as the "Parties."

RECITALS

A. City has sought, by direct negotiation of the performance of the services defined and described particularly in Section 2 of this Agreement.

B. Contractor, following submission of a proposal for the performance of the services defined and described particularly in Section 2 of this Agreement, was selected by the City to perform those services.

C. The Parties desire to formalize the selection of Contractor for performance of those services defined and described particularly in Section 2 of this Agreement and desire that the terms of that performance be as particularly defined and described herein.

OPERATIVE PROVISIONS

NOW, THEREFORE, in consideration of the mutual promises and covenants made by the Parties and contained here and other consideration, the value and adequacy of which are hereby acknowledged, the Parties agree as follows:

SECTION 1. TERM OF AGREEMENT.

Subject to the provisions of Section 20 "Termination of Agreement" of this Agreement, the Term of this Agreement is until completion of Civic Center buildings construction.

SECTION 2. SCOPE OF SERVICES & SCHEDULE OF PERFORMANCE.

(a) Scope of Services. Contractor agrees to perform the services set forth in Exhibit "A" "Scope of Services" (hereinafter, the "Services") and made a part of this Agreement by this reference.

(b) Schedule of Performance. The Services shall be completed pursuant to the schedule specified in Exhibit "A." Should the Services not be completed pursuant to that schedule, the Contractor shall be deemed to be in Default of this Agreement. The City, in its sole discretion, may choose not to enforce the Default provisions of this Agreement and may instead allow Contractor to continue performing the Services.

SECTION 3. ADDITIONAL SERVICES.

Contractor shall not be compensated for any work rendered in connection with its performance of this Agreement that are in addition to or outside of the Services unless such additional services are authorized in advance and in writing in accordance with Section 26 "Administration and Implementation" or Section 28 "Amendment" of this Agreement. If and when such additional work is authorized, such additional work shall be deemed to be part of the Services.

SECTION 4. COMPENSATION AND METHOD OF PAYMENT.

(a) Subject to any limitations set forth in this Agreement, City agrees to pay Contractor the amounts specified in Exhibit "B" "Compensation" and made a part of this Agreement by this reference. The total compensation, including reimbursement for actual expenses, is a lump sum amount of four thousand seven hundred twenty five dollars ($4,725), unless additional compensation is approved in writing in accordance with Section 26 "Administration and Implementation" or Section 28 "Amendment" of this Agreement.

(b) Each month Contractor shall furnish to City an original invoice for all work performed and expenses incurred during the preceding month. The invoice shall detail charges by the following categories: labor (by sub-category), travel, materials, equipment, supplies, and subcontractor contracts. Subcontractor charges shall be detailed by the following categories: labor, travel, materials, equipment and supplies. If the compensation set forth in subsection (a) and Exhibit "B" include payment of labor on an hourly basis (as opposed to labor and materials being paid as a lump sum), the labor category in each invoice shall include detailed descriptions of task performed and the amount of time incurred for or allocated to that task. City shall independently review each invoice submitted by the Contractor to determine whether the work performed and expenses incurred are in compliance with the provisions of this Agreement. In the event that no charges or expenses are disputed, the invoice shall be approved and paid according to the terms set forth in subsection (c). In the event any charges or expenses are disputed by City, the original invoice shall be returned by City to Contractor for correction and resubmission.

(c) Except as to any charges for work performed or expenses incurred by Contractor which are disputed by City, City will use its best efforts to cause Contractor to be paid within thirty (30) days of receipt of Contractor's correct and undisputed invoice.

(d) Payment to Contractor for work performed pursuant to this Agreement shall not be deemed to waive any defects in work performed by Contractor.

SECTION 5. INSPECTION AND FINAL ACCEPTANCE.

City may inspect and accept or reject any of Contractor's work under this Agreement, either during performance or when completed. City shall reject or finally accept Contractor's work within sixty (60) days after submitted to City. City shall reject work by a timely written explanation, otherwise Contractor's work shall be deemed to have been accepted. City's acceptance shall be conclusive as to such work except with respect

to latent defects, fraud and such gross mistakes as amount to fraud. Acceptance of any of Contractor's work by City shall not constitute a waiver of any of the provisions of this Agreement including, but not limited to, Section 16 "Indemnification" and Section 17 "Insurance."

SECTION 6. OWNERSHIP OF DOCUMENTS.

All original maps, models, designs, drawings, photographs, studies, surveys, reports, data, notes, computer files, files and other documents prepared, developed or discovered by Contractor in the course of providing the Services pursuant to this Agreement shall become the sole property of City and may be used, reused or otherwise disposed of by City without the permission of the Contractor. Upon completion, expiration or termination of this Agreement, Contractor shall turn over to City all such original maps, models, designs, drawings, photographs, studies, surveys, reports, data, notes, computer files, files and other documents.

If and to the extent that City utilizes for any purpose not related to this Agreement any maps, models, designs, drawings, photographs, studies, surveys, reports, data, notes, computer files, files or other documents prepared, developed or discovered by Contractor in the course of providing the Services pursuant to this Agreement, Contractor's representations in Section 9 "Standard of Performance" of this Agreement shall not extend to such use of the maps, models, designs, drawings, photographs, studies, surveys, reports, data, notes, computer files, files or other documents.

All final work product developed by Contractor in the course of providing the Services pursuant to this Agreement shall become the sole property of City and may be used, reused or otherwise disposed of by City without the permission of the Contractor. Upon completion, expiration or termination of this Agreement, Contractor shall turn over to City all such final work product if paid for by the City. This provision specifically excludes Contractors' work notes and drafts, which are owned by Contractor, not City.

SECTION 7. CONTRACTOR'S BOOKS AND RECORDS.

(a) Contractor shall maintain any and all documents and records demonstrating or relating to Contractor's performance of the Services. Contractor shall maintain any and all ledgers, books of account, invoices, vouchers, canceled checks, or other documents or records evidencing or relating to the Services, including expenditures and disbursements charged to City pursuant to this Agreement. Any and all such documents or records shall be maintained in accordance with generally accepted accounting principles and shall be sufficiently complete and detailed so as to permit an accurate evaluation of the services provided by Contractor pursuant to this Agreement. Any and all such documents or records shall be maintained for three (3) years from the date of execution of this Agreement and to the extent required by laws relating to audits of public agencies and their expenditures. In accordance with California Government Code Section 8546.7, if the total compensation in Section 4 exceeds ten thousand dollars ($10,000.00), this Agreement and the Contractor's books and records related to this Agreement shall be subject to the examination and audit of the State Auditor, at the

request of City or as part of any audit of the City, for a period of three (3) years after final payment under the Agreement.

(b) Any and all records or documents required to be maintained pursuant to this section shall be made available for inspection, audit and copying, at any time during regular business hours, upon request by City or its designated representative. Copies of such documents or records shall be provided directly to the City for inspection, audit and copying when it is practical to do so; otherwise, unless an alternative is mutually agreed upon, such documents and records shall be made available at Contractor's address indicated for receipt of notices in this Agreement.

(c) Where City has reason to believe that any of the documents or records required to be maintained pursuant to this section may be lost or discarded due to dissolution or termination of Contractor's business, City may, by written request, require that custody of such documents or records be given to the City. Access to such documents and records shall be granted to City, as well as to its successors-in-interest and authorized representatives.

SECTION 8. INDEPENDENT CONTRACTOR.

(a) Contractor is and shall at all times remain a wholly independent contractor and not an officer, employee or agent of City. Contractor shall have no authority to bind City in any manner, nor to incur any obligation, debt or liability of any kind on behalf of or against City, whether by contract or otherwise.

(b) The personnel performing the Services under this Agreement on behalf of Contractor shall at all times be under Contractor's exclusive direction and control. Neither City, nor any elected or appointed boards, officers, officials, employees or agents of City, shall have control over the conduct of Contractor or any of Contractor's personnel. Contractor shall not at any time or in any manner represent that Contractor or any of Contractor's personnel are in any manner officials, officers, or employees of City.

(c) Neither Contractor, nor any of Contractor's personnel shall obtain any rights to retirement, health care or any other benefits which may otherwise accrue to City's employees. Contractor expressly waives any claim Contractor, its officers, employees, agents or subcontractors, may have to any such rights. Contractor's indemnity obligations in Section 16 "Indemnification" of this Agreement include the obligation to indemnify the City from and against any liability that may arise related to claims that Contractor, its officers, employees, agents or subcontractors, are entitled to retirement, health care or any other benefits that accrue to City employees. This provision shall survive the expiration or earlier termination of this Agreement.

SECTION 9. STANDARD OF PERFORMANCE.

Contractor represents 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. Contractor shall at all times faithfully, competently and to the best of its ability, experience and talent, perform all Services. In meeting its obligations under this Agreement, Contractor shall employ, at a minimum, generally

accepted standards and practices utilized by persons engaged in providing services similar to the Services required of Contractor under this Agreement. In addition to the general standards of performance set forth this section, additional specific standards of performance and performance criteria may be set forth in Exhibit "A" "Scope of Work" that shall also be applicable to Contractor's work under this Agreement. Where there is a conflict between a general and a specific standard of performance or performance criteria, the specific standard or criteria shall prevail over the general.

SECTION 10. COMPLIANCE WITH APPLICABLE LAWS; PERMITS AND LICENSES.

Contractor shall keep itself informed of and comply with all applicable federal, state and local laws, statutes, codes, ordinances, regulations and rules in effect during the term of this Agreement. Contractor shall obtain any and all licenses, permits and authorizations necessary to perform the Services set forth in this Agreement. Neither City, nor any elected or appointed boards, officers, officials, employees or agents of City, shall be liable, at law or in equity, as a result of any failure of Contractor to comply with this section.

SECTION 11. PREVAILING WAGE LAWS

It is the understanding of City and Contractor that California prevailing wage laws do not apply to this Agreement because the Agreement does not involve any of the following services subject to prevailing wage rates pursuant to the California Labor Code or regulations promulgated thereunder: Construction, alteration, demolition, installation, or repair work performed on public buildings, facilities, streets or sewers done under contract and paid for in whole or in part out of public funds. In this context, "construction" includes work performed during the design and preconstruction phases of construction including, but not limited to, inspection and land surveying work.

SECTION 12. NONDISCRIMINATION.

Contractor shall not discriminate, in any way, against any person on the basis of race, religious creed, color, national origin, ancestry, physical disability, mental disability, medical condition, genetic information, marital status, sex, gender, gender identity, gender expression, age, sexual orientation, or military and veteran status in connection with or related to the performance of this Agreement.

SECTION 13. UNAUTHORIZED ALIENS.

Contractor 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 Contractor so employ such unauthorized aliens for the performance of the Services, and should the any liability or sanctions be imposed against City for such use of unauthorized aliens, Contractor 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.

SECTION 14. CONFLICTS OF INTEREST.

(a) Contractor represents 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 Contractor's performance of the Services. Contractor further represents that in the performance of this Agreement, no person having any such interest shall be employed by it as an officer, employee, agent or subcontractor without the express written consent of the City Manager. Contractor 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.

(b) City understands and acknowledges that Contractor is, as of the date of execution of this Agreement, independently involved in the performance of non-related services for other governmental agencies and private parties. Contractor is unaware of any stated position of City relative to such projects. Any future position of City on such projects shall not be considered a conflict of interest for purposes of this section.

(c) City understands and acknowledges that Contractor will perform non-related services for other governmental agencies and private Parties following the completion of the Services under this Agreement. Any such future service shall not be considered a conflict of interest for purposes of this section.

SECTION 15. CONFIDENTIAL INFORMATION; RELEASE OF INFORMATION.

(a) All information gained or work product produced by Contractor in performance of this Agreement shall be considered confidential, unless such information is in the public domain or already known to Contractor. Contractor shall not release or disclose any such information or work product to persons or entities other than City without prior written authorization from the City Manager, except as may be required by law.

(b) Contractor, its officers, employees, agents or subcontractors, shall not, without prior written authorization from the City Manager or unless requested by the City Attorney of City, voluntarily provide declarations, letters of support, testimony at depositions, response to interrogatories or other information concerning the work performed under this Agreement. Response to a subpoena or court order shall not be considered "voluntary" provided Contractor gives City notice of such court order or subpoena.

(c) If Contractor, or any officer, employee, agent or subcontractor of Contractor, provides any information or work product in violation of this Agreement, then City shall have the right to reimbursement and indemnity from Contractor for any damages, costs and fees, including attorney's fees, caused by or incurred as a result of Contractor's conduct.

Contractor shall promptly notify City should Contractor, its officers, employees, agents or subcontractors, 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 work performed thereunder. City retains the right, but has no obligation, to represent

Contractor or be present at any deposition, hearing or similar proceeding. Contractor agrees to cooperate fully with City and to provide City with the opportunity to review any response to discovery requests provided by Contractor. However, this right to review any such response does not imply or mean the right by City to control, direct, or rewrite said response. Contractor shall not be held criminally or civilly liable under any Federal or State trade secret law for the disclosure of a trade secret that is made in confidence to a Federal, State, or local government official or to an attorney solely for the purpose of reporting or investigating a suspected violation of law or for the disclosure of a trade secret that is made in a complaint or other document filed in a lawsuit or other proceeding, if such filing is made under seal.

SECTION 16. INDEMNIFICATION.

(a) Indemnification for Professional Liability. Where the law establishes a professional standard of care for Contractor's services, to the fullest extent permitted by law, Contractor shall indemnify (including reimbursement of reasonable defense costs) and hold harmless City and its officials and employees ("Indemnified Parties") from and against liability (including liability for claims, suits, actions, arbitration proceedings, administrative proceedings, regulatory proceedings, losses, expenses or costs, including reasonable attorneys' fees and costs, court costs, interest, defense costs, and expert witness fees) to the extent caused by, in whole or in part, any negligent act, error, or omission or willful misconduct of Contractor, or by any individual or entity for which Contractor is legally liable, including but not limited to officers, employees or subcontractors of Contractor, in the performance of professional services under this Agreement. To the extent Civil Code section 2782.8 is applicable to Contractor's scope of services set forth herein, in no event shall the cost to defend charged to Contractor exceed Contractor's proportionate share of fault.

(b) Indemnification for Other than Professional Liability. Other than in the performance of professional services and to the full extent permitted by law, Contractor shall indemnify, protect, defend and hold harmless City, and any and all of its employees and officials from and against any liability (including liability for claims, suits, actions, arbitration proceedings, administrative proceedings, regulatory proceedings, losses, expenses or costs of any kind, whether actual, alleged or threatened, including reasonable attorneys' fees and costs, court costs, interest, defense costs, and expert witness fees), where the same arise out of, are a consequence of, or are in any way attributable to, in whole or in part, the performance of this Agreement by Contractor, or by any individual or entity for which Contractor is legally liable, including but not limited to officers, agents, employees or subcontractors of Contractor.

(c) Indemnification from Subcontractors. Contractor agrees to obtain executed indemnity agreements with provisions identical to those set forth in this section from each and every subcontractor or any other person or entity involved by, for, with or on behalf of Contractor in the performance of this Agreement naming the Indemnified Parties as additional indemnitees. In the event Contractor fails to obtain such indemnity obligations from others as required herein, Contractor agrees to be fully responsible according to the terms of this section. Failure of City to monitor compliance with these requirements imposes no additional obligations on City and will in no way act as a waiver of any rights

hereunder. This obligation to indemnify and defend City as set forth herein is binding on the successors, assigns or heirs of Contractor and shall survive the termination of this Agreement or this section.

(d) City's Negligence. The provisions of this section do not apply to claims occurring as a result of City's sole negligence. The provisions of this section shall not release City from liability arising from negligence or willful acts or omissions of City or any and all of its officials, employees and agents.

SECTION 17. INSURANCE.

Contractor agrees to obtain and maintain in full force and effect during the term of this Agreement the insurance policies set forth in Exhibit "C" "Insurance" and made a part of this Agreement. All insurance policies shall be subject to approval by City as to form and content. These requirements are subject to amendment or waiver if so approved in writing by the City Manager. Contractor agrees to provide City with copies of required policies upon request.

SECTION 18. ASSIGNMENT.

The expertise and experience of Contractor are material considerations for this Agreement. City has an interest in the qualifications and capability of the persons and entities who will fulfill the duties and obligations imposed upon Contractor under this Agreement. In recognition of that interest, Contractor shall not assign or transfer this Agreement or any portion of this Agreement or the performance of any of Contractor's duties or obligations under this Agreement without the prior written consent of the City. Any attempted assignment shall be ineffective, null and void, and shall constitute a material breach of this Agreement entitling City to any and all remedies at law or in equity, including termination of this Agreement pursuant to Section 20 "Termination of Agreement." City acknowledges, however, that Contractor, in the performance of its duties pursuant to this Agreement, may utilize subcontractors.

SECTION 19. CONTINUITY OF PERSONNEL.

Contractor shall make every reasonable effort to maintain the stability and continuity of Contractor's staff and subcontractors, if any, assigned to perform the Services. Contractor shall notify City of any changes in Contractor's staff and subcontractors, if any, assigned to perform the Services prior to and during any such performance.

SECTION 20. TERMINATION OF AGREEMENT.

(a) City may terminate this Agreement, with or without cause, at any time by giving thirty (30) days written notice of termination to Contractor. In the event such notice is given, Contractor shall cease immediately all work in progress.

(b) Contractor may terminate this Agreement for cause at any time upon thirty (30) days written notice of termination to City.

(c) If either Contractor or City fail to perform any material obligation under this Agreement, then, in addition to any other remedies, either Contractor, or City may terminate this Agreement immediately upon written notice.

(d) Upon termination of this Agreement by either Contractor or City, all property belonging exclusively to City which is in Contractor's possession shall be returned to City. Contractor shall furnish to City a final invoice for work performed and expenses incurred by Contractor, prepared as set forth in Section 4 "Compensation and Method of Payment" of this Agreement. This final invoice shall be reviewed and paid in the same manner as set forth in Section 4 "Compensation and Method of Payment" of this Agreement.

SECTION 21. DEFAULT.

In the event that Contractor is in default under the terms of this Agreement, the City shall not have any obligation or duty to continue compensating Contractor for any work performed after the date of default. Instead, the City may give notice to Contractor of the default and the reasons for the default. The notice shall include the timeframe in which Contractor may cure the default. This timeframe is presumptively thirty (30) days, but may be extended, though not reduced, if circumstances warrant. During the period of time that Contractor is in default, the City shall hold all invoices and shall, when the default is cured, proceed with payment on the invoices. In the alternative, the City may, in its sole discretion, elect to pay some or all of the outstanding invoices during the period of default. If Contractor does not cure the default, the City may take necessary steps to terminate this Agreement under Section 20 "Termination of Agreement." Any failure on the part of the City to give notice of the Contractor's default shall not be deemed to result in a waiver of the City's legal rights or any rights arising out of any provision of this Agreement.

SECTION 22. EXCUSABLE DELAYS.

Contractor shall not be liable for damages, including liquidated damages, if any, caused by delay in performance or failure to perform due to causes beyond the control of Contractor. Such causes include, but are not limited to, acts of God, acts of the public enemy, acts of federal, state or local governments, acts of City, court orders, fires, floods, epidemics, strikes, embargoes, and unusually severe weather. The term and price of this Agreement shall be equitably adjusted for any delays due to such causes.

SECTION 23. COOPERATION BY CITY.

All public information, data, reports, records, and maps as are existing and available to City as public records, and which are necessary for carrying out the Services shall be furnished to Contractor in every reasonable way to facilitate, without undue delay, the Services to be performed under this Agreement.

SECTION 24. NOTICES.

All notices required or permitted to be given under this Agreement shall be in writing and shall be personally delivered, or sent by certified mail, postage prepaid and return receipt requested, addressed as follows:

To City: City of Eastvale
Attn: Jimmy Chung, Interim Public Works Director
12363 Limonite Ave., Suite 910
Eastvale, CA 91752

To Contractor: Geocon West Inc
Attn: Lisa Battiato, Regional Manager
41571 Corning Place, #101
Murrieta, CA 92562

With a copy to:

Geocon West Inc
Attn: Jelisa Adams, Vice President
2807 McGaw Avenue
Irvine, CA 92614

Notice shall be deemed effective on the date personally delivered or, if mailed, three (3) days after deposit of the same in the custody of the United States Postal Service.

SECTION 25. AUTHORITY TO EXECUTE.

Each of the signatories hereto represents and warrants that he or she is competent and authorized to enter into this Agreement on behalf of the Party for whom he or she purports to sign. Each Party hereto agrees to defend, indemnify, and hold harmless the other Parties hereto against all claims, suits, actions, and demands, including necessary expenses of investigation and reasonable attorneys' fees and costs, arising out of claims that its signatory was not competent or so authorized to execute this Agreement.

SECTION 26. ADMINISTRATION AND IMPLEMENTATION.

This Agreement shall be administered and executed by the City Manager or his or her designated representative. The City Manager shall have the authority to issue interpretations and to make amendments to this Agreement, including amendments that commit additional funds, consistent with Section 28 "Amendment" and the City Manager's contracting authority under the Eastvale Municipal Code.

SECTION 27. BINDING EFFECT.

This Agreement shall be binding upon the heirs, executors, administrators, successors and assigns of the Parties.

SECTION 28. AMENDMENT.

No amendment to or modification of this Agreement shall be valid unless made in writing and approved by the Contractor and by the City. The City Manager shall have the authority to approve any amendment to this Agreement if it does not exceed the amount that may be approved administratively pursuant to the Eastvale Municipal Code. The Parties agree that the requirement for written modifications cannot be waived and that

any attempted waiver shall be void. The City's City Manager may, but is not required to, make minor amendments not affecting substantive terms without further authorization from the City Council. The City Council hereby authorizes the City Manager to execute any such amendments as required by this Agreement or that do not otherwise reduce City's rights under this Agreement. All other amendments shall be approved by the City Council.

SECTION 29. 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 nor a waiver of any subsequent breach or violation of any provision of this Agreement. Acceptance by City of any work by Contractor shall not constitute a waiver of any of the provisions of this Agreement.

SECTION 30. LAW TO GOVERN; VENUE.

This Agreement shall be interpreted, construed and governed according to the laws of the State of California. In the event of litigation between the Parties, venue in state trial courts shall lie exclusively in the County of Riverside, California. In the event of litigation in a U.S. District Court, venue shall lie exclusively in the Central District of California, in Riverside.

SECTION 31. ATTORNEYS FEES, COSTS AND EXPENSES.

In the event litigation or other proceeding is required to enforce or interpret any provision of this Agreement, the prevailing Party in such litigation or other proceeding shall be entitled to an award of reasonable attorney's fees, costs and expenses, in addition to any other relief to which it may be entitled.

SECTION 32. ENTIRE AGREEMENT.

This Agreement, including the attached Exhibits "A" through "C", is the entire, complete, final and exclusive expression of the Parties with respect to the matters addressed therein and supersedes all other agreements or understandings, whether oral or written, or entered into between Contractor and City prior to the execution of this Agreement. No statements, representations or other agreements, whether oral or written, made by any Party which are not embodied herein shall be valid and binding.

SECTION 33. SEVERABILITY.

If any term, condition or covenant of this Agreement is declared or determined by any court of competent jurisdiction to be invalid, void or unenforceable, the remaining provisions of this Agreement shall not be affected thereby and the Agreement shall be read and construed without the invalid, void or unenforceable provision(s).

SECTION 34. CONFLICTING TERMS.

Except as otherwise stated herein, if the terms of this Agreement conflict with the terms of any Exhibit hereto, or with the terms of any document incorporated by reference into this Agreement, the terms of this Agreement shall control.

IN WITNESS WHEREOF, the Parties hereto have executed this Agreement on the date and year first-above written.

[SIGNATURES ON FOLLOWING PAGE]

CITY OF EASTVALE

_____
Mark Orme
City Manager

ATTEST:

_____
Marc Donohue
City Clerk

APPROVED AS TO FORM

_____
Erica Vega
City Attorney

Geocon West, Inc., a California Corporation

By: _____
Name: Joseph J. Vettel
Its: Chief Executive Officer

NOTE: CONTRACTOR'S SIGNATURES SHALL BE DULY NOTARIZED, AND APPROPRIATE ATTESTATIONS SHALL BE INCLUDED AS MAY BE REQUIRED BY THE BYLAWS, ARTICLES OF INCORPORATION, OR OTHER RULES OR REGULATIONS APPLICABLE TO CONTRACTOR'S BUSINESS ENTITY. CORPORATIONS AND LLCS MUST SUBMIT DOCUMENTATION SHOWING THAT THE INDIVIDUAL SIGNING ON ITS BEHALF HAS THE AUTHORITY TO EXECUTE THIS CONTRACT.

EXHIBIT "A"
SCOPE OF SERVICES

Scope A – Peer Review

Our initial scope of work will be to perform a formal peer review of the referenced Geotechnical Investigation Report by LGC as well as the Concept-Level Site Plan. The purpose of our peer review will be to assess the information presented in the referenced geotechnical reports to determine if we concur with the geotechnical analyses and recommendations. We request that a complete copy of the prior report be provided to us, including Tables 6 and 7 from Appendix C. We will present our findings in a formal letter discussing the suitability of the existing recommendations for the planned project, identifying gaps in data or information that would be useful for developing geotechnical recommendations, and identifying potential alternative geotechnical design recommendations.

Scope B, Alternate 1 – Preparation of Updated Grading Recommendations

Following the completion of our peer review, and if project schedule or budget prohibits performing supplemental site exploration, we will work with the project design team to prepare revised grading recommendations that are specific to the scope of the civic center development. Given that the prior report was prepared for residential lots, it is likely necessary to revise the master developer's grading specifications to fit the scope of the proposed civic center structures.

We understand that this task may be critical path, as the recommended depth of grading will be needed by the master developer's construction team in order to complete rough grading. The City should be aware that in the absence of additional site exploration, the updated recommendations may be based on what we feel is incomplete data or extrapolation of data. The deliverable for this scope of work will be a letter or report presenting our recommendations for revisions to the master developer rough grading specifications to deliver building pads for the civic center site.

EXHIBIT "B"
COMPENSATION

Lump sum fee of four thousand seven hundred twenty five dollars ($4,725)

EXHIBIT "C"
INSURANCE

A. Insurance Requirements. Contractor shall provide and maintain insurance, acceptable to the City, in full force and effect throughout the term of this Agreement, against claims for injuries to persons or damages to property which may arise from or in connection with the performance of the Services by Contractor, its agents, representatives or employees. Insurance is to be placed with insurers with a current A.M. Best's rating of no less than A:VII.

Contractor shall provide the following scope and limits of insurance:

1. Minimum Scope of Insurance. Coverage shall be at least as broad as:

(1) Commercial General Liability. Insurance Services Office form Commercial General Liability coverage (Occurrence Form CG 0001).

(2) Automobile. Insurance Services Office form number CA 0001 (Ed. 1/87) covering Automobile Liability, including code 1 "any auto" and endorsement CA 0025, or equivalent forms subject to the written approval of the City.

(3) Workers' Compensation. Workers' Compensation insurance as required by the Labor Code of State of California covering all persons providing Services on behalf of the Contractor and all risks to such persons under this Agreement.

(4) Professional Liability. Professional liability insurance appropriate to the Contractor's profession. This coverage may be written on a "claims made" basis. The professional liability insurance required by this Agreement must be endorsed to be applicable to claims based upon, arising out of or related to Services performed under this Agreement. The insurance must be maintained for at least three (3) consecutive years following the completion of Contractor's services or the termination of this Agreement. During this additional three (3) year period, Contractor shall annually and upon request of the City submit written evidence of this continuous coverage.

2. Minimum Limits of Insurance. Contractor shall maintain limits of insurance no less than:

(1) Commercial General Liability. $1,000,000 general aggregate for bodily injury, personal injury and property damage.

(2) Automobile. $1,000,000 per accident for bodily injury and property damage. A combined single limit policy with aggregate limits in an amount of not less than $2,000,000 shall be considered equivalent to the said required minimum limits set forth above.

(3) Workers' Compensation. Workers' Compensation as required by the Labor Code of the State of California of not less than $1,000,000 per occurrence.

(4) Professional Liability. $1,000,000 per occurrence.

B. Other Provisions. Insurance policies required by this Agreement shall contain the following provisions:

1. All Policies. Each insurance policy required by this Agreement shall be endorsed and state the coverage shall not be suspended, voided, cancelled by the insurer or either Party to this Agreement, reduced in coverage or in limits except after 30 days' prior written notice by certified mail, return receipt requested, has been given to City.

2. Commercial General Liability and Automobile Liability Coverages.

(1) City, and its respective elected and appointed officers, officials, and employees and volunteers are to be covered as additional insureds as respects: liability arising out of activities Contractor performs; products and completed operations of Contractor; premises owned, occupied or used by Contractor; or automobiles owned, leased, hired or borrowed by Contractor. The coverage shall contain no special limitations on the scope of protection afforded to City, and their respective elected and appointed officers, officials, or employees.

(2) Contractor's insurance coverage shall be primary insurance with respect to City, and its respective elected and appointed, its officers, officials, employees and volunteers. Any insurance or self-insurance maintained by City, and its respective elected and appointed officers, officials, employees or volunteers, shall apply in excess of, and not contribute with, Contractor's insurance.

(3) Contractor's insurance shall apply separately to each insured against whom claim is made or suit is brought, except with respect to the limits of the insurer's liability.

(4) Any failure to comply with the reporting or other provisions of the insurance policies, including breaches of warranties, shall not affect coverage provided to City, and its respective elected and appointed officers, officials, employees or volunteers.

3. Workers' Compensation Coverage. Unless the City Manager otherwise agrees in writing, the insurer shall agree to waive all rights of subrogation against City, and its respective elected and appointed officers, officials, employees and agents for losses arising from work performed by Contractor.

C. Other Requirements. Contractor agrees to deposit with City, at or before the effective date of this Agreement, certificates of insurance necessary to satisfy City that the insurance provisions of this contract have been complied with. The City may require that Contractor furnish City with copies of original endorsements effecting coverage required by this Exhibit "C". The certificates and endorsements are to be signed by a person authorized by that insurer to bind coverage on its behalf. City reserves the right to inspect complete, certified copies of all required insurance policies, at any time.

1. Contractor shall furnish certificates and endorsements from each subcontractor pursuant to the terms included in this Exhibit "C" to the extent applicable to the subcontractor's scope of work and trade.

2. Any deductibles or self-insured retentions must be declared to and approved by City. At the option of City, either the insurer shall reduce or eliminate such deductibles or self-insured retentions as respects City or its respective elected or appointed officers, officials, employees and volunteers, or the Contractor shall procure a bond guaranteeing payment of losses and related investigations, claim administration, defense expenses and claims.

3. The procuring of such required policy or policies of insurance shall not be construed to limit Contractor's liability hereunder nor to fulfill the indemnification provisions and requirements of this Agreement.

Fourth Amendment to Agreement

This Fourth Amendment to Agreement ("Fourth Amendment") is entered into this 8th day of January, 2025 by and between the City of Eastvale, a California general law city ("City"), and Geocon West, Inc., a California corporation ("Contractor"), as follows:

RECITALS

A. City and Contractor entered in an agreement for geotechnical services on or about May 11, 2023 ("Agreement").

B. The Agreement authorized Contractor to provide peer review and grading recommendation services for an amount not to exceed $4,725.

C. A First Amendment to the Agreement was approved by the City Council on June 28, 2023 to expand the Scope of Work to include peer review, soil testing, preparation of a geotechnical report, construction recommendations, and grading inspections, and increase the compensation not to exceed amount by $28,300.

D. A Second Amendment to the Agreement was approved by the City Council on September 13, 2023 to perform more soils testing determined to be needed by the civil engineer of record, and increase the compensation not to exceed amount to pay for the testing by $12,300.

E. A Third Amendment to the Agreement was approved by the City Council on November 13, 2023 to perform the Preliminary Environmental Site Assessment at Eastvale Civic Center, and increase the compensation not to exceed amount to pay for the testing by $24,500.

F. The purpose of this Fourth Amendment is to further expand the Scope of Work to perform a supplemental geotechnical investigation for the proposed police station at the Eastvale Civic Center, and increase the compensation not to exceed amount to pay for the testing by $10,540.

OPERATIVE PROVISIONS

NOW, THEREFORE, in consideration of the promises made and recited herein, the parties do hereby enter into this Fourth Amendment which modifies and amends the Agreement as follows:

1. **AMENDMENTS.**

    a. Exhibit A (Scope of Services) is amended to include Scope F attached to this Fourth Amendment as Exhibit A.

    b. Section 4(a) is amended to increase the lump sum compensation amount to not to exceed eighty thousand three hundred sixty five dollars ($80,365.00).

c. Exhibit B (Compensation) is amended in its entirety to read as follows:

"Compensation shall be paid in lump sums after the relevant portion of the Services has been rendered and accepted by the City in accordance with the following:

Scope A - $2,225
Scope B, Alternate 1 - $2,500
Scope B, Alternate 2 - $22,300
Scope C - $930 per inspection, not to exceed $6,000
Scope D - $12,300
Scope E – ESA Phase I - $4,500
Scope E – ESA Phase II - $20,000
Scope F - $10,540"

2. **GENERAL PROVISIONS.**

a. **Remainder Unchanged**. Except as specifically modified and amended in this Fourth Amendment, the Agreement remains in full force and effect and binding upon the parties.

b. **Integration**. This Fourth Amendment constitutes the entire understanding and agreement of the parties and supersedes all negotiations or previous agreements between the parties with respect to all or any part of the transaction discussed in this Fourth Amendment.

c. **Effective Date**. This Fourth Amendment shall not become effective until the date it has been formally approved and executed by the appropriate authorities of the City and Consultant.

d. **Applicable Law**. The laws of the State of California shall govern the interpretation and enforcement of this Fourth Amendment.

e. **References**. All references to the Agreement include all their respective terms and provisions. All defined terms utilized in this Fourth Amendment have the same meaning as provided in the Agreement, unless expressly stated to the contrary in this Fourth Amendment.

IN WITNESS WHEREOF, the parties hereto have executed this Fourth Amendment to the Agreement on the date and year first written above.

CITY OF EASTVALE:

_____
Mark Orme, City Manager

APPROVED AS TO FORM:

_____
Erica L. Vega, City Attorney

ATTEST:

_____
Marc Donohue, City Clerk

GEOCON WEST, INC.

_____
Joseph J. Vettel, CEO

Exhibit A

Scope F

Mark Out & USA Notification. Mark the boring locations and notify USA to mark any utility conflicts within the site. The client should inform Geocon if any subsurface utilities are suspected within the footprint of the police station.

Hire a Subcontractor to Advance Cone Penetrometer Borings. Geocon will hire Kehoe Testing to advance 5 cone penetrometer (2 inch diameter) borings within the proposed police station building footprint. The CPTs will be advanced to depths of 50 (one boring) and 15 (four borings) feet. Geocon will meet the drill rig at the site but will not stay with the drill rig for the duration of their work. The borings will be backfilled with bentonite slurry upon completion.

Perform Site Specific Seismic Hazard Analyses. Geocon will perform site specific hazard analyses of the site using the deep percolation boring data to support the site class. The results will be shared with the project design team so the design can proceed as we compile the supplemental geotechnical report.

Prepare a Supplemental Geotechnical Report. Geocon will prepare a supplemental geotechnical report for the police headquarters building in accordance with CGS Note 48.

CITY OF EASTVALE

AGENDA STAFF REPORT

City Council/Eastvale Public Financing Authority/Eastvale Parking Authority Meeting
CONSENT CALENDAR
Agenda Item No. 11.7
January 22, 2025

A Resolution of the City Council of the City of Eastvale Approving, Authorizing and Directing the Execution of a Operations Agreement by and between the City of Eastvale and the Eastvale Public Financing Authority

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Prepared By:

Amanda Wells, Finance Director/City Treasurer

Recommended Action(s)

Staff recommends that the City Council:

1. Approve and adopt a Resolution authorizing and directing the execution of an operations agreement by and between the City of Eastvale and the Eastvale Public Financing Authority; and
2. Approve and adopt an agreement to provide staffing and administrative services to the Eastvale Public Financing Authority (the "EPFA") in the form attached hereto as Attachment 2 (the "Operations Agreement").

Summary

The City intends to issue bonds in 2025 to finance certain costs of constructing a new City Hall, Police Station, Library, and additional parks and open spaces (collectively, the "Project").

After consultation with Stradling Yocca Carlson & Rauth LLP, the City's bond counsel ("Stradling"), and Urban Futures, Inc., the City's municipal advisor ("Urban Futures"), staff believes that bonds issued through a joint exercise of powers authority are likely to provide the City with the lowest costs of borrowing.

Background

The City intends to issue bonds (the "Proposed Bonds") in 2025 to finance certain costs of constructing a new City Hall, Police Station, Library, Fire Station, and additional parks and open spaces (collectively, the "Project").

After consultation with Stradling Yocca Carlson & Rauth LLP, the City's bond counsel, and Urban Futures, Inc., the City's municipal advisor, staff believes that bonds issued through a joint exercise of powers authority are likely to provide the City with the lowest costs of borrowing.

Each joint exercise of powers authority must be comprised of two or more public agencies. On December 11, 2024, the City Council adopted a Resolution declaring a need for a parking authority to function in the City, therefor forming the Eastvale Parking Authority (the "Parking Authority") under Streets & Highways Code Section 32500 et seq. (the "Parking Law"). The Parking Authority has the power to serve as a partner agency with the City to form a new joint exercise of powers authority for the purpose of issuing the Proposed Bonds and, potentially facilitate the financing of other public capital improvements in the City from time to time.

The City and the Parking Authority entered into a Joint Exercise of Powers Agreement dated January 8, 2025, creating the EPFA. The EPFA will initially have no revenue or staff; however, the City and the EPFA may enter into an Operations Agreement for the City to provide staffing and other administrative services for the EPFA.

A proposed form of Operations Agreement is attached, which includes the following provisions, among others:

- The City agrees to provide the EPFA with administrative services, including staffing, information technology, record-keeping, and other similar services typically associated with public entity operations. The City will also provide necessary materials, supplies, and workspace for these services.
- The EPFA will compensate the City for these services based on administrative overhead rates, typically calculated using time and materials, plus a percentage, as outlined in the budgets adopted by the City or the EPFA. (Note that the EPFA is currently not expected to have revenue or other sources of funding to pay this cost.
- City employees providing services to the EPFA will remain employees of the City and will not be considered employees of the EPFA for any purpose. The City will be responsible for all employee compensation, benefits, and related obligations.
- The agreement includes confidentiality provisions to ensure that financial records protected by California law are secured from unauthorized disclosure.
- Both the City and the EPFA are subject to the Public Records Act, and most documents related to the agreement must be disclosed upon request, except for certain protected financial records.
- The term of the agreement is year-to-year, starting in 2025, with automatic renewals each July 1 unless terminated by either party.
- The agreement requires both parties to maintain insurance coverage for liability and property damage, with each party potentially using self-insurance to meet these requirements.
- The agreement may be terminated at any time, with the City compensated on a pro-rata basis for services rendered up to the date of termination.

Environmental

The Operations Agreement is not a "Project" under the California Environmental Quality Act (CEQA) as this action will not cause any significant impact on the environment.

Strategic Plan Action - Priority Level: 1 | Target #: E | Goal #: A

- Develop and Construct Civic Center
- Conduct financial planning for newly proposed infrastructure

Disclosure training is directly related to the development of the city's Civic Center project, as the city intends to issue federally tax-exempt lease revenue bond financing to fund the project. Disclosure Training is mandated by the SEC.

Fiscal Impact

There is no significant impact to the City's general fund associated with the proposed Operations Agreement. Operating expenses are anticipated to be nominal and staffing for the EPFA would be provided from existing resources of City staff.

Prior City Council/Commission Action

City staff has been working diligently to prepare for the Civic Center project. Over 20 staff reports for City Council consideration have been presented since the inception of the project, dating back to July 28, 2021 when the first contract was awarded to Griffin Structures for construction management services. Staff reports have included action on awarding design and engineering services, financial services and legal agreements, and a myriad of updates on the projects including design and schedules. The Parking Authority was formed at the City Council meeting on December 11, 2024. The Eastvale Parking Authority was activated and a Joint Exercise of Powers Agreement forming the EFPA was approved on January 8, 2025.

Attachment(s)

Attachment 1 - Resolution: Eastvale Public Financing Authority Operating Agreement
Attachment 2 - Operations Agreement between the City of Eastvale and the Eastvale Public Financing Authority

RESOLUTION NO. 25-__

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF EASTVALE APPROVING, AUTHORIZING AND DIRECTING THE EXECUTION OF AN OPERATIONS AGREEMENT BY AND BETWEEN THE CITY OF EASTVALE AND THE EASTVALE PUBLIC FINANCING AUTHORITY

WHEREAS, the City of Eastvale (the "City") is a municipal corporation that is duly organized and existing under and pursuant to the general laws of the State of California; and

WHEREAS, the Eastvale Public Financing Authority (the "EPFA") is a joint exercise of powers authority that has been established pursuant to the Joint Exercise of Powers Act (Government Code Section 6500 et seq.) (the "Act") and a Joint Exercise of Powers Agreement, dated January 8, 2025; and

WHEREAS, in accordance with Government Code §§ 54980(c) and 54981, the City and the EPFA may contract for the performance by the latter of municipal services or functions; and

WHEREAS, the City and the EPFA desire to enter into an agreement for the City to provide administrative services to the EPFA (the "Operations Agreement"); and

WHEREAS, there has been presented to this meeting a proposed form of Operations Agreement, by and between the City and the EPFA, which agreement allows for the City to provide staffing and various other operational and administrative functions for the EPFA.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF EASTVALE, CALIFORNIA DOES HEREBY RESOLVE, DECLARE, DETERMINE AND ORDER AS FOLLOWS:

SECTION 1. The foregoing recitals are true and correct.

SECTION 2. The Operations Agreement is hereby approved in substantially the form submitted concurrently herewith. Any member of the City Council or the City Manager of the City (each, an "Authorized Officer") are each hereby authorized and directed, for and on behalf of the City, to enter into an Operations Agreement with the EPFA, in substantially said form.

SECTION 3. The Authorized Officers, the Finance Director/City Treasurer, the City Clerk or any other proper officer of the City, acting singly, be and each of them hereby is authorized and directed to execute and deliver any and all documents and instruments and to do and cause to be done any and all acts and things necessary or proper for carrying out the transactions contemplated by the this resolution.

SECTION 4. This Resolution shall be effective upon its adoption.

PASSED, APPROVED, AND ADOPTED this 22nd day of January, 2025.

Mike McMinn
Mayor

APPROVED AS TO FORM:

ATTEST:

Erica Vega
City Attorney

Marc A. Donohue, MMC
Government Services Director/City Clerk

4921-4207-8733v2/201004-0003

STATE OF CALIFORNIA)
COUNTY OF RIVERSIDE) ss.
CITY OF EASTVALE)

I, Marc A. Donohue, MMC, Government Services Director/City Clerk of the City of Eastvale, do hereby certify that the foregoing City Council Resolution No. 25-__, was duly adopted by the City Council of the City of Eastvale, California, at a meeting held on the 22nd day of January, 2025, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAINED:

_____
Marc A. Donohue, MMC
Government Services Director/City Clerk

AGREEMENT
FOR ADMINISTRATIVE SERVICES
BETWEEN
THE CITY OF EASTVALE AND
EASTVALE PUBLIC FINANCING AUTHORITY

This AGREEMENT is entered into this 22nd day of January 2025, by and between the CITY OF EASTVALE, a municipal corporation and general law city ("CITY) and the EASTVALE PUBLIC FINANCING AUTHORITY, a joint exercise of powers authority ("AUTHORITY").

1. **RECITALS**. This Agreement is entered into with reference to the following facts and objectives:

A. AUTHORITY requested that CITY provide it with ongoing administrative services;

B. CITY believes that providing such services will assist AUTHORITY and is part of intergovernmental goodwill;

C. This Agreement is permissible in accordance with Government Code §§ 54980(c) and 54981; and

D. Both Parties believe it is in the public interest to enter into this Agreement to protect public health, safety, and welfare.

2. **CITY'S RESPONSIBILITIES**. CITY agrees to provide to AUTHORITY administrative services in the form of staf?ing, information technology, record-keeping and other, similar, services ordinarily associated with operations of a public entity. Without limitation, such services may include:

A. Providing AUTHORITY with all necessary regulations, policies, procedures, manuals, and other information, as well as incidental materials and supplies, work area, computer access, telephone, and other standard provisions as required to perform the administrative services desired by AUTHORITY. All such documents, notes, photographs, supplies, and reports will remain the property of AUTHORITY.

B. CITY is responsible for administering all employee bene?its and compensation.

3. **AUTHORITY'S RESPONSIBILITIES**. AUTHORITY will compensate CITY for providing administrative services based upon the administrative overhead rates utilized by CITY as part of its operating budget. Generally, this will be in the form of time and materials (utilizing an accepted formula such as fully allocated hourly rates for employees) plus the cost allocation plan percentage adopted during the annual budget process. Any such formula will be generally described in budgets adopted by AUTHORITY and/or CITY.

4. **EMPLOYMENT OF PERSONNEL**. CITY employees are not employed by AUTHORITY for any purpose. CITY is solely responsible for all salary, bene?its, workers compensation, and insurance for CITY employees, and those employees are subject to CITY for all supervisory, disciplinary and other employment related purposes.

5. **CONFIDENTIALITY**. This Agreement anticipates that CITY may have access to ?inancial records that are protected from disclosure by various provisions of California law. Accordingly, the Parties agree that they will use their best efforts to secure all such records and prevent their disclosure to the extent provided by applicable law.

6. **PUBLIC RECORDS ACT**. The Parties acknowledge that they are public entities subject to the Public Records Act (Government Code §§ 7920-7931) and that this Agreement, and documents ancillary to this Agreement, must generally be disclosed upon request. However, the Parties agree that certain ?inancial records are speci?ically excluded from disclosure under the Government Code. Accordingly, the Parties agree that such records will not be released except as otherwise provided by law.

7. **TERM**. The initial term of this Agreement will be year to year starting January 22, 2025. Unless terminated earlier pursuant to Section 8 of this Agreement, the Agreement will renew each July 1st.

8. **TERMINATION**. Except as otherwise provided, the Parties may terminate this Agreement at any time with or without cause. CITY will be compensated on a pro rata basis for all services rendered and all necessarily incurred costs performed in good faith in accordance with the terms of this Agreement that were not previously reimbursed up to the date of termination. Termination will occur automatically should AUTHORITY fail to compensate CITY in accordance with this Agreement.

9. **INSURANCE**.

A. Each Party warrants to the other that it carries insurance covering itself with a reputable insurance company(ies) which insures the perils of bodily injury, personal injury, professional liability and property damage, and cover such liabilities as are imposed by law and assumed under written contract with others with limits of at least one million ($1,000,000) dollars each occurrence with three million ($3,000,000) dollars annual aggregate.

B. Each Party may utilize a program of self-insurance to meet the insurance requirements of this section.

10. **ASSIGNABILITY**. AUTHORITY's attempts to assign the bene?its or burdens of this Agreement without CITY's written approval are prohibited and will be null and void.

11. **INTERPRETATION**. This Agreement was drafted in, and will be construed in accordance with the laws of the State of California, and exclusive venue for any action involving this agreement will be in Riverside County.

12. **ENTIRE AGREEMENT**. This Agreement sets forth the entire understanding of the parties. There are no other understandings, terms or other agreements expressed or implied, oral or written. This Agreement will bind and inure to the bene?it of the parties to this Agreement and any subsequent successors and assigns.

13. **RULES OF CONSTRUCTION**. Each Party had the opportunity to independently review this Agreement with legal counsel. Accordingly, this Agreement will be construed simply, as a whole, and in accordance with its fair meaning; it will not be interpreted strictly for or against either Party.

14. **SEVERABILITY**. If any portion of this Agreement is declared by a court of competent jurisdiction to be invalid or unenforceable, then such portion will be deemed modi?ied to the extent necessary in the opinion of the court to render such portion enforceable and, as so modi?ied, such portion and the balance of this Agreement will continue in full force and effect.

15. **AUTHORITY/MODIFICATION**. The Parties represent and warrant that all necessary action has been taken by the Parties to authorize the undersigned to execute this Agreement and to engage in the actions described herein. This Agreement may be modi?ied by written amendment. CITY's city manager, or designee, may execute any such amendment on behalf of CITY.

16. **ACCEPTANCE OF ELECTRONIC SIGNATURES**. This Agreement may be executed with digital signatures in accordance with Government Code §16.5 or electronic signatures in accordance with the California Uniform Electronic Transactions Act (Civil Code § 1633.1 et seq.). Such digital and electronic signatures will be treated in all respects as having the same effect as an original signature.

17. **COUNTERPARTS**. This Agreement may be executed in counterparts, each of which so executed will irrespective of the date of its execution of delivery be deemed an original, and all such counterparts together constitute one and the same instrument.

18. **BOARD OF DIRECTOR APPROVAL**. This Agreement is subject to and conditioned upon approval and rati?ication by AUTHORITY's Board of Directors. This Agreement is not binding upon CITY until executed by the appropriate CITY of?icial(s) acting in their authorized capacity.

19. **TIME IS OF ESSENCE**. Time is of the essence for each and every provision of this Agreement.

IN WITNESS WHEREOF the parties hereto have executed this contract the day and year ?irst hereinabove written.

CITY OF EASTVALE	EASTVALE PUBLIC FINANCING AUTHORITY
_____	_____
Mark Orme, City Manager	Mike McMinn, Chair

4866-7843-3262v3/201004-0003

ATTEST:

_____
Marc A. Donohue,
City Clerk/Secretary

APPROVED AS TO FORM:

_____
Erica L. Vega,
City Attorney/General Counsel

CITY OF EASTVALE

AGENDA STAFF REPORT

City Council/Eastvale Public Financing Authority/Eastvale Parking Authority Meeting
CONSENT CALENDAR
Agenda Item No. 11.8
January 22, 2025

Actions relating to the organization of the Eastvale Public Financing Authority

Prepared By:

Amanda Wells, Finance Director/City Treasurer

Recommended Action(s)

Staff recommends that the Board of Directors of the Eastvale Public Financing Authority (the "EPFA") approve the attached Resolution approving, authorizing and directing the following actions:

1. Approve Bylaws of the EPFA; and
2. Authorize the Executive Director to execute an Operations Agreement, substantially in the form submitted herewith, by and between the City of Eastvale and the EPFA; and
3. Confirm the City Council as the EPFA governing board and the City executive staff members to serve as executive staff of the EPFA and other matters as provided in the Bylaws of the EPFA submitted herewith; and
4. Adopt the City's current Personnel Rules and Regulations and Conflicts of Interest Code as the EPFA's Personnel Rules and Regulations and Conflicts of Interest Code.

Additionally, it is recommended that the Board of Directors direct the City Clerk of the City of Eastvale, serving as the EPFA Secretary, to file a notice of the Joint Exercise of Powers Agreement with the California Secretary of State pursuant to and in the form required by Government Code § 6503.5 and file a copy of the Joint Exercise of Powers Agreement with the Riverside County Local Agency Formation Commission pursuant to Government Code § 6503.8.

Summary

The City intends to issue bonds in 2025 to finance certain costs of constructing a new City Hall, Police

Station, Library; and additional parks and open spaces (collectively, the "Project").

After consultation with Stradling Yocca Carlson & Rauth LLP, the City's bond counsel ("Stradling"), and Urban Futures, Inc., the City's municipal advisor ("Urban Futures"), staff believes that bonds issued through a joint exercise of powers authority are likely to provide the City with the lowest costs of borrowing.

Background

Each joint exercise of powers authority must be comprised of two or more public agencies. On December 11, 2024, the City Council adopted a Resolution declaring a need for a Parking Authority to function in the City, therefor forming the Eastvale Parking Authority (the "Parking Authority") under Streets & Highways Code Section 32500 et seq. (the "Parking Law"). The Parking Authority has the power to serve as a partner agency with the City to form a new joint exercise of powers authority for the purpose of issuing the Proposed Bonds and, potentially facilitate the financing of other public capital improvements in the City from time to time.

The City and the Parking Authority entered into a Joint Exercise of Powers Agreement (the "JPA Agreement") dated January 8, 2025, creating the EPFA.

Now that the EPFA has been established, staff recommends that the City Council take the following actions to provide for the operation and administration of the EPFA as a separate legal entity from the City:

1. Adopt a Resolution doing the following:
    a. Designating Officers;
    b. Adopting Personnel Rules and Regulations;
    c. Adopting Conflict of Interest Code;
    d. Providing For Regular Meetings; and
    e. Adopting Bylaws
    f. Approving an Operations Agreement with the City
2. Direct staff to file the JPA Agreement with the following agencies:
    a. Secretary of State; and
    b. Local Agency Formation Commission.

Environmental

The formation of the Eastvale Public Financing Authority is not a "Project" under the California Environmental Quality Act (CEQA) as this action will not cause any significant impact on the environment.

Strategic Plan Action - Priority Level: 1 | Target #: E | Goal #: A

- Develop and Construct Civic Center
- Conduct financial planning for newly proposed infrastructure

Forming the EFPA is directly related to the development of the city's Civic Center project, as the project will require lease-revenue bond financing. This type of financing can only be acquired through a Joint Powers Authority.

Fiscal Impact

There is no significant impact to the City's general fund associated with the proposed formation of the EPFA. Operating expenses are anticipated to be nominal and staffing for the EPFA would be provided from existing resources of City staff.

Prior City Council/Commission Action

City staff has been working diligently to prepare for the Civic Center project. Over 20 staff reports for City Council consideration have been presented since the inception of the project, dating back to July 28, 2021 when the first contract was awarded to Griffin Structures for construction management services. Staff reports have included action on awarding design and engineering services, financial services and legal agreements, and a myriad of updates on the projects including design and schedules. The Parking Authority was formed at the previous City Council meeting on December 11, 2024. The Eastvale Parking Authority was activated and a Joint Exercise of Powers Agreement forming the EFPA was approved on January 8, 2025.

Attachment(s)

Attachment 1 - Resolution: Eastvale Public Financing Authority designating Officers, adopting Personnel Rules and Conflict of Interest Code, providing for Annual meeting, and adopting Bylaws
Attachment 2 - Eastvale Public Financing Authority Bylaws
Attachment 3 - Operations Agreement between City of Eastvale and Eastvale Public Financing Authority

EASTVALE PUBLIC FINANCING AUTHORITY

RESOLUTION NO. 25-XX

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE EASTVALE PUBLIC FINANCING AUTHORITY DESIGNATING OFFICERS, ADOPTING PERSONNEL RULES AND REGULATIONS AND A CONFLICT OF INTEREST CODE, PROVIDING FOR AN ANNUAL MEETING AND ADOPTING BYLAWS

WHEREAS, the Eastvale Public Financing Authority (the "EPFA") is a joint exercise of powers authority that has been established pursuant to the Joint Exercise of Powers Act (Government Code Section 6500 et seq.) (the "Act") and a Joint Exercise of Powers Agreement, dated January 8, 2025 (the "JPA Agreement"); and

WHEREAS, the legal name of the EFPA shall be the "Eastvale Public Financing Authority, a joint exercise of powers authority"; and

WHEREAS, Section 6508 of the Act provides that the EPFA may select and appoint such officers, agents, counsel, and employees as the EPFA requires; and

WHEREAS, Section 6588 of the Act further provides that the EPFA may make bylaws and regulations applicable to the EPFA to carry into effect the Act; and

WHEREAS, Section 6509 of the Act and the JPA Agreement provide that the powers of the EPFA shall be subject to the restrictions upon the manner of exercising the power of the City of Eastvale; and

WHEREAS, The EPFA has caused to be prepared bylaws that are to be the rules and regulations establishing a framework for its operation, administration, meetings and management; and

WHEREAS, the EPFA desires to approve its bylaws; and

WHEREAS, the EPFA has considered such bylaws at an open public meeting and provided the public an opportunity to comment on such agenda item and now desires to approve the bylaws in order to carry out the orderly conduct of business of the EPFA;

NOW, THEREFORE, THE BOARD OF DIRECTORS OF THE EASTVALE PUBLIC FINANCING AUTHORITY DOES RESOLVE, DECLARE, DETERMINE AND ORDER AS FOLLOWS:

SECTION 1. The foregoing recitals are true and correct.

SECTION 2. In accordance with the bylaws of the EPFA, and pursuant to Section 6508, the EPFA, subject to the concurrence of the City Council, designates the following City officials to serve as EPFA officers on an *ex officio* basis:

City Position	EPFA Position
Mayor	Chair
Mayor Pro-Tem	Vice Chair
City Manager	Executive Director
Finance Director/City Treasurer	Treasurer
City Attorney	General Counsel
City Clerk	Secretary

SECTION 3. Pursuant to the Act and the JPA Agreement, the Board of Directors of the EPFA hereby adopts by reference the personnel system of the City, as it exists as of the date of this Resolution and as it may be amended from time to time, as the personnel rules and regulations applying to all employees of the EPFA.

SECTION 4. Pursuant to the Act, the JPA Agreement, and Section 87300 of the Government Code, the members of the EPFA hereby adopt by reference the Conflict of Interest Code of the City, as such code exists as of the date hereof and as it may be amended from time to time, as the procedures affecting conflicts of interest involving the EPFA.

SECTION 5. The "Bylaws of the Eastvale Public Financing Authority" submitted concurrently herewith are hereby adopted and approved as the official bylaws of the EPFA.

SECTION 6. The regular meetings of the EPFA shall be set for the same dates, times, and locations as regular meetings of the City Council of the City, or at such other date, time, or place as may be designated by the Board of Directors of the EPFA by resolution.

SECTION 7. The Chair and Executive Director of the EPFA are hereby authorized and directed to enter into an agreement with the City for the operation of the EPFA by the City, through its staff, and providing for the City to provide various other operational and administrative functions for the EPFA, in substantially the form submitted concurrently herewith.

SECTION 8. This Resolution shall be effective upon its adoption.

PASSED, APPROVED, AND ADOPTED this 22nd day of January, 2025.

Mike McMinn
Chair

APPROVED AS TO FORM:

Erica Vega
General Counsel

ATTEST:

Marc A. Donohue, MMC
Secretary

4888-3693-3614v2/201004-0003

STATE OF CALIFORNIA)
COUNTY OF RIVERSIDE) ss.
CITY OF EASTVALE)

I, Marc A. Donohue, Secretary of the Eastvale Public Financing Authority, do hereby certify that the foregoing Resolution No. 25-XX, was duly adopted by the Board of Directors of the Eastvale Public Financing Authority, California, at a meeting held on the 22nd day of January, 2025, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAINED:

Marc A. Donohue, MMC
Secretary

4888-3693-3614v2/201004-0003

BYLAWS

OF THE

EASTVALE PUBLIC FINANCING AUTHORITY

Section 1. **Name**. The Eastvale Public Financing Authority has been formed pursuant to the Joint Exercise of Powers Agreement (Eastvale Public Financing Authority), dated and effective January 8, 2024 (the "Agreement"), by and between the City of Eastvale, a municipal corporation and general law city duly organized and existing under and by virtue of the Constitution and laws of the State of California (the "City"), and the Eastvale Parking Authority, a public body corporate and politic (the "Parking Authority"), a parking authority that is duly organized and existing under Streets & Highway Code Section 32500 et seq. (the "Parking Law"). The Public Financing Authority's official name shall be the "Eastvale Public Financing Authority, a joint exercise of powers authority" (herein referred to as the "Public Financing Authority"). The Public Financing Authority was formed by City Council Resolution No. 25-02 adopted on January 8, 2024 pursuant to the Law, and on January 22, 2024 by Resolution No. 25-___, the Public Financing Authority approved certain initial administrative matters, including the adoption of these bylaws.

Section 2. **Board Members**. The Public Financing Authority shall be administered by a governing board whose members shall be the members of the City Council of the City of Eastvale (the "City Council"), which governing board shall be referred to as the "Board of Directors of the Eastvale Public Financing Authority" or the "Public Financing Authority Board." The term of office as a member of the Public Financing Authority Board shall terminate when such member of the Public Financing Authority Board shall cease to be a member of the City Council; and the appointed or elected successor, as applicable thereto, to such member of the City Council shall become a member of the Public Financing Authority Board. The Public Financing Authority Board shall be chaired by a "Chair." The Chair shall be the Mayor of the City of Eastvale. The Chair shall preside at all meetings of the Public Financing Authority.

Section 3. **Office**. The business office of the Public Financing Authority shall be at the administrative offices of the City of Eastvale (the "City"), currently Eastvale City Hall, 12363 Limonite Ave., Suite 910, Eastvale, California 91752, or at such other place as may be designated by the Public Financing Authority Board.

Section 4. **Compensation**. Members may receive their actual and necessary expenses, including traveling expenses incurred in the discharge of their duties, but only when authorized by the Public Financing Authority Board and if there are unencumbered funds available for such purpose in compliance with and pursuant to applicable laws and regulations.

Section 5. **Officers**. The Officers of the Public Financing Authority shall be the Chair, Vice Chair, Executive Director, Treasurer and Secretary. The City Attorney of the City shall be the Public Financing Authority's General Counsel unless otherwise provided by the Public Financing Authority Board.

Section 6. **Executive Director**. The Executive Director of the Public Financing Authority shall be the City Manager of the City or such other person as may be appointed by the Public Financing Authority Board. The term of office shall be from the date of his or her appointment through the date that such person no longer serves as City Manager of the City or has his or her appointment rescinded by the Public Financing Authority Board. The Executive Director shall submit such information and recommendations to the Public Financing Authority Board as he or she may consider proper concerning the business, policies and affairs of the Public Financing Authority. The Executive Director also serves as the chief executive officer of the Public Financing Authority and shall be responsible for execution and supervision of the affairs of the Public Financing Authority. Except as otherwise authorized by resolution of the Public Financing Authority Board, the Executive Director or the Executive Director's designee shall sign all contracts, deeds and other instruments executed by the Public Financing Authority.

Section 7. **Secretary**. The Secretary shall be the City Clerk of the City or such other person as may be appointed by the Public Financing Authority Board. The Secretary shall keep the records of the Public Financing Authority, shall act as Secretary at the meetings of the Public Financing Authority and record all votes, and shall keep a record of the proceedings of the Public Financing Authority in a journal of proceedings to be kept for such purpose, and shall perform all duties incident to the office. Any Assistant City Clerk of the City shall be an Assistant Secretary of the Public Financing Authority.

Section 8. **General Counsel**. The Public Financing Authority's General Counsel shall be appointed by the Public Financing Authority Board and shall serve at the pleasure of the Public Financing Authority. The initial General Counsel is the City Attorney of the City. The General Counsel shall be responsible for the preparation of all proposed resolutions, laws, rules, contracts, bonds and other legal papers for the Public Financing Authority. The General Counsel shall give advice or opinions in writing to the Chair, Executive Director or other Public Financing Authority officers when and if requested to do so. The General Counsel, as directed by the Public Financing Authority, shall attend to all lawsuits or other matters to which the Public Financing Authority is a party or in which the Public Financing Authority may be legally

interested and do such other things pertaining to the General Counsel's office as the Public Financing Authority may request; provided however, where the City Attorney is not currently serving in the capacity of General Counsel, the Public Financing Authority may also direct the City Attorney to attend to all lawsuits or other matters to which the Public Financing Authority is a party or in which the Public Financing Authority may be legally interested, as elected by the Public Financing Authority.

Section 9. **Treasurer**. The Treasurer of the Public Financing Authority shall be the Finance Director/City Treasurer or such other person as may be appointed by the Public Financing Authority Board. The Treasurer shall have the care and custody of all funds of the Public Financing Authority and shall be authorized to cause the deposit of such funds in the name of the Public Financing Authority in such bank, banks, or other financial institutions, including without limitation the State of California Treasurer, Local Agency Investment Fund, as the Public Financing Authority may select and pursuant to an investment policy considered and approved by the Public Financing Authority. The Treasurer shall keep regular books of account showing receipts and expenditures and shall render to the Public Financing Authority at each regular meeting, or more often when requested, an account of transactions and the financial conditions of the Public Financing Authority.

Section 10. **Appointment of Officers**. The initial appointment of officers occurred pursuant to Public Financing Authority Resolution No. 25-__ on January 22, 2024 and the new appointment or reappointment of officers shall be the first order of business at the first meeting of the Public Financing Authority, regular or special, held in each calendar year.

Section 11. **Authority to Bind Public Financing Authority; City Council Policies Apply to Public Financing Authority**. No member, officer, agent or employee of the Public Financing Authority, without prior specific or general authority by a vote of the Public Financing Authority Board, shall have any power or authority to bind the Public Financing Authority by any contract, to pledge its credit, or to render it liable for any purpose in any amount; provided however, that the Public Financing Authority may authorize the Executive Director to enter into a contract or contracts as authorized in and consistent with the City's policies, which shall Council policies shall be deemed to apply to the Public Financing Authority under these bylaws (the "Council Policies").

Section 12. **Appointment of Employees and Agents**. The Public Financing Authority may from time to time request from the City the services of such personnel, counsel or agents, permanent or temporary, as may be necessary to carry out the business and affairs of the Public Financing Authority. The Public Financing Authority Board may in addition employ temporary professional and technical personnel on such terms and at such rates of compensation as the Public Financing Authority may determine, subject to all applicable laws, and provided that adequate sources of funds are identified for the payment of such temporary professional and technical services and subject to the applicable Council Policies.

Section 13. **Regular Meetings**. Regular meetings shall be held in the Council Chambers at City Hall or at such other place as the Chair may designate, on dates and at a time as fixed by Resolution of the Public Financing Authority, which as of the date hereof are generally concurrent with meetings of the City Council; provided that any such regular meeting may be suspended or cancelled if there is no business to attend to. If at any time any regular meeting falls on a legal holiday, such regular meeting shall be held on the next business day at the same time unless otherwise scheduled by the Public Financing Authority and consistent with meeting dates of the City Council. Pursuant to and in compliance with the Ralph M. Brown Act, Government Code Section 54950, *et seq.* (the "Brown Act"), at least 72 hours before a regular meeting, an agenda containing a brief general description of each item of business to be transacted or discussed shall be posted at a location freely accessible to members of the public; further, such agenda shall specify the time and location of the regular meeting. No action shall be taken on any item not appearing on the posted agenda except as permitted by the Brown Act or other applicable laws and regulations.

Section 14. **Special Meetings**. Subject to and pursuant to the provisions of the Brown Act, a special meeting may be called at any time by the Chair or upon the request of two of the members of the Public Financing Authority Board by delivering written notice to each member of the Public Financing Authority Board and to each person or entity that is entitled by law to receive such notices. Notices to the Public Financing Authority Board shall be sufficient if delivered to the Secretary. Notices to other persons or entities that are entitled by law to receive notices must be delivered personally or by mail and must be received at least 24 hours before the time of such special meeting as specified in the notice. The call and notice shall specify the time and place of the special meeting and the business to be transacted and shall be posted at least 24 hours prior to the special meeting in a location that is freely accessible to

members of the public. No other business shall be considered at such meetings by the Public Financing Authority Board. Such written notice may be dispensed with as to any member who at or prior to the time the meeting convenes files with the Secretary a written waiver of notice. Such waiver may be given electronically. Such written notice may also be dispensed with as to any member who is actually present at the time it convenes.

Section 15. **Closed Sessions**. Nothing contained in these bylaws shall be construed to prevent the Public Financing Authority Board from holding closed sessions during a regular or special meeting concerning any matter permitted by law to be considered in a closed session subject to and pursuant to the provisions of the Brown Act.

Section 16. **Public Hearings**. All public hearings held by the Public Financing Authority Board shall be held during regular or special meetings of the Public Financing Authority Board.

Section 17. **Adjourning Meetings and Continuing Public Hearings to Other Times or Places**. The Public Financing Authority Board may adjourn any meeting to a time and place specified in the order of adjournment. Less than a quorum may so adjourn from time to time. If all members are absent from any regular meeting or adjourned regular meeting, the Secretary may declare the meeting adjourned to a stated time and place and shall cause a written notice of the adjournment to be given in the same manner as provided for special meetings unless such notice is waived as provided for special meetings. A copy of the order or notice of adjournment shall be conspicuously posted on or near the door of the place where the meeting was held within 24 hours after the time of the adjournment. When a regular or adjourned regular meeting is adjourned as provided in this section, the resulting adjourned regular meeting is a regular meeting for all purposes. When an order of adjournment of any meeting fails to state the hour at which the adjourned meeting is to be held, it shall be held at the hour specified for regular meetings.

Any public hearing being held, or any hearing noticed or ordered to be held at any meeting may by order or notice of continuance be continued or recontinued to any subsequent meeting in the same manner and to the same extent set forth herein for the adjournment of the meetings; provided, that if the hearing is continued to a time less than 24 hours after the time specified in the order or notice of hearing a copy of the order or notice of continuance shall be posted immediately following the meeting at which the order or declaration of continuance was

adopted or made.

Section 18. **Meetings to be Open and Public**. All meetings of Public Financing Authority members to take action or to deliberate concerning Public Financing Authority business and its conduct shall be open and public and are subject to and shall be held in compliance with the Brown Act. All persons shall be permitted to attend any such meetings except as otherwise provided as permitted by law, these bylaws, and Council Policies.

Section 19. **Quorum**. A majority of the members of the Public Financing Authority Board shall constitute a quorum for the purpose of conducting its business and exercising its powers and for all other official purposes, except that less than a quorum may adjourn from time to time until a quorum is obtained.

Section 20. **Order of Business**. At the regular meeting of the Public Financing Authority, the general order of business shall be consistent with the Council Policies and may be conducted concurrently with the business of the City. As of the date hereof the order is a follows:

1. Call To Order
2. Roll Call
3. Closed Session Public Comment
4. Closed Session Item(S)
5. Invocation
6. Pledge of Allegiance
7. Additions/Revisions
8. Presentations/Announcements
9. Agency Partner Updates
10. Public Comments
11. Consent Calendar
12. Public Hearings
13. City Council Business

14. City Manager/City Staff Report

15. City Council Communications/Committee Reports

16. Adjournment

17. Affidavit of Posting

Section 21. **Parliamentary Procedure**. The rules of parliamentary procedure set forth in Robert's Rules of Order shall govern all meetings of the Public Financing Authority, except as otherwise herein provided or as otherwise provided in the Council Policies.

Section 22. **Amendments to Bylaws**. These bylaws may be amended by the Public Financing Authority Board at any regular or special meeting by majority vote, provided that the proposed amendment to any particular section is included in the notice of such meeting.

AGREEMENT
FOR ADMINISTRATIVE SERVICES
BETWEEN
THE CITY OF EASTVALE AND
EASTVALE PUBLIC FINANCING AUTHORITY

This AGREEMENT is entered into this 22nd day of January 2025, by and between the CITY OF EASTVALE, a municipal corporation and general law city ("CITY) and the EASTVALE PUBLIC FINANCING AUTHORITY, a joint exercise of powers authority ("AUTHORITY").

1. **RECITALS**. This Agreement is entered into with reference to the following facts and objectives:

A. AUTHORITY requested that CITY provide it with ongoing administrative services;

B. CITY believes that providing such services will assist AUTHORITY and is part of intergovernmental goodwill;

C. This Agreement is permissible in accordance with Government Code §§ 54980(c) and 54981; and

D. Both Parties believe it is in the public interest to enter into this Agreement to protect public health, safety, and welfare.

2. **CITY'S RESPONSIBILITIES**. CITY agrees to provide to AUTHORITY administrative services in the form of staf?ing, information technology, record-keeping and other, similar, services ordinarily associated with operations of a public entity. Without limitation, such services may include:

A. Providing AUTHORITY with all necessary regulations, policies, procedures, manuals, and other information, as well as incidental materials and supplies, work area, computer access, telephone, and other standard provisions as required to perform the administrative services desired by AUTHORITY. All such documents, notes, photographs, supplies, and reports will remain the property of AUTHORITY.

B. CITY is responsible for administering all employee bene?its and compensation.

3. **AUTHORITY'S RESPONSIBILITIES**. AUTHORITY will compensate CITY for providing administrative services based upon the administrative overhead rates utilized by CITY as part of its operating budget. Generally, this will be in the form of time and materials (utilizing an accepted formula such as fully allocated hourly rates for employees) plus the cost allocation plan percentage adopted during the annual budget process. Any such formula will be generally described in budgets adopted by AUTHORITY and/or CITY.

4. **EMPLOYMENT OF PERSONNEL**. CITY employees are not employed by AUTHORITY for any purpose. CITY is solely responsible for all salary, bene?its, workers compensation, and insurance for CITY employees, and those employees are subject to CITY for all supervisory, disciplinary and other employment related purposes.

5. **CONFIDENTIALITY**. This Agreement anticipates that CITY may have access to ?inancial records that are protected from disclosure by various provisions of California law. Accordingly, the Parties agree that they will use their best efforts to secure all such records and prevent their disclosure to the extent provided by applicable law.

6. **PUBLIC RECORDS ACT**. The Parties acknowledge that they are public entities subject to the Public Records Act (Government Code §§ 7920-7931) and that this Agreement, and documents ancillary to this Agreement, must generally be disclosed upon request. However, the Parties agree that certain ?inancial records are speci?ically excluded from disclosure under the Government Code. Accordingly, the Parties agree that such records will not be released except as otherwise provided by law.

7. **TERM**. The initial term of this Agreement will be year to year starting January 22, 2025. Unless terminated earlier pursuant to Section 8 of this Agreement, the Agreement will renew each July 1st.

8. **TERMINATION**. Except as otherwise provided, the Parties may terminate this Agreement at any time with or without cause. CITY will be compensated on a pro rata basis for all services rendered and all necessarily incurred costs performed in good faith in accordance with the terms of this Agreement that were not previously reimbursed up to the date of termination. Termination will occur automatically should AUTHORITY fail to compensate CITY in accordance with this Agreement.

9. **INSURANCE**.

A. Each Party warrants to the other that it carries insurance covering itself with a reputable insurance company(ies) which insures the perils of bodily injury, personal injury, professional liability and property damage, and cover such liabilities as are imposed by law and assumed under written contract with others with limits of at least one million ($1,000,000) dollars each occurrence with three million ($3,000,000) dollars annual aggregate.

B. Each Party may utilize a program of self-insurance to meet the insurance requirements of this section.

10. **ASSIGNABILITY**. AUTHORITY's attempts to assign the bene?its or burdens of this Agreement without CITY's written approval are prohibited and will be null and void.

11. **INTERPRETATION**. This Agreement was drafted in, and will be construed in accordance with the laws of the State of California, and exclusive venue for any action involving this agreement will be in Riverside County.

12. **ENTIRE AGREEMENT**. This Agreement sets forth the entire understanding of the parties. There are no other understandings, terms or other agreements expressed or implied, oral or written. This Agreement will bind and inure to the bene?it of the parties to this Agreement and any subsequent successors and assigns.

13. **RULES OF CONSTRUCTION**. Each Party had the opportunity to independently review this Agreement with legal counsel. Accordingly, this Agreement will be construed simply, as a whole, and in accordance with its fair meaning; it will not be interpreted strictly for or against either Party.

14. **SEVERABILITY**. If any portion of this Agreement is declared by a court of competent jurisdiction to be invalid or unenforceable, then such portion will be deemed modi?ied to the extent necessary in the opinion of the court to render such portion enforceable and, as so modi?ied, such portion and the balance of this Agreement will continue in full force and effect.

15. **AUTHORITY/MODIFICATION**. The Parties represent and warrant that all necessary action has been taken by the Parties to authorize the undersigned to execute this Agreement and to engage in the actions described herein. This Agreement may be modi?ied by written amendment. CITY's city manager, or designee, may execute any such amendment on behalf of CITY.

16. **ACCEPTANCE OF ELECTRONIC SIGNATURES**. This Agreement may be executed with digital signatures in accordance with Government Code §16.5 or electronic signatures in accordance with the California Uniform Electronic Transactions Act (Civil Code § 1633.1 et seq.). Such digital and electronic signatures will be treated in all respects as having the same effect as an original signature.

17. **COUNTERPARTS**. This Agreement may be executed in counterparts, each of which so executed will irrespective of the date of its execution of delivery be deemed an original, and all such counterparts together constitute one and the same instrument.

18. **BOARD OF DIRECTOR APPROVAL**. This Agreement is subject to and conditioned upon approval and rati?ication by AUTHORITY's Board of Directors. This Agreement is not binding upon CITY until executed by the appropriate CITY of?icial(s) acting in their authorized capacity.

19. **TIME IS OF ESSENCE**. Time is of the essence for each and every provision of this Agreement.

IN WITNESS WHEREOF the parties hereto have executed this contract the day and year ?irst hereinabove written.

CITY OF EASTVALE	EASTVALE PUBLIC FINANCING AUTHORITY
_____	_____
Mark Orme, City Manager	Mike McMinn, Chair

4866-7843-3262v3/201004-0003

ATTEST:

_____
Marc A. Donohue,
City Clerk/Secretary

APPROVED AS TO FORM:

_____
Erica L. Vega,
City Attorney/General Counsel

CITY OF EASTVALE

AGENDA STAFF REPORT

City Council/Eastvale Public Financing Authority/Eastvale Parking Authority Meeting
CONSENT CALENDAR
Agenda Item No. 11.9
January 22, 2025

Resolution of the Board of Directors of the Eastvale Public Financing Authority Providing for the Issuance of Federally Tax-Exempt Lease Revenue Bonds to Finance the City of Eastvale Civic Center Project and Approving Certain Acts in Connection Therewith

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Prepared By:

Amanda Wells, Finance Director/City Treasurer

Recommended Action(s)

Staff recommends that the Board of Directors of the Eastvale Public Financing Authority (the "EPFA") adopt and approve the attached Resolution providing for the issuance of Lease Revenue Bonds and reimbursement of certain city expenditures from tax-exempt bond proceeds.

Summary

The attached resolution for approval consideration preserves the option for the Eastvale Public Financing Authority (the "Public Financing Authority") to reimburse the City of Eastvale (the "City") for funds expended for costs of the Project from the proceeds of tax-exempt bonds.

Background

The Public Financing Authority expects to issue its Lease Revenue Bonds (Civic Center Project) (the "Obligations") in 2025 to finance certain costs of constructing a new City Hall, Police Station, Library; and additional parks and open spaces (collectively, the "Project"). The City may elect to advance certain of its own funds toward the Project. The City will advance funds on the understanding that it can be reimbursed for amounts expended on the Project from the subsequent sale of the Obligations. The Internal Revenue Code has certain requirements that need to be satisfied in order

for a public agency to reimburse itself for costs incurred for capital projects in advance of the sale of tax exempt Obligations. In order to qualify the City for reimbursement of such costs from the proceeds of the execution and delivery of the Obligations, the Public Financing Authority Board must adopt a resolution which satisfies all of the requirements of the Internal Revenue Code within 60 days of the date on which the expenditures have been made.

The Public Financing Authority's bond counsel has prepared the attached resolution which complies with applicable requirements of the Internal Revenue Code and allows the Public Financing Authority to reimburse the City for any advanced Project costs from the proceeds of the sale of the Obligations. The adoption of this resolution does not obligate the Public Financing Authority or the City to ever advance funds toward the Project. The adoption of this resolution preserves the option for the Board to decide at a subsequent date whether or not it would be in the best interests of the Public Financing Authority or the City to allocate a portion of any proceeds of the sale of the Obligations towards the reimbursement of the monies the City might spend on the Project.

There is a reference in this resolution to $90,000,000 as the reasonably expected maximum principal amount of the Obligations. The Internal Revenue Code obligates this resolution to include an estimated size of the borrowing from which the reimbursement will occur. The Public Financing Authority is not required to maintain this $90,000,000 amount. It is included to satisfy a legal requirement and constitutes only a rough estimate of the likely size of the Obligations that the Public Financing Authority Board may consider. If the Board were to sell a smaller borrowing, such decision would not adversely affect its ability to use a portion of the proceeds of the Obligations to reimburse the City or the Parking Authority for these costs.

Environmental

The adoption of the attached Resolution is not a "Project" under the California Environmental Act (CEQA) as this action will not cause any significant impact on the environment.

Strategic Plan Action - Priority Level: 1 | Target #: E | Goal #: A

- Develop and Construct Civic Center
- Conduct financial planning for newly proposed infrastructure

Adoption of this reimbursement resolution is directly related to the development of the city's Civic Center project, as the city anticipates using federally tax-exempt lease-revenue bond financing for the project.

Fiscal Impact

The total fiscal impact for this item is zero. Adoption of the attached Resolution does not commit the City or the Public Financing Authority to undertake any financing or project.

Prior City Council/Commission Action

City staff has been working diligently to prepare for the Civic Center project. Over 20 staff reports for City Council consideration have been presented since the inception of the project, dating back to July 28, 2021 when the first contract was awarded to Griffin Structures for construction management services. Staff reports have included action on awarding design and engineering services, financial services and legal agreements, and a myriad of updates on the projects including design and schedules. The Parking Authority was formed at the previous City Council meeting on

December 11, 2024. The Eastvale Parking Authority was activated and a Joint Exercise of Powers Agreement forming the Eastvale Public Financing Authority was approved on January 8, 2025.

Attachment(s)

Attachment 1 - Resolution: Eastvale Public Financing Authority Construction Reimbursement

EASTVALE PUBLIC FINANCING AUTHORITY

RESOLUTION NO. 25-XX

RESOLUTION OF THE BOARD OF DIRECTORS OF THE EASTVALE PUBLIC FINANCING AUTHORITY PROVIDING FOR THE ISSUANCE OF FEDERALLY TAX-EXEMPT LEASE REVENUE BONDS TO FINANCE THE CITY OF EASTVALE CIVIC CENTER PROJECT AND APPROVING CERTAIN ACTS IN CONNECTION THEREWITH

WHEREAS, the City of Eastvale (the "City"), a municipal corporation and general law city of the State of California, desires to finance certain costs of constructing a new City Hall, Police Station, Library; and additional parks and open spaces (collectively, the "Project"); and

WHEREAS, the City has requested that the Eastvale Public Financing Authority (the "Authority") assist in the financing of the Project by issuing lease revenue bonds or certificates of participation in the reasonably expected maximum principal amount of $90,000,000 (the "Bonds"); and

WHEREAS, the interest on the Bonds will be excluded from gross income for federal income tax purposes; and

WHEREAS, prior to the issuance of the Bonds the City and Authority desire to incur certain expenditures with respect to the Project from available monies of the City which expenditures are desired to be reimbursed by the Authority from a portion of the proceeds of the sale of the Bonds; and

WHEREAS, prior to and as a condition to issuance of the Bonds, the City Council of the City (the "City Council") and the Board of Directors of the Authority (the "Board") must authorize the issuance of the Bonds at a future public meeting.

NOW, THEREFORE, THE BOARD OF DIRECTORS OF THE EASTVALE PUBLIC FINANCING AUTHORITY DOES HEREBY RESOLVE AS FOLLOWS:

SECTION 1. Recitals. All the recitals in this Resolution are true and correct and this Board so finds, determines and represents.

SECTION 2. Reimbursement. The Authority hereby states its intention and reasonably expects to reimburse Project costs incurred prior to the issuance of the Bonds with proceeds of the Bonds. The Project is described in Exhibit A attached hereto.

(a) The reasonably expected maximum principal amount of the Bonds is $90,000,000.

(b) This resolution is being adopted on or prior to the date (the "Expenditures Date or Dates") that the Authority will expend monies for the portion of the Project costs to be reimbursed from proceeds of the Bonds.

(c) Except as described below, the expected date of issue of the Bonds will be within 18 months of the later of the Expenditure Date or Dates and the date the Project is placed in service; provided, the reimbursement may not be made more than three years after the original expenditure is paid. For Bonds subject to the small issuer exception of Section 148(f)(4)(D) of the Internal Revenue Code, the "eighteen-month limit" of the previous sentence is changed to "three years" and the limitation of the previous sentence beginning with "; provided, ..." is not applicable.

(d) Proceeds of the Bonds to be used to reimburse for Project costs are not expected to be used, within one year of reimbursement, directly or indirectly to pay debt service with respect to any Bond (other than to pay current debt service coming due within the next succeeding one year period on any tax exempt Bond of the Authority (other than the Bonds)) or to be held as a reasonably required reserve or replacement fund with respect to an Bond of the Authority or any entity related in any manner to the Authority, or to reimburse any expenditure that was originally paid with the proceeds of any Bond, or to replace funds that are or will be used in such manner.

(e) This resolution is consistent with the budgetary and financial circumstances of the Authority, as of the date hereof. No monies from sources other than the Bond issue are, or are reasonably expected to be reserved, allocated on a long term basis, or otherwise set aside by the Authority (or any related party) pursuant to their budget or financial policies with respect to the Project costs. To the best of our knowledge, this Board is not aware of the previous adoption of official intents by the Authority that have been made as a matter of course for the purpose of reimbursing expenditures and for which tax exempt Bonds have not been issued.

(f) The limitations described in Section 2(c) and Section 2(d) do not apply to (a) costs of issuance of the Bonds, (b) an amount not in excess of the lesser of $100,000 or five percent (5%) of the proceeds of the Bonds, or (c) any preliminary expenditures, such as architectural, engineering, surveying, soil testing, and similar costs other than land acquisition, site preparation, and similar costs incident to commencement of construction, not in excess of twenty percent (20%) of the aggregate issue price of the Bonds that finances the Project for which the preliminary expenditures were incurred.

(g) This resolution is adopted as official action of the Authority in order to comply with Treasury Regulation § 1.150-2 and any other regulations of the Internal Revenue Service relating to the qualification for reimbursement of Authority expenditures incurred prior to the date of issue of the Bonds, is part of the Authority's official proceedings, and will be available for inspection by the general public at the main administrative office of the Authority.

SECTION 3. Effectiveness. This resolution shall take effect immediately.

PASSED, APPROVED, AND ADOPTED this 22nd day of January, 2025.

Mike McMinn
Chair

APPROVED AS TO FORM:

ATTEST:

Erica Vega
General Counsel

Marc A. Donohue, MMC
Secretary

4853-5802-7241v4/201004-0003

STATE OF CALIFORNIA)
COUNTY OF RIVERSIDE) ss.
CITY OF EASTVALE)

I, Marc A. Donohue, Secretary of the Eastvale Public Financing Authority, do hereby certify that the foregoing Resolution No. 25-XX, was duly adopted by the Board of Directors of the Eastvale Public Financing Authority, California, at a meeting held on the 22nd day of January, 2025, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAINED:

Marc A. Donohue, MMC
Secretary

EXHIBIT A

DESCRIPTION OF PROJECT

The City of Eastvale's Civic Center Project consists of three buildings and open space. The buildings are City Hall, Library, and Police Station (with underground parking). The open space consists of a Civic Plaza, Park, Amphitheater, and temporary parking. The site is located at the northwest corner of Limonite Avenue and Hamner Avenue identified as Lot 65 and Lot "S" of Tract 38594 (APNs: 164-780-029 & 164-780-034). The project phases include design and engineering, environmental review, site preparation services, plan check and inspection services, materials testing, construction management, and construction.

CITY OF EASTVALE

AGENDA STAFF REPORT

City Council/Eastvale Public Financing Authority/Eastvale Parking Authority Meeting
CONSENT CALENDAR
Agenda Item No. 11.10
January 22, 2025

Debt Management and Disclosure Policy and Fund Balance Policy Update

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Prepared By:

Amanda Wells, Finance Director/City Treasurer

Recommended Action(s)

Staff recommends the City Council approve and adopt the revised Debt Management and Disclosure Policy and revised Fund Balance Policy

Summary

The City's Debt Management and Disclosure Policy and Fund Balance Policy are administrative policies adopted by the City Council on June 28, 2017 and the latter on June 12, 2013. The purpose of the policies is to provide guidelines for the issuance of debt and the target and minimum fund balance requirements in various city funds based upon State law and prudent money management specific to the City of Eastvale.

The Debt Management and Disclosure Policy has been revised to reflect current debt management standards and applies to all future debt issuances, and provides guidelines on the issuance and subsequent management of debt. This policy will apply to the city and any subsidiary entities formed by the city, such as the Eastvale Parking Authority and the Eastvale Public Financing Authority, for which the City Council acts as a legislative body. The disclosure portion of the policy has been completely updated and applies to all future debt issuances, including notes, bonds, and certificates of participation issued by the city or subsidiary entities of the city. The policy ensures compliance with applicable disclosure obligations and requirements under the federal securities law.

The Fund Balance Policy applies to all funds held by the city, but focuses on the city's General Funds.

The Policy provides guidelines on target reserve amounts and minimum balance requirements to ensure the city's fiscal health well into the future.

Background

To prepare for issuing debt related to the Civic Center project staff, with assistance from the city's Municipal Advisor and Bond Counsel, prepared updates to the city's fiscal policies. Updating these policies will ensure the city is strategically positioned to enter the bond market.

The following are the major updates to each policy:

Debt Management Policy: The Debt Management and Disclosure Policy has been updated to the Debt Management Policy. Disclosure procedures were removed from this policy and added to a new separate policy. A majority of the updates expanded on the existing policy by adding additional detail and further clarifying the policy's objective. Sections for Debt Considerations, Debt Capacity, Debt Term, Inter-fund Borrowing, and Internal Controls were added to further expand the policy.

Fund Balance Policy: The Fund Balance Policy was updated to memorialize the city's current reserve practices and update the policies to current Government Accounting Standards Board best practices. The Fund Balance policy was updated to include a revised purpose statement and expand on the background section. The scope was clarified to focus on the city's governmental funds, and primarily focus on the General Funds. The policy was expanded to include policies for how fund balance targets are identified and authority is required to identify target amounts. The assigned minimum balance was retitled to "Operating Reserve" to match the practices the city implemented over the past five years. Uses of the Operating Reserve were identified and described. Operating reserves were identified for both the General Fund and the Structural Fire Fund. Minimum unassigned fund balances were also identified and described. The city's Capital Replacement and Maintenance funds were identified and annual minimum contributions described, in addition appropriate uses of the fund balances were outlined. Replenishment of fund balance, surplus fund balance, and deficit fund balance situations were also described with procedural requirements.

The policy includes a summary statement of all reserves and a priority order in which they should be filled and/or replenished. An excerpt from the policy is included below:

- At the end of the fiscal year end close, the annual excess revenues over expenditures in the General Fund will be automatically allocated as follows, unless the reserve has already been funded or the transfer is overridden by an action of the City Council:
    - 50% Assigned General Fund Operating Reserve;
    - A cap of 50% of Debt service operating costs in a specific Debt Service reserve;
    - A cap of $2,500,000 for Pension Obligation;
    - A cap of $3,000,000 for Public Safety Rate Increase Stabilization;
    - 5% retained in General Fund Balance unassigned reserves;
    - $500,000 to General Street Maintenance;
    - $250,000 to General Facility Maintenance;
    - $120,000 to General Fleet Capital Replacement;
    - $50,000 to General Information Capital Replacement;
    - $100,000 to General Catch Basin and Storm Drain Maintenance
- Annual budget surplus for the Fire Fund will automatically be allocated as follows, unless the reserve has already been funded or the transfer is overridden by an action of the City Council:

- 75% Assigned Fire Fund Operating Reserve

Environmental

Government debt policies are not considered a Project as defined by the California Environmental Quality Act (CEQA) and no environmental review is required.

Strategic Plan Action - Priority Level: N/A | Target #: N/A | Goal #: N/A

Debt and Fund Balance policies are a best practice to ensure the city is well positioned to issue debt.

Fiscal Impact

Total fiscal impact for the adoption of fiscal policies is zero. Fiscal policies as stand alone documents are not material in nature and will not affect the City Council approved budget. City Council approval is required to issue debt. At the time of any future debt issuance, fiscal impacts will be analyzed.

Prior City Council/Commission Action

The City's Debt Management and Disclosure Policy was adopted by the City Council on June 28, 2017 and the city's Fund Balance Policy was adopted on June 12, 2013.

Attachment(s)

Attachment 1 - Admin Policy A-27: Debt Management and Disclosure Policy
Attachment 1.1 - Admin Policy A-27: Debt Management and Disclosure Policy, Redlined
Attachment 2 - Admin Policy A-23: Fund Balance Policy
Attachment 2.1 - Admin Policy A-23: Fund Balance Policy, Redlined

I. POLICY PURPOSE

The Debt Management and Disclosure Policy (the "Debt Policy") is to organize and formalize debt issuance and management related policies and procedures for the City of Eastvale the Eastvale Parking Authority, and Eastvale Public Financing Authority, and any other entity for which the City Council acts as legislative body, and the term "City" shall refer to each of such entities. Additionally, these policies apply to debt issued by a Covered Entity on behalf of assessment, community facilities, or other special districts. Regarding disclosure, the purpose of this policy is to memorialize and communicate the policies and procedures in connection with obligations, including notes, bonds and certificates of participation, issued by the City of Eastvale (the "City") to ensure that the City continues to comply with all applicable disclosure obligations and requirements under the federal securities laws. The debt policies and procedures of the City are subject to and limited by applicable provisions of state and federal law and to prudent debt management principles. When used in this Debt Policy, "debt" refers to all indebtedness and financing lease obligations.

II. DEBT AND DISCLOSURE POLICY OBJECTIVE

This Debt Policy is intended to comply with Government Code Section 8855(i), effective on January 1, 2017.

The City hereby recognizes that a fiscally prudent debt policy is required in order to:

- Maintain the City's sound financial position.
- Ensure the City has flexibility to respond to changes in future services priorities, revenue levels, and operating expenses by prioritizing pay-as-you-go financing.
- Ensure that the City's' debt is consistent with their planning goals and objectives and capital improvement program or budget, as applicable.
- Ensure that all debt is structured in order to protect both current and future taxpayers, ratepayers and constituents of the City.
- Minimize debt service commitments through effective planning and cash management; and
- Ensure the City is in compliance with all applicable federal and state securities laws; and
- Achieve Obtain the highest practical credit ratings and good investor relations.
- Ensure the City is in compliance with all applicable federal and state securities laws; and

III. SCOPE AND DELEGATION OF AUTHORITY

This Debt Policy will govern the issuance and management of all debt issued by the City, including the selection and management of related financial and advisory services and products, and the investment of bond proceeds, except as otherwise covered by the City's Investment Policy.

This Debt Policy will be reviewed and updated periodically as required. Any changes to the policy are subject to approval by the City Council at a legally noticed and conducted public meeting. Overall policy direction of this Debt Policy will be provided by the City Council. Responsibility for implementation of the Debt Policy, and day-to-day responsibility and City for structuring, implementing, and managing the City's debt and finance program, will lie with the Finance Director. The City Council's adoption of the City's Annual Budget and Capital Improvement Program (CIP) does not, in and of itself, constitute authorization for debt issuance for any capital projects. This Debt Policy requires that the City Council specifically authorize each debt financing.

No debt obligations shall be presented to the City Council for their authorization without the joint assessment and recommendation of the City Manager and legal counsel. Departments planning debt-financed capital programs or equipment acquisitions shall work closely with the City Manager and Finance Director to provide information and otherwise to facilitate the issuance and on-going administration of debt.

While adherence to this Debt Policy is required in applicable circumstances, the City recognizes that changes in the capital markets, city programs and other unforeseen circumstances may from time to time produce situations that are not covered by the Debt Policy and will require modifications or exceptions to achieve policy goals. In these cases, management flexibility is appropriate, provided specific authorization from the City Council is obtained.

IV. ETHICS AND CONFLICTS OF INTEREST

Officers and employees of the City involved in the debt management program will not engage in any personal business activities that could conflict with proper and lawful execution of securing capital financing.

V. CAPITAL IMPROVEMENT PROGRAM (CIP) AND BUDGET INTEGRATION

The City shall strive to fund the upkeep and maintenance of its infrastructure and facilities due to normal wear and tear through the expenditure of available operating revenues. The City shall seek to avoid the use of debt to fund infrastructure and facility improvements that are the result of normal wear and tear.

The City shall integrate its debt issuances with the goals of its capital improvement program by timing the issuance of debt to ensure that projects are available when needed in furtherance of the City's public purposes. As a result, all CIP related debt shall be incorporated into the five-year Capital Improvement Plan and align with the City Council's strategic plan priorities.

The City shall seek to avoid the use of debt to fund infrastructure and facilities improvements in circumstances when the sole purpose of such debt financing is to reduce annual budgetary expenditures.

The City shall seek to issue debt in a timely manner to avoid having to make unplanned expenditures for capital improvements or equipment from its general fund.

VI. INTEGRATION OF PLANNING GOALS AND OBJECTIVES

The City is committed to long-term financial planning, maintaining appropriate reserve levels, and employing prudent practices in governance, management, and budget administration. The City shall only issue debt for the purposes stated in this Debt Policy. The City shall also integrate strategic plan priorities related to debt issuance within the City's annual operations budget.

VII. DEBT CONSIDERATIONS

The City prefers to fund projects on a pay-as-you-go basis. The City's debt management program will consider debt issuance only in those cases where public policy, equity, and economic efficiency favor financing over cash pay-as-you-go financing.

1. *Factors favoring a pay-as-you-go methodology include:*
    a. Current projected revenues, fund balances available are sufficient to fund the project and fund liabilities are manageable.
    b. Long-term total costs are lower due to the avoidance of interest expense.
    c. Existing debt levels adversely affect the City's credit rating.
    d. Market conditions are unfavorable or present difficulties in marketing.
2. *Factors favoring debt financing include:*
    a. Current and projected revenues available for debt service are sufficient and reliable so that financings can be marketed with investment grade credit ratings.
    b. Market conditions present favorable interest rates leading to efficient financial resource allocation and demand for the City financings.
    c. A project is mandated by state or federal requirements, and current resources are insufficient or unavailable to fully fund the project.
    d. The project is immediately required to meet or relieve capacity needs or emergency conditions and current resources are insufficient or unavailable.

VIII. STANDARDS FOR USE OF DEBT FINANCING

The City prefers to fund projects on a pay-as-you-go basis. The City's debt management program will consider debt issuance only in those cases where public policy, equity, and economic efficiency favor financing over pay-as-you-go financing.

Debt may be incurred to provide funding for long-term capital projects. The debt repayment period should relate to the expected useful life of the facilities or equipment being financed and should coincide with the stream of benefits provided by the projects being financed. When the City finances capital projects by incurring debt, the debt repayment period should be structured so that the weighted average maturity of the debt does not exceed the expected average useful

life of the project being financed. Inherent in its long-term debt policies, the City recognizes that future taxpayers will benefit from the capital investment and that it is appropriate that they pay a share of the asset cost. Long-term debt financing shall not be used to fund operating costs. Operating expenditures may only be funded through short-term debt.

IX. DEBT CAPACITY

The City will carefully monitor its levels of general-purpose debt. Because a General Law City's general purpose debt capacity is limited, it is important that the City only use general purpose debt financing for high-priority projects where other financing methods cannot be reasonably used for two key reasons:

1. Funds borrowed for a project today are not available to fund other projects tomorrow.
2. Funds committed for debt repayment today are not available to fund operations in the future.

In evaluating debt capacity, general-purpose annual debt service payments should generally not exceed 10% of General Operating revenues, which consist of the General Fund and the Structural Fire Fund; and in no case should they exceed 15%. Further, direct debt will not exceed 2% of assessed valuation; and no more than 60% of capital improvement outlays will be funded from long-term financings.

X. DEBT TERM

The City recognizes that any new debt obligation will have an impact on the long-term affordability of all outstanding debt and any future planned debt, as well as budgetary impacts associated with the maintenance and operating costs of debt-financed facilities.

1. Term of Debt: Debt will be structured for the shortest period possible, consistent with a fair allocation of costs to current and future beneficiaries or users. Debt shall not be issued for a term that exceeds the useful life of the debt-financed asset.
2. Debt Repayment: Typically, the City desires level debt service payments over the term of the debt. However, the cost of capital, financial risk, current economic conditions, future financial flexibility, credit ratings and available cash flow will be evaluated to determine the most appropriate method of debt amortization for each debt issue. Notwithstanding the above, back loading the debt service will be evaluated as the circumstances dictate. Back loading occurs when debt service payments are lower in the initial years of a debt term and higher toward the later years of a debt term.

XI. DEBT ISSUANCE

The City has the capacity to issue long- and short-term debt and to refund any outstanding debt. When the City determines the use of debt is appropriate, the following criteria will be utilized to evaluate the type of debt to be issued.

A. Long-term Debt: Long-term debt financing will be used, when funding requirements

cannot be met with current revenues or cash reserves, to finance eligible capital projects including the acquisition, construction, or major rehabilitation of capital facilities. Long-term debt may be used to fund capitalized interest, cost of issuance, required reserves and any other financing related costs that may be legally capitalized. The proceeds derived from long-term borrowing shall not be used to fund recurring City operating expenditures.

B. Short-term Debt: Short-term debt will be considered as an interim source of funding in anticipation of long-term debt. Short term debt may be issued for any purpose for which long-term debt may be issued, including capitalized interest and financing-related costs.

Short-term debt is also appropriate to address legitimate short-term cash flow requirements during a given fiscal year to fund the operating costs of the City to provide necessary public services. The City will not engage in short-term borrowing solely for the purpose of generating investment income.

C. Refunding: Refunding opportunities will be identified by periodic reviews of outstanding debt obligations. Refunding will be considered when there is a net economic benefit from the refunding. Non-economic refunding may be undertaken to achieve City objectives relating to changes in covenants, call provisions, operational flexibility, tax status, issuer, or other non-economic factors related to the debt.

D. Private Placement: The City may determine that private placement of debt is most appropriate. Use of private placement will be considered collectively by the City Manager and Finance Director.

E. Pooled Financing: The City may also consider use of pooled financing as a method of accessing the capital markets. Use of pooled financing will be evaluated collectively by the City Manager and Finance Director on a case-by-case basis.

Other Debt: There may be special circumstances when other forms of debt are appropriate; these will be evaluated on a case-by-case basis.

XII. DEBT STRUCTURE

A. Credit Ratings: It is a policy goal of the City to protect taxpayers, ratepayers and constituents by utilizing conservative financing methods and techniques so as to obtain the highest practical credit ratings (although not all debt with be rated) and the lowest practical borrowing costs. The City will seek to maintain the appropriate balance between high credit ratings and operational flexibility. In those cases where debt will be rated, the City will seek credit ratings from at least one of the three major ratings agencies. Ratings from multiple rating agencies may be sought for a single debt issue, based upon market expectations and conditions at the time of the issuance.

B. Capitalized Interest: The nature of the City's revenue stream is such that funds are generally continuously available and the use of capitalized interest should not normally be necessary. However, certain types of financings may require the use of capitalized

interest from the issuance date until the City has constructive use/benefit of the financed project. Unless otherwise required, the City will avoid the use of capitalized interest to avoid unnecessarily increasing the bond size. Interest will not be funded (capitalized) beyond three (3) years or a shorter period if further restricted by statute.

C. Fixed-rate and Variable-rate Debt: The City prefers to issue fixed-rate debt. Variable-rate debt may be used, if market conditions warrant at the time of issuance. It is acknowledged that variable-rate debt passes an unknown obligation onto future budget cycles.

D. Derivatives: Derivative products may have application with regard to certain borrowing programs. The City Manager and Finance Director will evaluate the use of derivative products on a case-by-case basis.

E. Call Provisions: The timing for when bonds are callable varies and is determined at the time of pricing such bonds. The City's preferred structure is to negotiate for optional redemption at par in order to maintain flexibility in the future. Call provisions shall generally be analyzed on a cost-benefit basis to ensure the call premium does not exceed the realized savings.

F. Original Issue Discount: An original issue discount will be permitted only if the City determines that such discount results in a lower true interest cost on the debt and that the use of an original issue discount will not adversely affect the project identified by the legal documents related to the debt.

G. Credit Enhancements: The City may use credit enhancements (letters of credit, bond insurance, surety bonds, etc.) when such credit enhancements prove to be cost-effective. The City will consider the use of credit enhancements on a case-by-case basis.

XIII. TYPES OF DEBT

For purposes of this Debt Policy, "debt" shall be interpreted broadly to mean bonds, notes, certificates of participation, financing leases, or other financing obligations, but the use of such term in this Debt Policy shall be solely for convenience and shall not be interpreted to characterize any such obligation as an indebtedness or debt within the meaning of any statutory or constitutional debt limitation where the substance and terms of the obligation comport with exceptions thereto.

The following types of debt are allowable under this Debt Policy:

- General obligation bonds
- Bond or grant anticipation notes
- Lease revenue bonds, certificates of participation and lease-purchase transactions
- Other revenue bonds and certificates of participation
- Tax and revenue anticipation notes

- Land-secured financings, such as special tax revenue bonds issued under the Mello-Roos Community Facilities Act of 1982, as amended, and limited obligation bonds issued under applicable assessment statutes
- Tax increment financing to the extent permitted under state law
- Conduit financings, such as financings for affordable rental housing and qualified 501c3 organizations
- Pension Obligation Bonds

The City may from time to time find that other forms of debt would be beneficial to further its public purposes and may approve such debt without an amendment of this Debt Policy.

XIV. CREDIT ENHANCEMENTS

The City will consider the use of credit enhancement on a case-by-case basis, evaluating the economic benefit versus cost for each case. Only when a clearly demonstrable savings can be shown will enhancement be considered. The City will consider each of the following enhancements by evaluating the cost and benefit of such enhancement.

A. Bond Insurance: The City may purchase bond insurance when such purchase is deemed prudent and advantageous. The predominant determination will be based on such insurance being less costly than the present value of the difference in the interest on insured bonds versus uninsured bonds.

B. Debt Service Reserve Surety Bond: When required, a reserve fund will be funded from the proceeds of each series of bonds, subject to federal tax regulations and in accordance with the requirements of credit enhancement providers and/or rating agencies. The City may purchase reserve equivalents (i.e., the use of a reserve fund surety) when such purchase is deemed prudent and advantageous. Such equivalents will be evaluated in comparison to cash funding of reserves on a net present value basis.

C. Letter of Credit: The City may enter into a letter-of-credit agreement when such an agreement is deemed prudent and advantageous. Letters of credit will generally be provided only by those financial institutions with long-term ratings greater than or equal to that of the City, and short-term ratings in the highest category.

XV. REFINANCING OUTSTANDING DEBT

The City will continually evaluate outstanding bond issues for refunding opportunities. The City will consider the following issues when evaluating possible refunding opportunities:

A. Debt Service Savings: The City has established a minimum savings threshold goal of three (3%) percent of the refunded bond principal amount unless there are other compelling reasons for defeasance. The present value savings will be net of all costs related to the refinancing.

B. Restructuring: The City will refund debt as opportunities are identified. Refundings will include restructuring for purposes of meeting unanticipated revenue expectations, termination of swaps, achieving cost savings, mitigating irregular debt service payments, releasing reserve funds or removing unduly restrictive bond covenants.

C. Term of Refunding Issues: The City will generally refund bonds within the term of the originally issued debt. However, the City may consider maturity extension, when necessary to achieve a desired outcome, provided that such extension is legally permissible. The City may also consider shortening the term of the originally issued debt to realize greater savings. The remaining useful life of the financed asset and the concept of inter-generational equity will be given due consideration in formulating these decisions.

D. Escrow Structuring: The City will utilize the least costly securities available in structuring refunding escrows. A certificate from a third party agent, who is not a broker-dealer, is required stating that the securities were procured through an arms-length, competitive bid process (in the case of open market securities), that such securities were more cost effective than State and Local Government Obligations (SLGS), and that the price paid for the securities was reasonable within federal guidelines. Under no circumstances will an underwriter, agent or financial advisor sell escrow securities to the City from its own account.

E. Arbitrage: The City will take all necessary steps to optimize escrows and to avoid negative arbitrage in its refundings. Any resulting positive arbitrage will be rebated as necessary according to federal guidelines.

XVI. METHODS OF ISSUANCE

The City will strive to sell its bonds competitively but will pursue negotiated sales when conditions warrant.

A. Competitive Sale: In a competitive sale, the City's bonds will be awarded to the bidder providing the lowest true interest cost as long as the bid adheres to the requirements set forth in the official notice of sale. Conditions under which a competitive sale would be preferred are as follows:

- Bond prices are stable and/or demand is strong
- Market timing and interest rate sensitivity are not critical to the pricing
- There are no complex explanations required during marketing regarding the City's projects, media coverage, political structure, political support, funding or credit quality
- The bond type and structure are conventional
- Bond insurance is included or pre-qualified (available)

- Manageable transaction size
- The bonds carry strong credit ratings
- Issuer is well known to investors

B. Negotiated Sale: The City recognizes that some securities are best sold through negotiation under the following conditions:

- Bond prices are volatile
- Demand is weak or supply of competing bonds is high
- Market timing is important, such as for refundings
- The Bonds will carry lower credit ratings or are not rated
- Issuer is not well known to investors
- The bond type and/or structural features are unusual, such as for a forward delivery bond sale, issuance of variable rate bonds, or where there is the use of derivative products
- Bond insurance is not available
- Early structuring and market participation by underwriters are desired
- The par amount for the transaction is significantly larger than normal
- Demand for the bonds by retail investors is expected to be high

C. Private Placement: The City may elect to privately place its debt under certain conditions. Such placement will only be considered where a cost savings can be achieved by the City relative to other methods of debt issuance, or to enable the financing to be completed within a shorter timeframe.

D. Feasibility Analysis: Issuance of revenue bonds will be accompanied by a finding that demonstrates the projected revenue stream's ability to meet future debt service payments.

XVII. INTERFUND BORROWING

The City may borrow internally from other funds with temporary cash surpluses to meet short-term cash needs in lieu of issuing debt. The fund(s) from which the money is borrowed shall be repaid with interest at the average earnings rate of the City investment pool. Interfund borrowing extending for more than one year will be brought to Council for approval via resolution and shall include an amortization schedule.

XVIII. INTERNAL CONTROLS

It is the policy of the City to ensure that proceeds of debt are spent only on lawful and intended

uses. Whenever reasonably possible, proceeds of debt will be held by a third-party trustee and the City will submit written requisitions for such proceeds. The City will submit a requisition only after obtaining the signature of the City Manager. The Finance Director shall ensure that records of all expenditures of proceeds will be retained through the final payment date for the debt.

XIX. MARKET RELATIONSHIPS

A. Responsibilities: The Finance Director shall be responsible for administering the City's debt management program. To that end, this position shall:

a. Comply with all reporting requirements within the bond documents

b. Review all outstanding debt for refunding opportunities

c. Maintain positive working relationships with rating agencies and other financial professionals

d. Review and recommend appropriate structures for all new debt issuances.

e. Ensure compliance with the Investment Policy and bond documents regarding investing bond proceeds.

B. Rating Agencies and Investors: The Finance Director will be responsible for maintaining the City's relationships with Moody's Investors Service, Standard & Poor's and Fitch. The City may, from time-to-time, choose to deal with only one or two of these agencies as circumstances dictate. In addition to general communication, the Finance Director may: (1) meet with credit analysts at least once each fiscal year, or (2) prior to each competitive or negotiated sale, offer conference calls with agency analysts in connection with the planned sale.

C. Continuing Disclosure: The City will remain in compliance with Rule 15c2-12. Additional information regarding initial and continuing disclosure policies and procedures can be found below in the section regarding Disclosure Policy.

D. Arbitrage Rebate: The City will comply with the administratively adopted policies and procedures regarding tax-exempt financings and tax-exempt financed property, as well as the tax and arbitrage certifications associated with each issue.

Other Jurisdictions: From time to time, the City may issue bonds on behalf of other public entities. While the City will make every effort to facilitate the desires of these entities, the Finance Director will ensure that the City is insulated from all risks. The City will require that all conduit financings achieve a rating at least equal to the City's ratings or that credit enhancement is obtained. The City will charge an administrative fee equal to direct costs to reimburse its administrative costs incurred in debt issuance and ongoing reporting costs.

XX. CONSULTANTS AND UNDERWRITER

All consultants will be procured in accordance with the City's municipal code.

A. Selection of Financing Team Members: The Finance Director will make recommendations for all financing team members, with the City Council providing final approval.

B. Financial Advisor: The City will utilize a financial advisor to assist in its debt issuance and debt administration processes as prudent.

Financial advisory services provided to the City will include, but will not be limited to the following:

- Evaluation of risks and opportunities associated with debt issuance
- Monitoring market opportunities
- Evaluation of proposals submitted to the City by investment banking firms
- Structuring and pricing
- Preparation of requests for proposals for other financial services such as trustee and paying agent services, printing, credit facilities, remarketing agent services, etc.
- Advice, assistance and preparation for presentations with rating agencies and investors
- Assisting in review of all legal documents related to the City's bond issues

The City also expects that its financial advisor will provide the City with objective advice and analysis, maintain the confidentiality of City financial plans, and be free from any conflicts of interest.

C. Bond Counsel: City debt will include a written opinion by legal counsel affirming that the City is authorized to issue the proposed debt, that the City has met all constitutional and statutory requirements necessary for issuance, and a determination of the proposed debt's federal income tax status. The approving opinion and other documents relating to the issuance of debt will be prepared by counsel with extensive experience in public finance and tax issues.

The services of bond counsel may include, but are not limited to:

- Rendering a legal opinion with respect to authorization and valid issuance of debt obligations including whether the interest paid on the debt is tax exempt under federal and State of California law;
- Preparing all necessary legal documents in connection with authorization, sale, issuance and delivery of bonds and other obligations;
- Assisting in the preparation of the preliminary and final official statements and offering memoranda;
- Participating in discussions with potential investors, insurers and credit rating

agencies, if requested; and

- Providing continuing advice, as requested, on the proper use and administration of bond proceeds under applicable laws and the bond documents.

XXI. UNDERWRITER SELECTION

A. Underwriter Selection: The City will have the right to select a senior manager for a proposed negotiated sale, as well as co-managers and selling group members, as appropriate.

B. Underwriter's Counsel: In any negotiated sale of City debt in which legal counsel is required to represent the underwriter, the lead underwriter will make the appointment, subject to approval by the City.

C. Underwriter's Discount: The City will evaluate the proposed underwriter's discount against comparable issues in the market. If there are multiple underwriters in the transaction, the City will determine the allocation of fees with respect to any management fee. The determination will be based upon participation in the structuring phase of the transaction.

   a. All fees and allocation of the management fee will be determined prior to the sale date; a cap on management fee, expenses and underwriter's counsel will be established and communicated to all parties by the City. The senior manager will submit an itemized list of expenses charged to members of the underwriting group. Any additional expenses must be substantiated.

D. Conflict of Interest Disclosure by Financing Team Members: All financing team members will be required to provide full and complete disclosure, relative to agreements with other financing team members and outside parties. The extent of disclosure may vary depending on the nature of the transaction. However, in general terms, no agreements will be permitted which could compromise the firm's ability to provide independent advice that is solely in the City's interests or which could reasonably be perceived as a conflict of interest.

XXII. DISCLOSURE

The City occasionally issues certificates of participation, assessment bonds, notes or other obligations (collectively, "Obligations") in order to fund or refund capital investments, or other long-term programs. In offering Obligations to the public, and at other times when the City makes certain reports, the City must comply with the "anti-fraud rules" of federal securities laws (the "anti-fraud rules" includes Section 17 of the Securities Act of 1933 [15 U.S.C. § 77a, et seq.] and Section 10(b) of the Securities and Exchange Act of 1934 [15 U.S.C.A. § 78j], and regulations promulgated by the Securities and Exchange Commission under those Acts (particularly "Rule 10b-5" under the 1934 Act at 17 C.F.R. § 240.10b–5).

The core requirement of these rules is that potential investors in Obligations must be provided

with all "material" information relating to the offered Obligations. The information provided to investors must not contain any material misstatements, and the City must not omit material information which would be necessary to provide to investors a complete and transparent description of the Obligations and the City's financial condition.

When the City issues Obligations, the two central disclosure documents which are prepared are a preliminary official statement ("POS") and a final official statement ("OS"; collectively with the POS, "Official Statement"). The Official Statement generally consists of (i) a description of the specific transaction including maturity dates, interest rates, redemption provisions, the specific type of financing, the leased premises (in certificate of participation financings) and other matters particular to the financing; (ii) information on the source of payment for the Obligations (discussed in the next paragraph); and (iii) various other appendices, including the City's audited financial report, form of the proposed legal opinion, and form of continuing disclosure undertaking. Investors use the Official Statement as one of their primary resources for making informed investment decisions regarding the City's Obligations.

The City issues Obligations payable from different sources, including the City's General Fund. The Official Statement for a given transaction must reflect the particular source of payment. In General Fund-backed financings, the Official Statement will include a section which provides information on the financial condition of the City's General Fund and other relevant City financial data (the "City Section").

A. Engagement of Outside Disclosure Counsel

The City engages outside legal counsel with expertise in securities laws for advice with respect to the City's disclosure obligations and requirements under the federal securities laws ("Disclosure Counsel"). Disclosure Counsel assists the City in preparing the Official Statement and reviews all new data and updates to the Official Statement. Throughout the process of receiving and incorporating material, Disclosure Counsel provides advice as to standards of materiality and other securities law issues. Disclosure Counsel has a confidential, attorney-client relationship with the City.

Disclosure Counsel provides a negative assurance letter to the underwriters as to the disclosure set forth in the Official Statement for each Obligation. The letter advises the underwriters that, as a matter of fact and not opinion, no information came to the attention of the attorneys working on the transaction which caused them to believe that the Official Statement as of its date and as of the date of their letter (except for any financial, statistical, economic or demographic data or forecasts, charts, tables, graphs, estimates, projections, assumptions or expressions of opinion, and other customary exclusions), contained or contains any untrue statement of a material fact or omitted or omits to state any material fact necessary to make the statements therein, in light of the circumstances under which they were made, not misleading.

B. Disclosure Process

When the City determines to issue Obligations, the Finance Director requests involved City Department Directors to commence preparation of the portions of the Official Statement for which they are responsible. While the general format and content of the Official Statement secured by a particular revenue source does not normally change substantially from offering to offering, except as necessary to reflect major events, the City Manager, Finance Director, and City Attorney (or their designees) are separately responsible for reviewing and preparing or updating certain portions of the Official Statement which are within their particular area of knowledge. Additionally, all participants in the disclosure process are separately responsible for reviewing the entire Official Statement.

Disclosure Counsel and the City's Municipal Advisor assist the Finance Director and City Manager in determining the materiality of any particular item, and the development of specific language in the Official Statement. Disclosure Counsel also assists the City in the development of a "big picture" overview of the financial condition of the General Fund or particular enterprise included in the Official Statement. This overview highlights particular areas of concern. Disclosure Counsel has a confidential, attorney-client relationship with the City.

The Finance Director schedules one or more meetings or conference calls of the financing team working group (which includes City officials, the City's municipal advisor, Bond and Disclosure Counsel, the underwriter of the Obligations, and its counsel), and new drafts of the Official Statement are circulated and discussed. During this part of the process, there is substantial contact among City Department Directors (or their designees), other members of the financing team and Disclosure Counsel, to discuss issues which may arise, determine the materiality of particular items and ascertain the prominence in which the items should be disclosed.

Before distributing a POS to potential investors, there is a formal meeting which includes City officials involved in the preparation of the POS and the underwriters and their counsel, during which the Official Statement is reviewed in its entirety, page by page or section by section, to obtain final comments and to allow the underwriters to ask questions of the City's senior officials. This is referred to as a "due diligence" meeting.

A substantially final form of the POS is provided to the City Council and, if applicable, the Board of Directors of the Eastvale Public Financing Authority (the "Authority") in advance of approval to afford the City Council an opportunity to review the POS, ask questions and make comments. The substantially final form of the POS is approved by the City Council which generally authorizes certain senior staff to make additional corrections, changes and updates to the POS in consultation with the City Attorney and Disclosure Counsel.

At the time the POS is posted for review by potential investors, senior City officials execute certificates deeming certain portions of the POS complete (except for certain pricing terms) as required by Securities and Exchange Commission ("SEC") Rule 15c2-12.

Between the posting of the POS for review by potential investors and delivery of the final OS to the underwriter for redelivery to actual investors in the Obligations, any changes and developments will have been incorporated into the POS, including particularly the City Section, if required. If necessary, to reflect developments following publication of the POS or OS, as applicable, supplements will be prepared and published.

In connection with the closing of the transaction, one or more senior City officials execute certificates stating that certain portions of the OS, as of the date of each OS and as of the date of closing, do not contain any untrue statement of material fact or omit to state any material fact necessary to make the statements contained in the OS in light of the circumstances under which they were made, not misleading. The City Attorney also provides an opinion letter for underwriters. Generally, that opinion letter will inform underwriters that information contained in the section of the OS relating to the City and its operations (or specified portions thereof) as of the date of the opinion letter did not, and as of the date of the closing, does not, contain any untrue statement of a known material fact or omitted or omits to state any known material fact necessary to make the statements within the OS, in light of the circumstances under which they were made, not misleading. The City Attorney does not opine to any financial, statistical, economic or demographic data or forecasts, charts, tables, graphs, estimates, projections, assumptions or expressions of opinion, and certain other customary matters.

C. Development of Information for the Obligations

The information contained in the City Section is developed by City personnel under the direction of the Finance Director, with the assistance of the financing team. In certain circumstances, additional City officials will be involved, as necessary. The following principles govern the work of the respective City personnel that contribute information to the City Section:

City employees involved in the disclosure process are responsible for being familiar with federal securities laws as they relate to disclosure.

City employees involved in the disclosure process should be instructed to err on the side of raising issues when preparing or reviewing information for disclosure. Officials and other personnel are encouraged to consult with Disclosure Counsel if there are questions regarding whether an issue is material or not.

Care should be taken not to shortcut or eliminate any steps outlined in the Policy on an ad hoc basis. However, the Policy is not necessarily intended to be a rigid list of procedural requirements, but instead to provide guidelines for disclosure review. If warranted, based on experience during financings or because of additional SEC pronouncements or other reasons, the City should consider revisions to the Procedures.

The process of updating Official Statements from transaction to transaction should not be viewed as being limited to updating tables and numerical information. While it is not

anticipated that there will be major changes in the form and content of the Official Statements secured by a particular revenue source at the time of each update, everyone involved in the process should consider the need for revisions in the form, content and tone of the sections for which they are responsible at the time of each update.

The City must make sure that the particular officials involved in the disclosure process are of sufficient seniority such that it is reasonable to believe that, collectively, they are in possession of material information relating to the City and its finances.

D. Distribution of Procedures; Training

The Procedures must be provided to all senior City officials and any other member of the City staff that is involved in the City's disclosure obligations and must also be provided to the members of the City Council and the members of the Board of Directors of the Authority.

Periodic training for the personnel involved in the preparation of the Official Statement is coordinated by the office of the Finance Director, with the assistance of Disclosure Counsel. These training sessions are provided to assist staff members involved in identifying relevant disclosure information to be included in Official Statements. The training sessions also provide an overview of federal laws relating to disclosure, situations in which disclosure rules apply, the purpose of the Official Statement, a description of previous SEC enforcement actions and a discussion of recent developments in the area of municipal disclosure. Attendees at the training sessions are provided the opportunity to ask questions of Disclosure Counsel concerning disclosure obligations and are encouraged to contact Disclosure Counsel at any time if they have questions.

E. Annual Continuing Disclosure Requirements

In connection with issuing of Obligations, the City entered into a number of agreements ("Continuing Disclosure Certificates") to provide annual reports related to its financial condition (including its audited financial statements) as well as notice of certain events relating to the Obligations specified in the Continuing Disclosure Certificates. The City must comply with the specific requirements of each Continuing Disclosure Certificate. The City's Continuing Disclosure Certificates generally require that the annual reports be filed within nine months after the end of the City's fiscal year, and event notices are generally required to be filed within 10 days of their occurrence.

Specific events which require "enumerated event" notices are set forth in each particular Continuing Disclosure Certificate.

The Finance Director is responsible for preparing and filing the annual reports and enumerated event notices required pursuant to the Continuing Disclosure Certificates and for other secondary market disclosures as described under the caption "Secondary Market Disclosure." Particular care must be paid to the timely filing of any changes in credit ratings on Obligations (including changes resulting from changes in the credit

ratings of insurers of particular Obligations).

The City Attorney or Finance Director, upon the advice of Bond and Disclosure Counsel, will provide written notice to the City Council and the Board of Directors of the Authority of any receipt by the City or the Authority of any default, event of acceleration, termination event, modification of terms (only if material or may reflect financial difficulties), or other similar events (collectively, a "Potentially Reportable Event") under any agreement or obligation to which the City is a party and which may be a "financial obligation" as discussed below. Such written notice should be provided by the City Attorney or Finance Director to the City Council and the Board of Directors of the Authority as soon as the City Attorney or Finance Director is provided written notice or otherwise informed by knowledgeable City personnel, consultants, or external parties of such event. The Finance Director, with the assistance of Bond and Disclosure Counsel, will determine whether notice of such Potentially Reportable Event is required to be filed on the Electronic Municipal Market Access ("EMMA") pursuant to the disclosure requirements of SEC Rule 15c2-12 (the "Rule"). If filing on EMMA is required, the filing is due within 10 business days of such Potentially Reportable Event to comply with the continuing disclosure undertaking for the various debt obligations of the City. The Finance Director will notify the City Council and the Board of Directors of the Authority of such events.

The City Attorney or Finance Director, upon the advice of Bond and Disclosure Counsel, will report to the City Council and the Board of Directors of the Authority regarding the execution by the City of any agreement or other obligation which might constitute a "financial obligation" for purposes of the Rule. Amendments to existing City agreements or obligations with "financial obligations," which relate to covenants, events of default, remedies, priority rights, or other similar terms, should be reported to the City Council and the Board of Directors of the Authority as soon as the City Attorney or Finance Director is provided written notice or otherwise notified by knowledgeable City personnel, consultants, or external parties of such event. The Finance Director will determine, in consultation with the City Attorney and with the assistance of Bond and Disclosure Counsel, whether such agreement or other obligation constitutes a material "financial obligation" for purposes of the Rule. If such agreement or other obligation is determined to be a material "financial obligation" or a material amendment to a "financial obligation" described above, notice thereof would be required to be filed on EMMA within 10 business days of execution or incurrence. The types of agreements or other obligations that could constitute "financial obligations" and would need to be reported on EMMA include:

a) Bank loans or other obligations which are privately placed;

b) State or federal loans;

c) Commercial paper or other short-term indebtedness for which no offering

document has been filed on EMMA;

d) Letters of credit, surety policies or other credit enhancement with respect to the City's publicly offered debt;

e) Letters of credit, including letters of credit which are provided to third parties to secure the City's obligation to pay or perform (an example of this is a standby letter of credit delivered to secure the City's obligations for performance under a mitigation agreement);

f) Capital leases for property, facilities, fleet or equipment; and

g) Agreements which guarantee the payment or performance obligations of a third party (regardless of whether the agreements constitute guarantees under California law).

Types of agreements that could be a "financial obligation" under the Rule include:

a) Payment agreements which obligate the City to pay a share of another public agency's debt service (for example, an agreement with a joint powers agency whereby the City agrees to pay a share of the joint powers agency's bonds, notes or other obligations); and

b) Service contracts with a public agency or a private party pursuant to which the City is obligated to pay a share of such public agency or private party's debt service obligation (for example, certain types of Public-Private Partnership arrangements).

Types of agreements that may be a "financial obligation" subject to the Rule include:

a) Any agreement the payments under which are not characterized as an operation and maintenance expenses for accounting purposes if such agreement could be characterized as the borrowing of money;

b) The Finance Director will continue to work with the City Attorney and Bond and Disclosure Counsel to refine the definition of financial obligation going forward based on future SEC guidance.

F. <u>Secondary Market Disclosure</u>

On February 7, 2020, the SEC released a staff legal bulletin (the "Bulletin") concerning secondary market disclosure in the municipal bond market. The Bulletin included SEC views on a variety of matters including, without limitation, the applicability of the federal securities law to public agency websites, reports delivered to governmental and institutional bodies and statements made by public officials including elected board members. Documents, reports and other written statements of the City which contain current financial and operational conditions of the City will be included in a section of the City's website appropriately identified. The City and its Bond and Disclosure Counsel have

reviewed the Bulletin and have incorporated certain SEC staff recommendations into this Policy and into disclosure training for staff and City Council members. The City and its Bond and Disclosure Counsel will be cognizant of those reviews and will consider whether those reviews require the City to make secondary market disclosures.

POLICY MANAGEMENT PROCEDURES

Implementation and Review

Upon adoption of this policy the City Council authorizes the Finance Department, under direction of the City Manager, to establish standards and procedures which may be necessary for its implementation. The Finance Director reviews this policy as needed and recommends updates to the City Council for adoption when necessary.

RESPONSIBILTIES

1. City Council:
    a. Set and adopt debt management and disclosure policy
    b. Approve all debt issuances
2. City Manager:
    a. Determine appropriate levels debt and recommend debt issuances to City Council
    b. Ensure debt is within this policy's objectives
3. Finance:
    a. Calculate impact to operating budget, debt affordability, and legal debt limit
    b. Ensure accurate disclosure and continuing disclosure
        i. Disclosure is accurately reflected in the Annual Comprehensive Financial Report (ACFR)
    c. Monitor debt service annually and include debt service within annual budget
    d. Annual review of policy

I. ~~INTRODUCTION~~ POLICY PURPOSE

~~The purpose of this~~ The Debt Management and Disclosure Policy (~~this~~ the "Debt Policy") is to organize and formalize debt issuance and management related policies and procedures for the City of Eastvale ~~("City")~~the Eastvale Parking Authority, and Eastvale Public Financing Authority, and any other entity for which the City Council acts as legislative body, and the term "City" shall refer to each of such entities. Additionally, these policies apply to debt issued by a Covered Entity on behalf of assessment, community facilities, or other special districts. Regarding disclosure, the purpose of this policy is to memorialize and communicate the policies and procedures in connection with obligations, including notes, bonds and certificates of participation, issued by the City of Eastvale (the "City") to ensure that the City continues to comply with all applicable disclosure obligations and requirements under the federal securities laws. The debt policies and procedures of the City are subject to and limited by applicable provisions of state and federal law and to prudent debt management principles.

When used in this Debt Policy, "debt" refers to all indebtedness and financing lease obligations.

II. DEBT AND DISCLOSURE POLICY OBJECTIVE

This Debt Policy is intended to comply with Government Code Section 8855(i), effective on January 1, 2017. ~~This Debt Policy is applicable to all entities for which the City Council acts as legislative body, and the term "City" shall refer to each of such entities.~~

The City hereby recognizes that a fiscally prudent debt policy is required in order to:

~~The primary objectives of the City's debt and financing related activities are to~~

- Maintain the City's sound financial position.
- ~~Maintain cost-effective access to the capital markets through prudent fiscal management policies and practices;~~
- Ensure the City has flexibility to respond to changes in future services priorities, revenue levels, and operating expenses by prioritizing pay-as-you-go financing.
- Ensure that the City's' debt is consistent with their planning goals and objectives and capital improvement program or budget, as applicable.
- Ensure that all debt is structured in order to protect both current and future taxpayers, ratepayers and constituents of the City.
- Minimize debt service commitments through effective planning and cash management; and
- Ensure the City is in compliance with all applicable federal and state securities laws; and
- Achieve Obtain the highest practical credit ratings and good investor relations.
- Ensure the City is in compliance with all applicable federal and state securities laws; and

~~**This Debt Policy is intended to comply with Government Code Section 8855(i), effective on January 1, 2017. This Debt Policy is applicable to all entities for which the City Council acts as legislative body, and the term "City" shall refer to each of such entities.**~~

III. SCOPE AND DELEGATION OF AUTHORITY

This Debt Policy will govern the issuance and management of all debt issued by the City, including the selection and management of related financial and advisory services and products, and the investment of bond proceeds, except as otherwise covered by the City's Investment Policy.

This Debt Policy will be reviewed and updated periodically as required. Any changes to the policy are subject to approval by the City Council at a legally noticed and conducted public meeting. Overall policy direction of this Debt Policy will be provided by the City Council. Responsibility for implementation of the Debt Policy, and day-to-day responsibility and City for structuring, implementing, and managing the City's debt and finance program, will lie with the Finance Director. The City Council's adoption of the City's Annual Budget and Capital Improvement Program (CIP) does not, in and of itself, constitute authorization for debt issuance for any capital projects. This Debt Policy requires that the City Council specifically authorize each debt financing.

No debt obligations shall be presented to the City Council for their authorization without the joint assessment and recommendation of the City Manager and legal counsel. Departments planning debt-financed capital programs or equipment acquisitions shall work closely with the City Manager and Finance Director to provide information and otherwise to facilitate the issuance and on-going administration of debt.

While adherence to this Debt Policy is required in applicable circumstances, the City recognizes that changes in the capital markets, city programs and other unforeseen circumstances may from time to time produce situations that are not covered by the Debt Policy and will require modifications or exceptions to achieve policy goals. In these cases, management flexibility is appropriate, provided specific authorization from the City Council is obtained.

IV. ETHICS AND CONFLICTS OF INTEREST

Officers and employees of the City involved in the debt management program will not engage in any personal business activities that could conflict with proper and lawful execution of securing capital financing.

V. CAPITAL IMPROVEMENT PROGRAM (CIP) AND BUDGET INTEGRATION

The City shall strive to fund the upkeep and maintenance of its infrastructure and facilities due to normal wear and tear through the expenditure of available operating revenues. The City shall seek to avoid the use of debt to fund infrastructure and facility improvements that are the result of normal wear and tear.

The City shall integrate its debt issuances with the goals of its capital improvement program by timing the issuance of debt to ensure that projects are available when needed in furtherance of

the City's public purposes. As a result, all CIP related debt shall be incorporated into the five-year Capital Improvement Plan and align with the City Council's strategic plan priorities.

The City shall seek to avoid the use of debt to fund infrastructure and facilities improvements in circumstances when the sole purpose of such debt financing is to reduce annual budgetary expenditures.

The City shall seek to issue debt in a timely manner to avoid having to make unplanned expenditures for capital improvements or equipment from its general fund.

~~**The City multi-year Capital Improvement Program (CIP) sets priorities for projects and funding while the Debt Policy provides policy direction and limitations for proposed financings undertaken to implement the CIP. Debt issuance for capital projects should be incorporated into the Capital Improvement Program to be recommended for City Council approval.**~~

VI. INTEGRATION OF PLANNING GOALS AND OBJECTIVES

The City is committed to long-term financial planning, maintaining appropriate reserve~~s~~ levels, and employing prudent practices in governance, management, and budget administration. The City ~~intends to~~ shall only issue debt for the purposes stated in this Debt Policy. The City shall also ~~and to implement~~integrate ~~policy~~ strategic plan priorities ~~decisions~~ related to debt issuance ~~incorporated~~ within ~~in~~ the City's annual operations budget.

VII. DEBT CONSIDERATIONS

The City prefers to fund projects on a pay-as-you-go basis. The City's debt management program will consider debt issuance only in those cases where public policy, equity, and economic efficiency favor financing over cash pay-as-you-go financing.

1. *Factors favoring a pay-as-you-go methodology include:*
    a. Current projected revenues, fund balances available are sufficient to fund the project and fund liabilities are manageable.
    b. Long-term total costs are lower due to the avoidance of interest expense.
    c. Existing debt levels adversely affect the City's credit rating.
    d. Market conditions are unfavorable or present difficulties in marketing.
2. *Factors favoring debt financing include:*
    a. Current and projected revenues available for debt service are sufficient and reliable so that financings can be marketed with investment grade credit ratings.
    b. Market conditions present favorable interest rates leading to efficient financial resource allocation and demand for the City financings.

c. A project is mandated by state or federal requirements, and current resources are insufficient or unavailable to fully fund the project.

d. The project is immediately required to meet or relieve capacity needs or emergency conditions and current resources are insufficient or unavailable.

VIII. STANDARDS FOR USE OF DEBT FINANCING

The City prefers to fund projects on a pay-as-you-go basis. The City's debt management program will consider debt issuance only in those cases where public policy, equity, and economic efficiency favor financing over pay-as-you-go financing.

Debt may be incurred to provide funding for long-term capital projects. The debt repayment period should relate to the expected useful life of the facilities or equipment being financed and should coincide with the stream of benefits provided by the projects being financed. When the City finances capital projects by incurring debt, the debt repayment period should be structured so that the weighted average maturity of the debt does not exceed the expected average useful life of the project being financed. Inherent in its long-term debt policies, the City recognizes that future taxpayers will benefit from the capital investment and that it is appropriate that they pay a share of the asset cost. Long-term debt financing shall not be used to fund operating costs. Operating expenditures may only be funded through short-term debt.

IX. DEBT CAPACITY

The City will carefully monitor its levels of general-purpose debt. Because a General Law City's general purpose debt capacity is limited, it is important that the City only use general purpose debt financing for high-priority projects where other financing methods cannot be reasonably used for two key reasons:

1. Funds borrowed for a project today are not available to fund other projects tomorrow.
2. Funds committed for debt repayment today are not available to fund operations in the future.

In evaluating debt capacity, general-purpose annual debt service payments should generally not exceed 10% of General Operating revenues, which consist of the General Fund and the Structural Fire Fund; and in no case should they exceed 15%. Further, direct debt will not exceed 2% of assessed valuation; and no more than 60% of capital improvement outlays will be funded from long-term financings.

X. DEBT TERM

The City recognizes that any new debt obligation will have an impact on the long-term affordability of all outstanding debt and any future planned debt, as well as budgetary impacts associated with the maintenance and operating costs of debt-financed facilities.

1. Term of Debt: Debt will be structured for the shortest period possible, consistent with a fair allocation of costs to current and future beneficiaries or users. Debt shall not be issued

for a term that exceeds the useful life of the debt-financed asset.

2. Debt Repayment: Typically, the City desires level debt service payments over the term of the debt. However, the cost of capital, financial risk, current economic conditions, future financial flexibility, credit ratings and available cash flow will be evaluated to determine the most appropriate method of debt amortization for each debt issue. Notwithstanding the above, back loading the debt service will be evaluated as the circumstances dictate. Back loading occurs when debt service payments are lower in the initial years of a debt term and higher toward the later years of a debt term.

~~VII. STANDARDS FOR USE OF DEBT FINANCING~~

~~The City's debt management program will consider debt issuance only in those cases where public policy, equity and economic efficiency favor financing over cash funding.~~

~~A. Credit Quality~~

~~All City debt management activities for new debt issuances will be conducted in a manner conducive to receiving the highest credit ratings possible consistent with the City's debt management objectives. The City will strive to maintain and improve the current credit ratings assigned to the City's outstanding debt by the major credit rating agencies.~~

~~B. Long-Term Capital Projects~~

~~Debt should be incurred to provide funding for long-term capital projects. The debt repayment period should relate to the expected useful life of the facilities or equipment being financed, and should coincide with the stream of benefits provided by the projects being financed. When the City finances capital projects by incurring debt, the debt repayment period should be structured so that the weighted average maturity of the debt does not exceed 120% of the expected average useful life of the project being financed. Inherent in its long term debt policies, the City recognizes that future taxpayers will benefit from the capital investment and that it is appropriate that they pay a share of the asset cost. Long term debt financing will not be used to fund operating costs.~~

~~C. Debt Financing Mechanism~~

~~The City will evaluate the use of all financial alternatives available including, but not limited to, long-term debt, short-term debt, fixed rate debt, excess cash reserves, and inter-fund borrowing. The City will utilize the most cost advantageous financing alternative available while limiting the City's risk exposure.~~

~~D. Ongoing Debt Administration and Internal Controls~~

~~The City will maintain all debt-related records according to the city's Retention Policy and the repository will include all official statements, bid documents, ordinances, indentures, trustee reports, etc. for all City debt. To the extent that official transcripts incorporate these documents, possession of a transcript will suffice (transcripts may~~

~~be hard copy or stored on CD-ROM or other forms of electronic retention). The City will collect all available documentation for outstanding debt and will maintain a standard procedure for archiving transcripts for any new debt. The City has established internal controls to ensure compliance with the Debt Policy, all debt covenants and any applicable requirements of state and federal law. The City has also established internal control procedures to ensure that bond proceeds are used for the project that they are borrowed for, and compliance with restrictions prohibiting excessive private use on projects funded with tax-exempt bond proceeds.~~

~~Whenever reasonably possible, proceeds of debt will be held by a third-party trustee and the City will submit written requisitions for such proceeds. The City will submit a requisition only after obtaining the signature of the Finance Director. In those cases where it is not reasonably possible for the proceeds of debt to be held by a third-party trustee, the Finance Director shall retain records of all expenditures of proceeds through the final payment date for the debt.~~

~~E. Rebate Policy and System~~

~~The City will accurately account for all interest earnings in debt-related funds. These records will be designed to ensure that the City is in compliance with all debt covenants, and with state and federal laws. The City will maximize the interest earnings on all funds within the investment parameters set forth in each respective bond indenture, and as permitted by the City Investment Policy. The City will develop a system of reporting interest earnings that relates to and complies with Internal Revenue Code requirements relating to rebate, yield limits and arbitrage.~~

~~VIII.~~ XI. ~~FINANCING CRITERIA~~ DEBT ISSUANCE

The City has the capacity to issue long- and short-term debt and to refund any outstanding debt. When the City determines the use of debt is appropriate, the following criteria will be utilized to evaluate the type of debt to be issued.

~~A.~~ Long-term Debt

A. : Long-term debt financing will be used, when funding requirements cannot be met with current revenues or cash reserves, to finance eligible capital projects including the acquisition, construction, or major rehabilitation of capital facilities. Long-term debt may be used to fund capitalized interest, cost of issuance, required reserves and any other financing related costs that may be legally capitalized. The proceeds derived from long-term borrowing ~~will~~ shall not be ~~considered appropriate for any recurring purpose such as current~~ used to fund recurring City operating ~~and maintenance~~ expenditures.

~~B.~~ Short-term Debt:

B. Short-term debt will be considered as an interim source of funding in anticipation of long-term debt. Short term debt may be issued for any purpose for which long-term debt may

be issued, including capitalized interest and financing-related costs.

Short-term debt is also appropriate to address legitimate short-term cash flow requirements during a given fiscal year to fund the operating costs of the City to provide necessary public services. The City will not engage in short-term borrowing solely for the purpose of generating investment income.

~~Short-term borrowing may be utilized for the temporary funding of operational cash flow deficits or anticipated revenues, where anticipated revenues are defined as an assured revenue source with the anticipated amount based on conservative estimates. The City will determine and utilize the least costly method for short-term borrowing. The City may issue short-term debt when there is a defined repayment source and amortization of principal.~~

C. Refunding: Refunding opportunities will be identified by periodic reviews of outstanding debt obligations. Refunding will be considered when there is a net economic benefit from the refunding. Non-economic refunding may be undertaken to achieve City objectives relating to changes in covenants, call provisions, operational flexibility, tax status, issuer, or other non-economic factors related to the debt.

D. Private Placement: The City may determine that private placement of debt is most appropriate. Use of private placement will be considered collectively by the City Manager and Finance Director.

E. Pooled Financing: The City may also consider use of pooled financing as a method of accessing the capital markets. Use of pooled financing will be evaluated collectively by the City Manager and Finance Director on a case-by-case basis.

~~C.~~ Other Debt

~~—~~: There may be special circumstances when other forms of debt are appropriate; these will be evaluated on a case-by-case basis.

~~D. Financial Derivative Products~~

~~Financial Derivative Products will be considered appropriate in the issuance or management of debt only in instances where it has been demonstrated that the derivative product will either provide a hedge that reduces the risk of fluctuations in expense or revenue, or alternatively where the derivative product will reduce total project cost.~~

~~E. Refunding Financing~~

~~Refunding bonds are issued to retire all or a portion of an outstanding bond issue. Refunding issuances can be used to achieve present-value savings on debt service or to restructure the payment schedule, type of debt instrument used, or covenants of existing debt. The City must analyze the refunding issue on a present value basis to identify~~

~~economic effects before approval.~~

XII.DEBT STRUCTURE

A. Credit Ratings: It is a policy goal of the City to protect taxpayers, ratepayers and constituents by utilizing conservative financing methods and techniques so as to obtain the highest practical credit ratings (although not all debt with be rated) and the lowest practical borrowing costs. The City will seek to maintain the appropriate balance between high credit ratings and operational flexibility. In those cases where debt will be rated, the City will seek credit ratings from at least one of the three major ratings agencies. Ratings from multiple rating agencies may be sought for a single debt issue, based upon market expectations and conditions at the time of the issuance.

B. Capitalized Interest: The nature of the City's revenue stream is such that funds are generally continuously available and the use of capitalized interest should not normally be necessary. However, certain types of financings may require the use of capitalized interest from the issuance date until the City has constructive use/benefit of the financed project. Unless otherwise required, the City will avoid the use of capitalized interest to avoid unnecessarily increasing the bond size. Interest will not be funded (capitalized) beyond three (3) years or a shorter period if further restricted by statute.

C. Fixed-rate and Variable-rate Debt: The City prefers to issue fixed-rate debt. Variable-rate debt may be used, if market conditions warrant at the time of issuance. It is acknowledged that variable-rate debt passes an unknown obligation onto future budget cycles.

D. Derivatives: Derivative products may have application with regard to certain borrowing programs. The City Manager and Finance Director will evaluate the use of derivative products on a case-by-case basis.

E. Call Provisions: The timing for when bonds are callable varies and is determined at the time of pricing such bonds. The City's preferred structure is to negotiate for optional redemption at par in order to maintain flexibility in the future. Call provisions shall generally be analyzed on a cost-benefit basis to ensure the call premium does not exceed the realized savings.

F. Original Issue Discount: An original issue discount will be permitted only if the City determines that such discount results in a lower true interest cost on the debt and that the use of an original issue discount will not adversely affect the project identified by the legal documents related to the debt.

G. Credit Enhancements: The City may use credit enhancements (letters of credit, bond insurance, surety bonds, etc.) when such credit enhancements prove to be cost-effective. The City will consider the use of credit enhancements on a case-by-case basis.

XIII.TYPES OF DEBT

For purposes of this Debt Policy, "debt" shall be interpreted broadly to mean bonds, notes, certificates of participation, financing leases, or other financing obligations, but the use of such term in this Debt Policy shall be solely for convenience and shall not be interpreted to characterize any such obligation as an indebtedness or debt within the meaning of any statutory or constitutional debt limitation where the substance and terms of the obligation comport with exceptions thereto.

The following types of debt are allowable under this Debt Policy:

- General obligation bonds
- Bond or grant anticipation notes
- Lease revenue bonds, certificates of participation and lease-purchase transactions
- Other revenue bonds and certificates of participation
- Tax and revenue anticipation notes
- Land-secured financings, such as special tax revenue bonds issued under the Mello-Roos Community Facilities Act of 1982, as amended, and limited obligation bonds issued under applicable assessment statutes
- Tax increment financing to the extent permitted under state law
- Conduit financings, such as financings for affordable rental housing and qualified 501c3 organizations
- Pension Obligation Bonds

The City may from time to time find that other forms of debt would be beneficial to further its public purposes and may approve such debt without an amendment of this Debt Policy.

~~IX. TERMS AND CONDITIONS OF DEBT~~

~~The City will establish all terms and conditions relating to the issuance of debt, and will control, manage, and invest all debt proceeds. The following restrictions will be followed unless otherwise authorized by the City:~~

~~A. Term~~

~~All capital improvements financed through the issuance of debt will be financed for a period so that the weighted average maturity of the debt will not exceed 120% of the expected average useful life of the assets being financed, and in no event should exceed the lesser of 30 years or the period of time until the sunset of a revenue source used to repay the bonds.~~

~~B. Capitalized Interest~~

~~The nature of the City's revenue stream is such that funds are generally continuously available and the use of capitalized interest should not normally be necessary. However, certain types of financings may require the use of capitalized interest from the issuance date until the City has constructive use/benefit of the financed project. Unless otherwise required, the City will avoid the use of capitalized interest to avoid unnecessarily increasing the bond size. Interest will not be funded (capitalized) beyond three (3) years or a shorter period if further restricted by statute.~~

~~C. Lien Levels~~

~~Senior and junior liens for each revenue source will be utilized in a manner that will maximize the most critical constraint, typically either cost or capacity, thus allowing for the most beneficial use of the revenue source securing the bond.~~

~~D. Call Provisions~~

~~In general, the City's securities will include a call feature that is no later than ten (10) years from the date of delivery of the debt. The City will generally avoid the sale of non-callable debt.~~

~~E. Original Issue Discount~~

~~An original issue discount will be permitted only if the City determines that such discount results in a lower true interest cost on the debt and that the use of an original issue discount will not adversely affect the project identified by the legal documents related to the debt.~~

~~X. TYPES OF DEBT~~

~~The following types of debt are allowable under this Debt Policy, subject to applicable law:~~

~~• general obligation bonds~~

~~• bond or grant anticipation notes~~

~~• lease revenue bonds, certificates of participation and lease-purchase transactions~~

~~• other revenue bonds and certificates of participation~~

~~• tax and revenue anticipation notes~~

~~• land-secured financings, such as special tax revenue bonds issued under the Mello-Roos Community Facilities Act of 1982, as amended, and limited obligation bonds issued under applicable assessment statutes~~

~~• tax increment financing to the extent permitted under state law~~

~~• conduit financings, such as financings for affordable rental housing and qualified 501c3 organizations~~

~~The City may from time to time find that other forms of debt would be beneficial to further its public purposes and may approve such debt without an amendment of this Debt Policy.~~

~~XI.~~XIV. CREDIT ENHANCEMENTS

The City will consider the use of credit enhancement on a case-by-case basis, evaluating the economic benefit versus cost for each case. Only when a clearly demonstrable savings can be shown will enhancement be considered. The City will consider each of the following enhancements by evaluating the cost and benefit of such enhancement.

~~A.~~ Bond Insurance:

A. The City may purchase bond insurance when such purchase is deemed prudent and advantageous. The predominant determination will be based on such insurance being less costly than the present value of the difference in the interest on insured bonds versus uninsured bonds.

~~B.~~ Debt Service Reserve Surety Bond:

~~C.~~ When required, a reserve fund will be funded from the proceeds of each series of bonds, subject to federal tax regulations and in accordance with the requirements of credit enhancement providers and/or rating agencies. The City may purchase reserve equivalents (i.e., the use of a reserve fund surety) when such purchase is deemed prudent and advantageous. Such equivalents will be evaluated in comparison to cash funding of reserves on a net present value basis.

B.

~~D.~~ Letter of Credit:

The City may enter into a letter-of-credit agreement when such an agreement is deemed prudent and advantageous. Letters of credit will generally be provided only by those financial institutions with long-term ratings greater than or equal to that of the City, and short-term ratings in the highest category.

C.

~~XII.~~ XV. REFINANCING OUTSTANDING DEBT

The City will continually evaluate outstanding bond issues for refunding opportunities. The City will consider the following issues when evaluating possible refunding opportunities:

~~A.~~ Debt Service Savings:

~~B.~~ The City has established a minimum savings threshold goal of three (3%) percent of the refunded bond principal amount unless there are other compelling reasons for defeasance. The present value savings will be net of all costs related to the refinancing.

A.

~~C.~~ Restructuring:

The City will refund debt as opportunities are identified. Refundings will include restructuring for purposes of meeting unanticipated revenue expectations, termination of swaps, achieving cost savings, mitigating irregular debt service payments, releasing reserve funds or removing unduly restrictive bond covenants.

B.

~~D.~~ Term of Refunding Issues:

C. The City will generally refund bonds within the term of the originally issued debt. However, the City may consider maturity extension, when necessary to achieve a desired outcome, provided that such extension is legally permissible. The City may also consider shortening the term of the originally issued debt to realize greater savings. The remaining useful life of the financed asset and the concept of inter-generational equity will be given due consideration in formulating these decisions.

~~E.~~ Escrow Structuring:

~~F.~~ The City will utilize the least costly securities available in structuring refunding escrows. A certificate from a third party agent, who is not a broker-dealer, is required stating that the securities were procured through an arms-length, competitive bid process (in the case of open market securities), that such securities were more cost effective than State and Local Government Obligations (SLGS), and that the price paid for the securities was reasonable within federal guidelines. Under no circumstances will an underwriter, agent or financial advisor sell escrow securities to the City from its own account.

D.

~~G.~~ Arbitrage:

The City will take all necessary steps to optimize escrows and to avoid negative arbitrage in its refundings. Any resulting positive arbitrage will be rebated as necessary according to federal guidelines.

E.

~~XIII.~~XVI. METHODS OF ISSUANCE

The City will strive to sell its bonds competitively but will pursue negotiated sales when conditions warrant.

~~A.~~ Competitive Sale

A. : In a competitive sale, the City's bonds will be awarded to the bidder providing the lowest true interest cost as long as the bid adheres to the requirements set forth in the official notice of sale. Conditions under which a competitive sale would be preferred are as follows:

- Bond prices are stable and/or demand is strong
-
- Market timing and interest rate sensitivity are not critical to the pricing
- There are no complex explanations required during marketing regarding the City's projects, media coverage, political structure, political support, funding or credit quality
- The bond type and structure are conventional
- Bond insurance is included or pre-qualified (available)
- Manageable transaction size
- The bonds carry strong credit ratings
- Issuer is well known to investors

~~B.~~ Negotiated Sale

B. : The City recognizes that some securities are best sold through negotiation under the following conditions:

- Bond prices are volatile
- Demand is weak or supply of competing bonds is high
- Market timing is important, such as for refundings

- The Bonds will carry lower credit ratings or are not rated
- Issuer is not well known to investors
- The bond type and/or structural features are unusual, such as for a forward delivery bond sale, issuance of variable rate bonds, or where there is the use of derivative products
- Bond insurance is not available
- Early structuring and market participation by underwriters are desired
- The par amount for the transaction is significantly larger than normal
- Demand for the bonds by retail investors is expected to be high

~~C.~~ Private Placement

C. : The City may elect to privately place its debt under certain conditions. Such placement will only be considered where a cost savings can be achieved by the City relative to other methods of debt issuance, or to enable the financing to be completed within a shorter timeframe.

~~D.~~ Feasibility Analysis

D. : Issuance of revenue bonds will be accompanied by a finding that demonstrates the projected revenue stream's ability to meet future debt service payments.

XVII. INTERFUND BORROWING

The City may borrow internally from other funds with temporary cash surpluses to meet short-term cash needs in lieu of issuing debt. The fund(s) from which the money is borrowed shall be repaid with interest at the average earnings rate of the City investment pool. Interfund borrowing extending for more than one year will be brought to Council for approval via resolution and shall include an amortization schedule.

XVIII. INTERNAL CONTROLS

It is the policy of the City to ensure that proceeds of debt are spent only on lawful and intended uses. Whenever reasonably possible, proceeds of debt will be held by a third-party trustee and the City will submit written requisitions for such proceeds. The City will submit a requisition only after obtaining the signature of the City Manager. The Finance Director shall ensure that records of all expenditures of proceeds will be retained through the final payment date for the debt.

~~XIV.~~ XIX. MARKET RELATIONSHIPS

A. Responsibilities: The Finance Director shall be responsible for administering the City's debt management program. To that end, this position shall:

a. Comply with all reporting requirements within the bond documents

b. Review all outstanding debt for refunding opportunities

c. Maintain positive working relationships with rating agencies and other financial professionals

d. Review and recommend appropriate structures for all new debt issuances.

e. Ensure compliance with the Investment Policy and bond documents regarding investing bond proceeds.

~~A.~~ Rating Agencies and Investors:

B. The Finance Director will be responsible for maintaining the City's relationships with Moody's Investors Service, Standard & Poor's and Fitch. The City may, from time-to-time, choose to deal with only one or two of these agencies as circumstances dictate. In addition to general communication, the Finance Director may: (1) meet with credit analysts at least once each fiscal year, or (2) prior to each competitive or negotiated sale, offer conference calls with agency analysts in connection with the planned sale.

~~B. City Communication~~

~~The Finance Director will include in the Comprehensive Annual Financial Report to the City Council any feedback provided from rating agencies and/or investors regarding the City's financial strengths and weaknesses and recommendations for addressing any weaknesses.~~

~~C.~~ Continuing Disclosure:

C. The City will remain in compliance with Rule 15c2-12. Additional information regarding initial and continuing disclosure policies and procedures can be found ~~in~~ below in the section regarding ~~Section XV of this policy~~Disclosure Policy.

~~D.~~ Arbitrage Rebate: ~~Reporting~~

D. The City will comply with the administratively adopted policies and procedures regarding tax-exempt financings and tax-exempt financed property, as well as the tax and arbitrage certifications associated with each issue. ~~The use and investment of bond proceeds must be monitored to ensure compliance with arbitrage restrictions. Existing regulations require that issuers calculate rebate liabilities related to any bond issues, with rebate paid every five years and as otherwise required by applicable provisions of the Internal Revenue Code and regulations. The Finance Director will ensure that proceeds and investments are tracked in a manner that facilitates accurate, complete calculation, and timely rebate payments, if necessary.~~

~~E.~~ Other Jurisdictions:

From time to time, the City may issue bonds on behalf of other public entities. While

the City will make every effort to facilitate the desires of these entities, the Finance Director will ensure that the City is insulated from all risks. The City will require that all conduit financings achieve a rating at least equal to the City's ratings or that credit enhancement is obtained. The City will charge an administrative fee equal to direct costs to reimburse its administrative costs incurred in debt issuance and ongoing reporting costs.

~~F. Fees~~

~~The City will charge an administrative fee equal to direct costs to reimburse its administrative costs incurred in debt issuance and ongoing reporting costs.~~

~~XV.~~XX. CONSULTANTS AND UNDERWRITER

All consultants will be procured in accordance with the City's municipal code.

~~A.~~ Selection of Financing Team Members

A. : The Finance Director will make recommendations for all financing team members, with the City Council providing final approval.

~~B.~~ Financial Advisor

B. : The City will utilize a financial advisor to assist in its debt issuance and debt administration processes as prudent.

Financial advisory services provided to the City will include, but will not be limited to the following:

- Evaluation of risks and opportunities associated with debt issuance
- Monitoring market opportunities
- Evaluation of proposals submitted to the City by investment banking firms
- Structuring and pricing
- Preparation of requests for proposals for other financial services such as trustee and paying agent services, printing, credit facilities, remarketing agent services, etc.
- Advice, assistance and preparation for presentations with rating agencies and investors
- Assisting in review of all legal documents related to the City's bond issues

The City also expects that its financial advisor will provide the City with objective advice and analysis, maintain the confidentiality of City financial plans, and be free

from any conflicts of interest.

~~C.~~ Bond Counsel:

C. City debt will include a written opinion by legal counsel affirming that the City is authorized to issue the proposed debt, that the City has met all constitutional and statutory requirements necessary for issuance, and a determination of the proposed debt's federal income tax status. The approving opinion and other documents relating to the issuance of debt will be prepared by counsel with extensive experience in public finance and tax issues.

The services of bond counsel may include, but are not limited to:

- Rendering a legal opinion with respect to authorization and valid issuance of debt obligations including whether the interest paid on the debt is tax exempt under federal and State of California law;
- Preparing all necessary legal documents in connection with authorization, sale, issuance and delivery of bonds and other obligations;
- Assisting in the preparation of the preliminary and final official statements and offering memoranda;
- Participating in discussions with potential investors, insurers and credit rating agencies, if requested; and
- Providing continuing advice, as requested, on the proper use and administration of bond proceeds under applicable laws and the bond documents.

~~XVI.~~XXI. UNDERWRITER SELECTION

~~A.~~ Underwriter Selection:

A. The City will have the right to select a senior manager for a proposed negotiated sale, as well as co-managers and selling group members, as appropriate.

~~B.~~ Underwriter's Counsel:

~~C.~~ In any negotiated sale of City debt in which legal counsel is required to represent the underwriter, the lead underwriter will make the appointment, subject to approval by the City.

~~D.~~B.

~~E.~~ Underwriter's Discount:

~~F.~~ The City will evaluate the proposed underwriter's discount against comparable issues in the market. If there are multiple underwriters in the transaction, the City will determine the allocation of fees with respect to any management fee. The determination will be based upon participation in the structuring phase of the transaction.

~~G.~~C.

~~a.~~ All fees and allocation of the management fee will be determined prior to the sale date; a cap on management fee, expenses and underwriter's counsel will be established and communicated to all parties by the City. The senior manager will submit an itemized list of expenses charged to members of the underwriting group. Any additional expenses must be substantiated.

~~b.~~a.

D. Conflict of Interest Disclosure by Financing Team Members: All financing team members will be required to provide full and complete disclosure, relative to agreements with other financing team members and outside parties. The extent of disclosure may vary depending on the nature of the transaction. However, in general terms, no agreements will be permitted which could compromise the firm's ability to provide independent advice that is solely in the City's interests or which could reasonably be perceived as a conflict of interest.

XXII. DISCLOSURE

~~c.~~

~~XVII. INITIAL AND CONTINUING DISCLOSURE COMPLIANCE~~

~~A. Disclosure Coordinator~~

~~The Finance Director for the City shall be the disclosure coordinator of the City ("Disclosure Coordinator").~~

~~B. Review and Approval of Official Statements~~

- ~~The Disclosure Coordinator of the City shall review any Official Statement prepared in connection with any debt issuance by the City in order to ensure there are no misstatements or omissions of material information in any sections that contain descriptions of information prepared by the City.~~
- ~~In connection with review of the Official Statement, the Disclosure Coordinator may consult with third parties, including outside professionals assisting the City, and all members of City staff, to the extent that the Disclosure Coordinator concludes they should be consulted so that the Official Statement will include all "material" information (as defined for purposes of federal securities law).~~
- ~~As part of the review process, the Disclosure Coordinator shall submit all Official Statements to the City Council for approval. The cover letter used by the Disclosure Coordinator to submit the Official Statements shall be in substantially the form of Exhibit A.~~
- ~~The approval of an Official Statement by the City Council shall be docketed as a new business matter and shall not be approved as a consent item. The City Council shall undertake such review as deemed necessary by the City Council, following consultation with the Disclosure Coordinator, to fulfill the City Council's responsibilities under applicable federal and state securities laws. In this regard, the Disclosure Coordinator shall consult with the City's~~

~~disclosure counsel to the extent the Disclosure Coordinator considers appropriate.~~

- ~~Under the continuing disclosure undertakings that the City has entered into in connection with its debt offerings, the City is required each year to file annual reports with the Municipal Securities Rulemaking Board's Electronic Municipal Market Access ("EMMA") system in accordance with such undertakings. Such annual reports are required to include certain updated financial and operating information, and the City's audited financial statements.~~
- ~~The City is also required under its continuing disclosure undertakings to file notices of certain events with EMMA.~~
- ~~The Disclosure Coordinator is responsible for establishing a system (which may involve the retention or one or more consultants) by which:~~

~~a) the City will make the annual filings required by its continuing disclosure undertakings on a complete and timely basis, and~~

~~b) the City will file notices of enumerated events on a timely basis.~~

~~C. Public Statements Regarding Financial Information~~

~~Whenever the City makes statements or releases information relating to its finances to the public that are reasonably expected to reach investors and the trading markets, the City is obligated to ensure that such statements and information are complete, true, and accurate in all material respects.~~

~~D. Training~~

- ~~The Disclosure Coordinator shall ensure that the members of the City staff involved in the initial or continuing disclosure process and the City Council are properly trained to understand and perform their responsibilities.~~
- ~~The Disclosure Coordinator shall arrange for disclosure training sessions conducted by the City's disclosure counsel. Such training sessions shall include education on these Disclosure Policies, the City's disclosure obligations under applicable federal and state securities laws and the disclosure responsibilities and potential liabilities of members of the City's staff and members of the City Council. Such training sessions may be conducted using a recorded presentation.~~

~~E. City's Website~~

~~The City may maintain an investor information section on the City's website. Disclosure Documents that are material to the City's securities, and no other information, shall be posted to the investor information section of the City's website following review and approval. Any investor information on the City's website shall include the following statement:~~

~~"The only information on this Web site that is posted with the intention of reaching the investing public, including bondholders, rating analysts, investment advisors, or any other members of the investment community, is located on the investor information web pages. Other than the specific information presented in the investor information web pages, no other information on the City's website is intended to be the basis of or should be relied upon in making an investment decision. Because each security issued by the City or its related entities may involve different sources of payment and security, you should refer for additional information to the official statement and continuing disclosure filings for the particular~~

~~security. The information posted in the investor information web pages speaks only as of its date."~~

~~XVIII.~~ The City occasionally issues certificates of participation, assessment bonds, notes or other obligations (collectively, "Obligations") in order to fund or refund capital investments, or other long-term programs. In offering Obligations to the public, and at other times when the City makes certain reports, the City must comply with the "anti-fraud rules" of federal securities laws (the "anti-fraud rules" includes Section 17 of the Securities Act of 1933 [15 U.S.C. § 77a, et seq.] and Section 10(b) of the Securities and Exchange Act of 1934 [15 U.S.C.A. § 78j], and regulations promulgated by the Securities and Exchange Commission under those Acts (particularly "Rule 10b-5" under the 1934 Act at 17 C.F.R. § 240.10b–5).

~~XIX.~~ The core requirement of these rules is that potential investors in Obligations must be provided with all "material" information relating to the offered Obligations. The information provided to investors must not contain any material misstatements, and the City must not omit material information which would be necessary to provide to investors a complete and transparent description of the Obligations and the City's financial condition.

~~XX.~~ When the City issues Obligations, the two central disclosure documents which are prepared are a preliminary official statement ("POS") and a final official statement ("OS"; collectively with the POS, "Official Statement"). The Official Statement generally consists of (i) a description of the specific transaction including maturity dates, interest rates, redemption provisions, the specific type of financing, the leased premises (in certificate of participation financings) and other matters particular to the financing; (ii) information on the source of payment for the Obligations (discussed in the next paragraph); and (iii) various other appendices, including the City's audited financial report, form of the proposed legal opinion, and form of continuing disclosure undertaking. Investors use the Official Statement as one of their primary resources for making informed investment decisions regarding the City's Obligations.

~~XXI.~~ The City issues Obligations payable from different sources, including the City's General Fund. The Official Statement for a given transaction must reflect the particular source of payment. In General Fund-backed financings, the Official Statement will include a section which provides information on the financial condition of the City's General Fund and other relevant City financial data (the "City Section").

A. Engagement of Outside Disclosure Counsel

The City engages outside legal counsel with expertise in securities laws for advice with respect to the City's disclosure obligations and requirements under the federal securities laws ("Disclosure Counsel"). Disclosure Counsel assists the City in preparing the Official Statement and reviews all new data and updates to the Official Statement. Throughout the process of receiving and incorporating material, Disclosure Counsel provides advice as to standards of materiality and other securities law issues. Disclosure Counsel has a confidential, attorney-client relationship with the City.

~~XXII.~~ Disclosure Counsel provides a negative assurance letter to the underwriters as to the disclosure set forth in the Official Statement for each Obligation. The letter advises the underwriters that, as a matter of fact and not opinion, no information came to the attention of the attorneys working on the transaction which caused them to believe that the Official Statement as of its date and as of the date of their letter (except for any financial, statistical, economic or demographic data or forecasts, charts, tables, graphs, estimates, projections, assumptions or expressions of opinion, and other customary exclusions), contained or contains any untrue statement of a material fact or omitted or omits to state any material fact necessary to make the statements therein, in light of the circumstances under which they were made, not misleading.

~~XXIII.~~B. ~~DISCLOSURE~~ Disclosure Process~~PROCESS~~

~~XXIV.~~ When the City determines to issue Obligations, the Finance Director requests involved City Department Directors to commence preparation of the portions of the Official Statement for which they are responsible. While the general format and content of the Official Statement secured by a particular revenue source does not normally change substantially from offering to offering, except as necessary to reflect major events, the City Manager, Finance Director, and City Attorney (or their designees) are separately responsible for reviewing and preparing or updating certain portions of the Official Statement which are within their particular area of knowledge. Additionally, all participants in the disclosure process are separately responsible for reviewing the entire Official Statement.

~~XXV.~~ Disclosure Counsel and the City's Municipal Advisor assist the Finance Director and City Manager in determining the materiality of any particular item, and the development of specific language in the Official Statement. Disclosure Counsel also assists the City in the development of a "big picture" overview of the financial condition of the General Fund or particular enterprise included in the Official Statement. This overview highlights particular areas of concern. Disclosure Counsel has a confidential, attorney-client relationship with the City.

~~XXVI.~~ The Finance Director schedules one or more meetings or conference calls of the financing team working group (which includes City officials, the City's municipal advisor, Bond and Disclosure Counsel, the underwriter of the Obligations, and its counsel), and new drafts of the Official Statement are circulated and discussed. During this part of the process, there is substantial contact among City Department Directors (or their designees), other members of the financing team and Disclosure Counsel, to discuss issues which may arise, determine the materiality of particular items and ascertain the prominence in which the items should be disclosed.

~~XXVII.~~ Before distributing a POS to potential investors, there is a formal meeting which includes City officials involved in the preparation of the POS and the underwriters and their counsel, during which the Official Statement is reviewed in its entirety, page by page

or section by section, to obtain final comments and to allow the underwriters to ask questions of the City's senior officials. This is referred to as a "due diligence" meeting.

~~XXVIII.~~ A substantially final form of the POS is provided to the City Council and, if applicable, the Board of Directors of the Eastvale Public Financing Authority (the "Authority") in advance of approval to afford the City Council an opportunity to review the POS, ask questions and make comments. The substantially final form of the POS is approved by the City Council which generally authorizes certain senior staff to make additional corrections, changes and updates to the POS in consultation with the City Attorney and Disclosure Counsel.

~~XXIX.~~ At the time the POS is posted for review by potential investors, senior City officials execute certificates deeming certain portions of the POS complete (except for certain pricing terms) as required by Securities and Exchange Commission ("SEC") Rule 15c2-12.

~~XXX.~~ Between the posting of the POS for review by potential investors and delivery of the final OS to the underwriter for redelivery to actual investors in the Obligations, any changes and developments will have been incorporated into the POS, including particularly the City Section, if required. If necessary, to reflect developments following publication of the POS or OS, as applicable, supplements will be prepared and published.

~~XXXI.~~ In connection with the closing of the transaction, one or more senior City officials execute certificates stating that certain portions of the OS, as of the date of each OS and as of the date of closing, do not contain any untrue statement of material fact or omit to state any material fact necessary to make the statements contained in the OS in light of the circumstances under which they were made, not misleading. The City Attorney also provides an opinion letter for underwriters. Generally, that opinion letter will inform underwriters that information contained in the section of the OS relating to the City and its operations (or specified portions thereof) as of the date of the opinion letter did not, and as of the date of the closing, does not, contain any untrue statement of a known material fact or omitted or omits to state any known material fact necessary to make the statements within the OS, in light of the circumstances under which they were made, not misleading. The City Attorney does not opine to any financial, statistical, economic or demographic data or forecasts, charts, tables, graphs, estimates, projections, assumptions or expressions of opinion, and certain other customary matters.

~~XXXII.~~C. Development of Information for the Obligations~~DEVELOPMENT OF INFORMATION FOR THE OBLIGATIONS~~

~~XXXIII.~~ The information contained in the City Section is developed by City personnel under the direction of the Finance Director, with the assistance of the financing team. In certain circumstances, additional City officials will be involved, as necessary. The following principles govern the work of the respective City personnel that contribute information to the City Section:

~~XXXIV.~~ City employees involved in the disclosure process are responsible for being familiar with federal securities laws as they relate to disclosure.

~~XXXV.~~ City employees involved in the disclosure process should be instructed to err on the side of raising issues when preparing or reviewing information for disclosure. Officials and other personnel are encouraged to consult with Disclosure Counsel if there are questions regarding whether an issue is material or not.

~~XXXVI.~~ Care should be taken not to shortcut or eliminate any steps outlined in the Policy on an ad hoc basis. However, the Policy is not necessarily intended to be a rigid list of procedural requirements, but instead to provide guidelines for disclosure review. If warranted, based on experience during financings or because of additional SEC pronouncements or other reasons, the City should consider revisions to the Procedures.

~~XXXVII.~~ The process of updating Official Statements from transaction to transaction should not be viewed as being limited to updating tables and numerical information. While it is not anticipated that there will be major changes in the form and content of the Official Statements secured by a particular revenue source at the time of each update, everyone involved in the process should consider the need for revisions in the form, content and tone of the sections for which they are responsible at the time of each update.

~~XXXVIII.~~ The City must make sure that the particular officials involved in the disclosure process are of sufficient seniority such that it is reasonable to believe that, collectively, they are in possession of material information relating to the City and its finances.

~~XXXIX.~~D. Distribution of Procedures; Training~~DISTRIBUTION OF PROCEDURES; TRAINING~~

~~XL.~~ The Procedures must be provided to all senior City officials and any other member of the City staff that is involved in the City's disclosure obligations and must also be provided to the members of the City Council and the members of the Board of Directors of the Authority.

~~XLI.~~ Periodic training for the personnel involved in the preparation of the Official Statement is coordinated by the office of the Finance Director, with the assistance of Disclosure Counsel. These training sessions are provided to assist staff members involved in identifying relevant disclosure information to be included in Official Statements. The training sessions also provide an overview of federal laws relating to disclosure, situations in which disclosure rules apply, the purpose of the Official Statement, a description of previous SEC enforcement actions and a discussion of recent developments in the area of municipal disclosure. Attendees at the training sessions are provided the opportunity to ask questions of Disclosure Counsel concerning disclosure obligations and are encouraged to contact Disclosure Counsel at any time if they have questions.

~~A.~~ Annual Continuing Disclosure Requirements~~ANNUAL CONTINUING DISCLOSURE~~

~~REQUIREMENTS~~

E.

In connection with issuing of Obligations, the City entered into a number of agreements ("Continuing Disclosure Certificates") to provide annual reports related to its financial condition (including its audited financial statements) as well as notice of certain events relating to the Obligations specified in the Continuing Disclosure Certificates. The City must comply with the specific requirements of each Continuing Disclosure Certificate. The City's Continuing Disclosure Certificates generally require that the annual reports be filed within nine months after the end of the City's fiscal year, and event notices are generally required to be filed within 10 days of their occurrence.

Specific events which require "enumerated event" notices are set forth in each particular Continuing Disclosure Certificate.

The Finance Director is responsible for preparing and filing the annual reports and enumerated event notices required pursuant to the Continuing Disclosure Certificates and for other secondary market disclosures as described under the caption "Secondary Market Disclosure." Particular care must be paid to the timely filing of any changes in credit ratings on Obligations (including changes resulting from changes in the credit ratings of insurers of particular Obligations).

The City Attorney or Finance Director, upon the advice of Bond and Disclosure Counsel, will provide written notice to the City Council and the Board of Directors of the Authority of any receipt by the City or the Authority of any default, event of acceleration, termination event, modification of terms (only if material or may reflect financial difficulties), or other similar events (collectively, a "Potentially Reportable Event") under any agreement or obligation to which the City is a party and which may be a "financial obligation" as discussed below. Such written notice should be provided by the City Attorney or Finance Director to the City Council and the Board of Directors of the Authority as soon as the City Attorney or Finance Director is provided written notice or otherwise informed by knowledgeable City personnel, consultants, or external parties of such event. The Finance Director, with the assistance of Bond and Disclosure Counsel, will determine whether notice of such Potentially Reportable Event is required to be filed on the Electronic Municipal Market Access ("EMMA") pursuant to the disclosure requirements of SEC Rule 15c2-12 (the "Rule"). If filing on EMMA is required, the filing is due within 10 business days of such Potentially Reportable Event to comply with the continuing disclosure undertaking for the various debt obligations of the City. The Finance Director will notify the City Council and the Board of Directors of the Authority of such events.

The City Attorney or Finance Director, upon the advice of Bond and Disclosure Counsel, will report to the City Council and the Board of Directors of the Authority regarding the

execution by the City of any agreement or other obligation which might constitute a "financial obligation" for purposes of the Rule. Amendments to existing City agreements or obligations with "financial obligations," which relate to covenants, events of default, remedies, priority rights, or other similar terms, should be reported to the City Council and the Board of Directors of the Authority as soon as the City Attorney or Finance Director is provided written notice or otherwise notified by knowledgeable City personnel, consultants, or external parties of such event. The Finance Director will determine, in consultation with the City Attorney and with the assistance of Bond and Disclosure Counsel, whether such agreement or other obligation constitutes a material "financial obligation" for purposes of the Rule. If such agreement or other obligation is determined to be a material "financial obligation" or a material amendment to a "financial obligation" described above, notice thereof would be required to be filed on EMMA within 10 business days of execution or incurrence. The types of agreements or other obligations that could constitute "financial obligations" and would need to be reported on EMMA include:

~~a)~~ Bank loans or other obligations which are privately placed;

a)

~~b) 2.~~ State or federal loans;

b)

~~c) 3.~~ Commercial paper or other short-term indebtedness for which no offering document has been filed on EMMA;

c)

~~d) 4.~~ Letters of credit, surety policies or other credit enhancement with respect to the City's publicly offered debt;

d)

~~e) 5.~~ Letters of credit, including letters of credit which are provided to third parties to secure the City's obligation to pay or perform (an example of this is a standby letter of credit delivered to secure the City's obligations for performance under a mitigation agreement);

e)

~~f) 6.~~ Capital leases for property, facilities, fleet or equipment; and

f)

~~XLII.~~g) ~~7.~~ Agreements which guarantee the payment or performance obligations of a third party (regardless of whether the agreements constitute

guarantees under California law).

~~XLIII.~~ Types of agreements that could be a "financial obligation" under the Rule include:

~~a) 1.~~ Payment agreements which obligate the City to pay a share of another public agency's debt service (for example, an agreement with a joint powers agency whereby the City agrees to pay a share of the joint powers agency's bonds, notes or other obligations); and

a)

~~XLIV.~~b) S~~2.~~ Service contracts with a public agency or a private party pursuant to which the City is obligated to pay a share of such public agency or private party's debt service obligation (for example, certain types of Public-Private Partnership arrangements).

~~XLV.~~ Types of agreements that may be a "financial obligation" subject to the Rule include:

~~XLVI. 1.~~ Any agreement the payments under which are not characterized as an operation and maintenance expenses for accounting purposes if such agreement could be characterized as the borrowing of money;

a)

~~XLVII.~~b) The Finance Director will continue to work with the City Attorney and Bond and Disclosure Counsel to refine the definition of financial obligation going forward based on future SEC guidance.

~~XLVIII.~~F. Secondary Market Disclosure~~SECONDARY MARKET DISCLOSURE~~

On February 7, 2020, the SEC released a staff legal bulletin (the "Bulletin") concerning secondary market disclosure in the municipal bond market. The Bulletin included SEC views on a variety of matters including, without limitation, the applicability of the federal securities law to public agency websites, reports delivered to governmental and institutional bodies and statements made by public officials including elected board members. Documents, reports and other written statements of the City which contain current financial and operational conditions of the City will be included in a section of the City's website appropriately identified. The City and its Bond and Disclosure Counsel have reviewed the Bulletin and have incorporated certain SEC staff recommendations into this Policy and into disclosure training for staff and City Council members. The City and its Bond and Disclosure Counsel will be cognizant of those reviews and will consider whether those reviews require the City to make secondary market disclosures.

Implementation and Review

Upon adoption of this policy the City Council authorizes the Finance Department, under direction of the City Manager, to establish standards and procedures which may be necessary for its implementation. The Finance Director reviews this policy as needed and recommends updates to the City Council for adoption when necessary.

RESPONSIBILTIES

1. City Council:
    a. Set and adopt debt management and disclosure policy
    b. Approve all debt issuances
2. City Manager:
    a. Determine appropriate levels debt and recommend debt issuances to City Council
    b. Ensure debt is within this policy's objectives
3. Finance:
    a. Calculate impact to operating budget, debt affordability, and legal debt limit
    b. Ensure accurate disclosure and continuing disclosure
        i. Disclosure is accurately reflected in the Annual Comprehensive Financial Report (ACFR)
    c. Monitor debt service annually and include debt service within annual budget
    d. Annual review of policy

PURPOSE

This policy establishes the target and minimum levels of fund balance to be maintained in various funds and to identify certain requirements for classifying fund balance in accordance with Governmental Accounting Standards Board (GASB) Statement No. 54, Fund Balance Reporting and Governmental Fund Definitions.

BACKGROUND

In March 2009, the Governmental Accounting Standards Board (GASB) issued Statement No. 54, Fund Balance Reporting and Governmental Fund Type Definitions, to address issues related to how fund balance was being reported in governmental financial statements. The intent of the Statement is to bring greater transparency and consistency to fund balance reporting in the governmental sector.

The standard does not change the total amount of a given fund balance, but it substantially alters the categories and terminology used to describe the components of a fund balance. The ew categories and terminology reflect an approach that focuses, not on financial resources available for appropriation within a fund, but on the extent to which the City is bound to honor constraints on the use of the funds. There are almost always limitations on the purpose for which all or a portion of the City's fund balance resources can be used. The force of these limitations can vary significantly depending on their source. The various components of the fund balance reporting standard are designed to indicate the extent to which the City is bound by these limitations placed upon the resources.

SCOPE

The use of this policy is primarily focused within the City's governmental funds: General Fund, Structural Fire Fund, General Capital Project Funds, and General Capital Replacement Funds. The City's primary financial objective is to maintain the fiscal stability of the municipality. Fund balance is an important measure of economic stability. It is essential that the City maintain adequate levels of assigned and unrestricted fund balance to mitigate financial risk that can occur from unforeseen revenue fluctuations and unanticipated expenditures.

DEFINITIONS

Fund balance is the difference between the assets (what is owned) and liabilities (what is owed) reported in the City's governmental funds. There are generally limitations on the purpose for which all or a portion of the resources of a governmental fund may be used. The force behind these limitations can vary significantly, depending upon their source. Consequently, the fund balance reported in the annual financial statements is categorized into five components whereby each component identifies the extent to which the City is bound to honor constraints on the specific purposes for which amounts in the fund can be spent. The five components of fund balance are as follows:

1. Nonspendable: Resources that are 1) not in spendable form, such as inventories, prepaids, long-term receivables, or non-financial assets held for resale, or 2) required to be maintained intact such as an endowment. However, nonspendable items that are

restricted, committed or assigned when they become spendable are included in those respective categories.

2. Restricted: Resources that are subject to externally enforceable legal restrictions; these restrictions would be either 1) externally imposed by creditors (such as through debt covenants), grantors, contributors, or laws or regulations of other governments or 2) imposed by law through constitutional provisions or enabling legislation.
3. Committed: Resources that are constrained to specific purposes by a formal action of the City Council such as an ordinance or resolution. The constraint remains binding unless removed in the same formal manner by the City Council. Council action to commit fund balance must occur within the fiscal reporting period while the amount committed may be determined subsequently.
4. Assigned: Resources that are constrained by the City's intent to be used for specific purposes, but that are neither restricted nor committed.
5. Unassigned: Residual resources, either positive or negative, in excess of what can be properly classified in one of the other four fund balance categories. Within all other governmental funds, the negative residual resources in excess of what can be properly classified as nonspendable, restricted, or committed.

The first two components listed above are not addressed in this policy due to the nature of their restrictions. Some examples of nonspendable fund balance are prepaid expenses, notes receivable, inventory and land held for resale. Restricted fund balance is either imposed by law or constrained by grantors, contributors, or laws or regulations of other governments. This policy focuses on financial reporting of unrestricted fund balance, the last three components listed above, committed, assigned, and unassigned.

POLICY

The City shall maintain minimum fund balances as described in detail below. This policy also requires that internal service funds be funded every fiscal year to ensure there is no deficit at June 30. Minimum fund balances are necessary to maintain the City's credit worthiness and to adequately provide for:

- Economic uncertainties, local disasters and other hardships/downturns in the local economy
- Contingencies for unforeseen operating or capital needs
- Cash flow requirements

1. Authority and Hierarchy
    a. <u>Commitment of Fund Balance:</u> The City Council, as the City's highest level of decision-making authority, may commit fund balance for specific purposes pursuant to constraints imposed by formal actions taken, such as an ordinance or resolution. These committed amounts cannot be used for any other purpose

unless the City Council removes or changes the specified use through the same type of formal action taken to establish the commitment. City Council action to commit fund balance needs to occur within the fiscal reporting period; however, the amount can be determined subsequently.

b. Assigning Fund Balance: This policy delegates to the City Manager, or the City Manager's designee, the authority to assign unrestricted fund balance amounts where the City's intent is for those amounts to be used for specific purposes. This delegation of authority is for the sole purpose of reporting these amounts in the annual financial statements and holding funds for specific projects. Amounts will also be reported within the City's Interim Financial Reports. Such assignments cannot exceed the available (spendable, unrestricted, uncommitted) fund balance in any particular fund.

c. Reporting Encumbrances: Encumbering amounts in governmental funds for specific purposes for which resources have already been restricted, committed or assigned should not result in a separate display of encumbered amounts. Encumbered amounts for specific purposes for which amounts have not been previously restricted, committed or assigned, will be classified as committed or assigned, as appropriate, based on the definitions and criteria set forth in GASB Statement No. 54.

d. Hierarchy of Fund Balance: When multiple categories of fund balance are available for expenditure, the City will spend the most restricted funds first before moving down to the next category with available funds in the following order, assuming usable funds for the intended use are available in the category of fund balance:

   i. Restricted
   ii. Committed
   iii. Assigned
   iv. Unassigned

   If funds in the most restrictive category are not available for a specific use, the next less restrictive category of funds will be utilized.

2. Assigned Reserves:

   a. Assigned Operating Reserves and Usage:

      i. Operating Reserve Fund Balance shall be used only to fund unanticipated needs and/or emergencies as described below:

         1. Catastrophic Events and Major Disasters: Operating Reserves may fund the extraordinary operating costs, legal costs, and cash flow problems associated with delays in State and Federal reimbursements for any catastrophic event and major disaster

(natural or man-made) declared by the City Council of their designee, or by the State of California, or by the federal government that are nonrecurring expenditures.

2. Fiscal Emergencies: Operating Reserves may fund operating expenditures in the event of a fiscal emergency due to unforeseen changes to operating revenue streams.

ii. City Council must appropriate budget in order to utilize the operating reserve funds. A maximum of fifty percent of the prior year ending balance in the Operating Reserve Fund may be drawn. At no time may the balance be less than 5 percent of the adopted annual appropriations for cash flow purposes.

b. General Fund Operating Reserve:

i. The City has established a General Fund "Operating Reserve" assigned fund balance policy, also known as the Emergency Contingency reserve. At the end of each fiscal year, the General Fund should have a minimum assigned fund balance of 50% of the current year's General Fund annual budgeted operating expenditures, as calculated by the Finance Director to fully fund the "Operating Reserve." This target amount has been established in order to provide a reasonable level of assurance that the City's day-to-day operations will be able to continue even if circumstances occur where revenues are insufficient to cover expenditures. The General Fund's "Operating Reserve" assigned fund balance policy is reported in the notes to the annual financial statements and is shown in the annual financial statements as "General Fund Operating Reserve" assigned fund balance. The "General Fund Operating Reserve" is also shown in Interim Financial Reports provided to the City Council.

c. Fire Fund Operating Reserve:

i. The City has established a Fire Fund "Operating Reserve" assigned fund balance policy. At the end of each fiscal year, the Fire Fund should have a minimum assigned fund balance of 75% of the current year's Fire Fund annual budgeted operating expenditures, as calculated by the Finance Director. This target amount has been established in order to provide a reasonable level of assurance that the City's day-to-day Fire operations will be able to continue even if circumstances occur where revenues are insufficient to cover expenditures. The Fire Fund's "Operating Reserve" assigned fund balance policy is reported in the notes to the annual financial statements and is shown in the annual financial statements as "Fire Fund Operating Reserve" assigned fund balance. The "Fire Fund Operating

Reserve" is also shown in Interim Financial Reports provided to the City Council.

1. The Fire Fund Operating Reserve is calculated at 75% due to the limited resources available within the fund. The Fire Fund is wholly supported by property taxes and therefore is subject to more volatility than the City's General Fund.

d. <u>Capital Replacement and Maintenance Funds:</u>

i. When a General Fund budget surplus is available, the General Fund will contribute to the Capital Replacement Funds for future maintenance and replacement of vital public infrastructure and equipment. These funds will be held in an assigned reserve. Annual contributions to the funds are as follows:

1. General Information Capital Replacement: $50,000
2. General Fleet Capital Replacement: $120,000
3. General Street Maintenance: $500,000
4. General Facility Maintenance: $250,000
5. General Catch Basin and Storm Drain Maintenance: $100,000

ii. The replacement and maintenance funds shall be capped in a method that retains available cash to fund emergency projects, but not in excessive amounts.

1. Maintenance funds shall be capped at 40% of the total five-year CIP or five-year planning document maintenance project costs.
2. Replacement funds shall be capped at 20% of the five-year CIP or five-year planning document replacement project costs.

iii. In deficit budget years, the General Fund will not contribute to the Capital Replacement and Maintenance Funds.

iv. Assigned fund balance in the Capital Replacement and Maintenance Funds shall not available to support operating expenditures of the General Fund, unless the expenditures are directly related to the replacement of capital or maintenance of infrastructure as the funds have been titled.

4. Unassigned Reserves:

a. The City has established a General Fund minimum unassigned fund balance policy. At the end of each fiscal year, the General Fund shall have a minimum unassigned fund balance of 5% of the current year's General Fund annual budgeted operating expenditures, as calculated by the Finance Director. This target amount has been established in order to provide contributions to the city's special revenue funds that may complete the fiscal year with a negative fund balance. The General Fund's minimum unassigned fund balance policy is reported in the notes to the

annual financial statements and is shown in the annual financial statements as unassigned fund balance.

5. Replenishing Fund Balance Deficiencies in any Category of Fund Balance: When fund balance falls below thresholds set by this policy, the City Council must approve and adopt a plan to restore this balance to the target level within three years using the budget strategies described below:
    i. Use of budget surplus
    ii. Reduction to recurring expenditures to eliminate any structural deficit or,
    iii. Increase revenues or pursue other funding sources, or
    iv. A combination of the three options above

    The progress of replenishment shall be reported in the annual budget.

6. Deficit Fund Balance: If a fund's unassigned fund balance is not positive at any year-end, the City shall develop a funding plan and a timeframe to bring it into a positive state. The unassigned fund balance deficit in any fund shall be restored through the following mechanisms, in order of priority:
    i. Reduction of (1) assigned fund balance levels, (2) committed fund balance levels;
    ii. Transfer of unassigned fund balances from other related funds, if allowed.

7. Surplus Fund Balance: If all categories of fund balances are fully funded as described in this policy and both unrestricted and unassigned fund balance in any fund remains, it will be considered a surplus for the budgeted year. If unrestricted and unassigned fund balance of any fund exceeds this policy's targets, the City Council may consider such fund balance surpluses to be used for (a) capital projects and equipment (b) pay down long-term obligations, and (c) one-time expenditures that are non-recurring in nature and which do not require additional future operating expenditure outlay for maintenance, additional staffing, or other recurring expenditure. Appropriation from the General Fund's unassigned fund balance shall require the approval of the City Council.

SUMMARY & PRIORITY

At the end of the fiscal year end close, the annual surplus fund balance, as defined above, in the General Fund will be automatically allocated as listed below. City Council may take action to override the priority list or change amounts. The list is in order of highest priority to lowest priority:

- 50% Assigned General Fund Operating Reserve;
- A cap of 50% of Debt service operating costs in a specific Debt Service reserve;
- A cap of $2,500,000 for Pension Obligation;
- A cap of $3,000,000 for Public Safety Rate Increase Stabilization;
- 5% retained in General Fund Balance unassigned reserves;
- $500,000 to General Street Maintenance, capped at 40% of the five-year CIP street maintenance projected costs;

- $250,000 to General Facility Maintenance, capped at 40% of the annual facility maintenance operating budget;
- $120,000 to General Fleet Capital Replacement, capped at 20% of the five-year CIP fleet replacement costs;
- $50,000 to General Information Capital Replacement, capped at 20% of the five-year equipment replacement cost;
- $100,000 to General Catch Basin and Storm Drain Maintenance, capped at 40% of the five-year CIP street maintenance projected costs;

Annual budget surplus for the Fire Fund will automatically be allocated as follows, unless City Council takes action to override the list or change amounts:

- 75% Assigned Fire Fund Operating Reserve

PROCEDURES

Implementation and Review

Upon adoption of this policy the City Council authorizes the Finance Department, under direction of the City Manager, to establish standards and procedures which may be necessary for its implementation. The Finance Director reviews this policy annually with the City Manager's Office and recommends updates to the City Council for adoption when necessary.

RESPONSIBILTIES

1. City Council:
    a. Set and adopt fund balance policy
    b. Establishes committed funds
    c. Approve budgeted expenditure appropriations from any reserve fund
2. City Manager:
    a. Determine appropriate levels of fund balance in accordance with adopted policy
3. Finance:
    a. Finance Director to assign specific amounts for financial reporting purposes
    b. Responsible for recording amounts according to adopted policy
    c. Responsible for ensuring that fund balance is properly reported in the City's Annual Comprehensive Financial Report (ACFR)
    d. Annual review of policy

This policy has been prepared in accordance with Governmental Accounting Standards Board (GASB) Statement No. 54. No other policy or procedure supersedes the authority and provisions of this policy.

PURPOSE

This policy establishes the target and minimum levels of fund balance to be maintained in various funds and to identify certain requirements for classifying fund balance in accordance with Governmental Accounting Standards Board (GASB) Statement No. 54, Fund Balance Reporting and Governmental Fund Definitions. ~~procedures for reporting, within the annual financial statements, unrestricted fund balance (comprised of Committed, Assigned, and Unassigned categories) within the City's governmental funds: General Fund, Special Revenue Funds, Debt Service Fund, and Capital Projects Funds.~~

BACKGROUND

In March 2009, the Governmental Accounting Standards Board (GASB) issued Statement No. 54, Fund Balance Reporting and Governmental Fund Type Definitions, to address issues related to how fund balance was being reported in governmental financial statements. The intent of the Statement is to bring greater transparency and consistency to fund balance reporting in the governmental sector.

The ~~is new~~ standard does not change the total amount of a given fund balance, but it substantially alters the categories and terminology used to describe the components of a fund balance. The ~~n~~ew categories and terminology reflect an approach that focuses, not on financial resources available for appropriation within a fund, but on the extent to which the City is bound to honor constraints on the use of the funds. ~~In the past, fund balances have been classified into three separate components: Reserved, Designated, and Undesignated.~~ There are almost always ~~important~~ limitations on the purpose for which all or a portion of the City's fund balance resources can be used. The force of these limitations can vary significantly depending on their source. The various components of the ~~new~~ fund balance reporting standard are designed to indicate the extent to which the City is bound by these limitations placed upon the resources.

SCOPE

The use of this policy is primarily focused within the City's governmental funds: General Fund, Structural Fire Fund, General Capital Project Funds, and General Capital Replacement Funds. The City's primary financial objective is to maintain the fiscal stability of the municipality. Fund balance is an important measure of economic stability. It is essential that the City maintain adequate levels of assigned and unrestricted fund balance to mitigate financial risk that can occur from unforeseen revenue fluctuations and unanticipated expenditures.

~~Definitions~~ DEFINITIONS

Fund balance is the difference between the assets (what is owned) and liabilities (what is owed) reported in the City's governmental funds. There are generally limitations on the purpose for which all or a portion of the resources of a governmental fund may be used. The force behind these limitations can vary significantly, depending upon their source. Consequently, the fund balance reported in the annual financial statements is categorized into five components whereby each component identifies the extent to which the City is bound to honor constraints on the specific purposes for which amounts in the fund can be spent. The five components of fund balance are as follows:

- **Nonspendable**: Resources that are 1) not in spendable form, such as inventories, prepaids, long-term receivables, or non-financial assets held for resale, or 2) required to be maintained intact such as an endowment. However, nonspendable items that are restricted, committed or assigned when they become spendable are included in those respective categories.

1.

- **Restricted**: Resources that are subject to externally enforceable legal restrictions; these restrictions would be either 1) externally imposed by creditors (such as through debt covenants), grantors, contributors, or laws or regulations of other governments or 2) imposed by law through constitutional provisions or enabling legislation.

2.

- **Committed**: Resources that are constrained to specific purposes by a formal action of the City Council such as an ordinance or resolution. The constraint remains binding unless removed in the same formal manner by the City Council. Council action to commit fund balance must occur within the fiscal reporting period while the amount committed may be determined subsequently.

3.

- **Assigned**: Resources that are constrained by the City's intent to be used for specific purposes, but that are neither restricted nor committed.

4.

~~1.~~ **Unassigned**: ~~Within the General Fund, the r~~Residual resources, either positive or negative, in excess of what can be properly classified in one of the other four fund balance categories. Within all other governmental funds, the negative residual resources in excess of what can be properly classified as nonspendable, restricted, or committed.

5.

The first two components listed above are not addressed in this policy due to the nature of their

restrictions. Some examples of nonspendable fund balance are prepaid expenses, notes receivable, inventory and land held for resale. Restricted fund balance is either imposed by law or constrained by grantors, contributors, or laws or regulations of other governments. This policy focuses on financial reporting of unrestricted fund balance, the last three components listed above, committed, assigned, and unassigned.

POLICY

The City shall maintain minimum fund balances as described in detail below. This policy also requires that internal service funds be funded every fiscal year to ensure there is no deficit at June 30. Minimum fund balances are necessary to maintain the City's credit worthiness and to adequately provide for:

- Economic uncertainties, local disasters and other hardships/downturns in the local economy
- Contingencies for unforeseen operating or capital needs
- Cash flow requirements

1. **Authority and Hierarchy**

   a. **Commitment of Fund Balance:** The City Council, as the City's highest level of decision-making authority, may commit fund balance for specific purposes pursuant to constraints imposed by formal actions taken, such as an ordinance or resolution. These committed amounts cannot be used for any other purpose unless the City Council removes or changes the specified use through the same type of formal action taken to establish the commitment. City Council action to commit fund balance needs to occur within the fiscal reporting period; however, the amount can be determined subsequently.

   b. **Assigning Fund Balance:** This policy delegates to the City Manager, or the City Manager's designee, the authority to assign unrestricted fund balance amounts where the City's intent is for those amounts to be used for specific purposes. This delegation of authority is for the sole purpose of reporting these amounts in the annual financial statements and holding funds for specific projects. Amounts will also be reported within the City's Interim Financial Reports. Such assignments cannot exceed the available (spendable, unrestricted, uncommitted) fund balance in any particular fund.

   c. **Reporting Encumbrances:** Encumbering amounts in governmental funds for specific purposes for which resources have already been restricted, committed or assigned should not result in a separate display of encumbered amounts. Encumbered amounts for specific purposes for which amounts have not been previously restricted, committed or assigned, will be classified as committed or

assigned, as appropriate, based on the definitions and criteria set forth in GASB Statement No. 54.

d. **Hierarchy of Fund Balance:** When multiple categories of fund balance are available for expenditure, the City will spend the most restricted funds first before moving down to the next category with available funds in the following order, assuming usable funds for the intended use are available in the category of fund balance:

i. Restricted
ii. Committed
iii. Assigned
iv. Unassigned

~~a. When expenditures are incurred for purposes for which both restricted and unrestricted (committed, assigned, or unassigned) fund balances are available, the City's policy is to first apply restricted fund balance. When expenditures are incurred for purposes for which committed, assigned, or unassigned fund balances are available, the City's policy is to first apply committed fund balance, then assigned fund balance, and finally unassigned fund balance.~~
If funds in the most restrictive category are not available for a specific use, the next less restrictive category of funds will be utilized.

~~2. This policy delegates to the City Manager, the City Manager's designee, the authority to assign unrestricted fund balance amounts where the City's intent is for those amounts to be used for specific purposes. This delegation of authority is for the sole purpose of reporting these amounts in the annual financial statements.~~

2. Assigned Reserves:

a. Assigned Operating Reserves and Usage:

i. Operating Reserve Fund Balance shall be used only to fund unanticipated needs and/or emergencies as described below:

1. Catastrophic Events and Major Disasters: Operating Reserves may fund the extraordinary operating costs, legal costs, and cash flow problems associated with delays in State and Federal reimbursements for any catastrophic event and major disaster (natural or man-made) declared by the City Council of their designee, or by the State of California, or by the federal government that are nonrecurring expenditures.

2. Fiscal Emergencies: Operating Reserves may fund operating expenditures in the event of a fiscal emergency due to unforeseen changes to operating revenue streams.

ii. City Council must appropriate budget in order to utilize the operating reserve funds. A maximum of fifty percent of the prior year ending balance in the Operating Reserve Fund may be drawn. At no time may the balance be less than 5 percent of the adopted annual appropriations for cash flow purposes.

General Fund Operating Reserve:

b.

i. The City has established a General Fund "Operating Reserve" assigned ~~minimum~~ fund balance policy, also known as the Emergency Contingency reserve. At the end of each fiscal year, the General Fund should have a minimum assigned fund balance of 50% of the ~~next~~ current year's General Fund annual budgeted operating expenditures, as calculated by the Finance Director to fully fund the "Operating Reserve." This target amount has been established in order to provide a reasonable level of assurance that the City's day-to-day operations will be able to continue even if circumstances occur where revenues are insufficient to cover expenditures. The General Fund's "Operating Reserve" assigned ~~minimum~~ fund balance policy is reported in the notes to the annual financial statements and is shown in the annual financial statements as "General Fund Operating Reserve" assigned fund balance. ~~The minimum fund balance is shown in the annual financial statements as unassigned fund balance.~~The "General Fund Operating Reserve" is also shown in Interim Financial Reports provided to the City Council.

~~A.~~

c. Fire Fund Operating Reserve:

i. The City has established a Fire Fund "Operating Reserve" assigned fund balance policy. At the end of each fiscal year, the Fire Fund should have a minimum assigned fund balance of 75% of the current year's Fire Fund annual budgeted operating expenditures, as calculated by the Finance Director. This target amount has been established in order to provide a reasonable level of assurance that the City's day-to-day Fire operations will be able to continue even if circumstances occur where revenues are insufficient to cover expenditures. The Fire Fund's "Operating Reserve" assigned fund balance policy is reported in the notes to the annual financial statements and is shown in the annual financial statements as "Fire Fund

Operating Reserve" assigned fund balance. The "Fire Fund Operating Reserve" is also shown in Interim Financial Reports provided to the City Council.

1. The Fire Fund Operating Reserve is calculated at 75% due to the limited resources available within the fund. The Fire Fund is wholly supported by property taxes and therefore is subject to more volatility than the City's General Fund.

d. Capital Replacement and Maintenance Funds:

i. When a General Fund budget surplus is available, the General Fund will contribute to the Capital Replacement Funds for future maintenance and replacement of vital public infrastructure and equipment. These funds will be held in an assigned reserve. Annual contributions to the funds are as follows:

1. General Information Capital Replacement: $50,000
2. General Fleet Capital Replacement: $120,000
3. General Street Maintenance: $500,000
4. General Facility Maintenance: $250,000
5. General Catch Basin and Storm Drain Maintenance: $100,000

ii. The replacement and maintenance funds shall be capped in a method that retains available cash to fund emergency projects, but not in excessive amounts.

1. Maintenance funds shall be capped at 40% of the total five-year CIP or five-year planning document maintenance project costs.
2. Replacement funds shall be capped at 20% of the five-year CIP or five-year planning document replacement project costs.

iii. In deficit budget years, the General Fund will not contribute to the Capital Replacement and Maintenance Funds.

iv. Assigned fund balance in the Capital Replacement and Maintenance Funds shall not available to support operating expenditures of the General Fund, unless the expenditures are directly related to the replacement of capital or maintenance of infrastructure as the funds have been titled.

4. Unassigned Reserves:

a. The City has established a General Fund minimum unassigned fund balance policy. At the end of each fiscal year, the General Fund shall have a minimum unassigned fund balance of 5% of the current year's General Fund annual budgeted operating expenditures, as calculated by the Finance Director. This target amount has been established in order to provide contributions to the city's special revenue funds

that may complete the fiscal year with a negative fund balance. The General Fund's minimum unassigned fund balance policy is reported in the notes to the annual financial statements and is shown in the annual financial statements as unassigned fund balance.

5. **Replenishing Fund Balance Deficiencies in any Category of Fund Balance:** When fund balance falls below thresholds set by this policy, the City Council must approve and adopt a plan to restore this balance to the target level within three years using the budget strategies described below:
    i. Use of budget surplus
    ii. Reduction to recurring expenditures to eliminate any structural deficit or,
    iii. Increase revenues or pursue other funding sources, or
    iv. A combination of the three options above

    The progress of replenishment shall be reported in the annual budget.

6. **Deficit Fund Balance:** If a fund's unassigned fund balance is not positive at any year-end, the City shall develop a funding plan and a timeframe to bring it into a positive state. The unassigned fund balance deficit in any fund shall be restored through the following mechanisms, in order of priority:
    i. Reduction of (1) assigned fund balance levels, (2) committed fund balance levels;
    ii. Transfer of unassigned fund balances from other related funds, if allowed.

7. **Surplus Fund Balance:** If all categories of fund balances are fully funded as described in this policy and both unrestricted and unassigned fund balance in any fund remains, it will be considered a surplus for the budgeted year. If unrestricted and unassigned fund balance of ~~sny hund~~any fund exceeds this policy's targets, the City Council may consider such fund balance surpluses to be used for (a) capital projects and equipment (b) pay down long-term obligations, and (c) one-time expenditures that are non-recurring in nature and which do not require additional future operating expenditure outlay for maintenance, additional staffing, or other recurring expenditure. Appropriation from the General Fund's unassigned fund balance shall require the approval of the City Council.

SUMMARY & PRIORITY

At the end of the fiscal year end close, the annual surplus fund balance, as defined above, in the General Fund will be automatically allocated as listed below. City Council may take action to override the priority list or change amounts. The list is in order of highest priority to lowest priority:

- 50% Assigned General Fund Operating Reserve;
- A cap of 50% of Debt service operating costs in a specific Debt Service reserve;
- A cap of $2,500,000 for Pension Obligation;
- A cap of $3,000,000 for Public Safety Rate Increase Stabilization;
- 5% retained in General Fund Balance unassigned reserves;

- $500,000 to General Street Maintenance, capped at 40% of the five-year CIP street maintenance projected costs;
- $250,000 to General Facility Maintenance, capped at 40% of the annual facility maintenance operating budget;
- $120,000 to General Fleet Capital Replacement, capped at 20% of the five-year CIP fleet replacement costs;
- $50,000 to General Information Capital Replacement, capped at 20% of the five-year equipment replacement cost;
- $100,000 to General Catch Basin and Storm Drain Maintenance, capped at 40% of the five-year CIP street maintenance projected costs;

Annual budget surplus for the Fire Fund will automatically be allocated as follows, unless City Council takes action to override the list or change amounts:

- 75% Assigned Fire Fund Operating Reserve

PROCEDURES

Implementation and Review

Upon adoption of this policy the City Council authorizes the Finance Department, under direction of the City Manager, to establish standards and procedures which may be necessary for its implementation. The Finance Director reviews this policy annually with the City Manager's Office and recommends updates to the City Council for adoption when necessary.

RESPONSIBILTIES

1. City Council:
    a. Set and adopt fund balance policy
    b. Establishes committed funds
    c. Approve budgeted expenditure appropriations from any reserve fund
2. City Manager:
    a. Determine appropriate levels of fund balance in accordance with adopted policy
3. Finance:
    a. Finance Director to assign specific amounts for financial reporting purposes
    b. Responsible for recording amounts according to adopted policy
    c. Responsible for ensuring that fund balance is properly reported in the City's Annual Comprehensive Financial Report (ACFR)
    d. Annual review of policy

This policy has been prepared in accordance with Governmental Accounting Standards Board (GASB) Statement No. 54. No other policy or procedure supersedes the authority and provisions of this policy.

~~Approved: 06/13/2013~~

CITY OF EASTVALE

AGENDA STAFF REPORT

City Council/Eastvale Public Financing Authority/Eastvale Parking Authority Meeting
CONSENT CALENDAR
Agenda Item No. 11.11
January 22, 2025

Update of the City's participation in the Western Riverside County Transportation Uniform Mitigation Fee (TUMF) program, amending Chapter 4.72 of the Eastvale Municipal Code and the TUMF Fee Schedule (Second Reading)

Prepared By:
David Murray, City Planner

Recommended Action(s)

Staff recommends that the City Council adopt an ordinance entitled: AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF EASTVALE, CALIFORNIA, AMENDING CHAPTER 4.72 OF THE EAST MUNICIPAL CODE REGARDING THE CITY'S PARTICIPATION IN THE WESTERN RIVERSIDE COU TRANSPORTATION UNIFORM MITIGATION FEE (TUMF) PROGRAM.

Summary

The proposed ordinance will update the City's participation in the Transportation Uniform Mitigation Fee (TUMF) program and amend Chapter 4.72 of the Eastvale Municipal Code to reference the 2024 Nexus Study.

Background

The City of Eastvale is a Member Jurisdiction of the Western Riverside County Council of Governments (WRCOG), a joint powers agency comprised of the County of Riverside and eighteen (18) cities located in Western Riverside County. The City of Eastvale is also a participant in the region-wide Transportation Uniform Mitigation Fee (TUMF), which was established in 2002. Developed by the WRCOG Member Jurisdictions, the TUMF program is intended to address the

shortfall in funds needed to enhance and enlarge the capacity of the Regional System of Highways and Arterials in response to new residential, commercial, and industrial development throughout Western Riverside County.

As a Member Jurisdiction of WRCOG and as a TUMF Participating Jurisdiction, the County, prior to the City's incorporation, 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 Ordinance 2014-07 authorizing the City's participation in a TUMF Program which was most recently amended in 2018 by Ordinance 2018-14 and located in Chapter 4.72 ("Western Riverside County Transportation Uniform Mitigation Fee Program") of Title 4 ("Revenue and Finance") of the Eastvale 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.

Analysis

The proposed Ordinance provides the legal basis for a revised TUMF fee schedule. The actual TUMF fee schedule was adopted by City Council through a Resolution on January 8, 2025.

In accordance with the Mitigation Fee Act, the proposed Ordinance and 2024 Nexus Study: (1) identify the purpose of the revised fees; (2) identify the use to which the revised fees is to be put, including identification of any facilities to be financed; (3) determine how there is a reasonable relationship between the fee's use and the type of development project on which the fee is imposed; (4) 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 (5) 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 established the updated 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.

Environmental

Pursuant to the provisions of the California Environmental Quality Act (CEQA Public Resources Code, Section 21084 et. seq.), the proposed ordinance is exempt from the requirements of CEQA pursuant to Section 21080 (b)(8) of the Public Resources Code and Sections 15273 and 15378(b)(4) of the State CEQA Guidelines and that there is no possibility that the ordinance will have a significant impact on the environment.

Strategic Plan Action - Priority Level: N/A | Target #: N/A | Goal #: N/A

Not Applicable.

Fiscal Impact

Participating in the TUMF program will provide the necessary resources to enhance and expand the capacity of the Regional System of Highways and Arterials due to new development in Western Riverside County. TUMF fees are paid by applicants of new development within the City through WRCOG. There is no fiscal impact to the City associated with adoption of the ordinance. WRCOG prepared most of the information including the Nexus Study and templates for the draft ordinance, resolution and staff report to minimize City staff time. Any staff time used to review and prepare this report and attachments is included in the 2024/25 FY Community Development Department budget.

Prior City Council/Commission Action

The City Council previously adopted Resolution 2018-14 on December, 2018 and Ordinance 2017-05 on October 11, 2017 to amend Chapter 4.72 of the Eastvale Municipal Code and adopt new TUMF fees.

On January 8, 2025, the City Council introduced an Ordinance amending Chapter 4.72 of the Eastvale Municipal Code and the TUMF Fee Schedule.

Attachment(s)

Attachment 1 - TUMF Ordinance
Attachment 2 - Ordinance Exhibit A - Map of the Regional System
Attachment 3 - Ordinance Exhibit B - 2025 TUMF Nexus Study.pdf

ORDINANCE NO. 2025-__

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF EASTVALE, CALIFORNIA, AMENDING CHAPTER 4.72 OF THE EASTVALE MUNICIPAL CODE REGARDING THE CITY'S PARTICIPATION IN THE WESTERN RIVERSIDE COUNTY TRANSPORTATION UNIFORM MITIGATION FEE (TUMF) PROGRAM

THE CITY COUNCIL OF THE CITY OF EASTVALE DOES ORDAIN AS FOLLOWS:

SECTION 1. Amendment of Chapter 4.72 of the Eastvale Municipal Code. Chapter 4.72 of the Eastvale Municipal Code is hereby amended in its entirety to read as shown in Exhibit A hereto.

SECTION 2. Supersession. This ordinance supersedes the provisions of Ordinance No. 2018-14 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. 2018-14 all other related ordinances and polices shall remain in full force and effect.

SECTION 3. Severability. If any chapter, subsection, subdivision, sentence, clause, phrase, or portion of this ordinance, is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision will not affect the validity of the remaining portions of this ordinance. The City Council hereby declares that it would have adopted this ordinance, and each Chapter, subsection, subdivision, sentence, clause, phrase, or portion thereof, irrespective of the fact that any one or more sections, subsections, subdivisions, sentences, clauses, phrases, or portions thereof be declared invalid or unconstitutional.

SECTION 4. Effect and Effective Date. This ordinance shall take effect thirty (30) days after its passage by the City Council or on April 1, 2025, whichever occurs later. 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. City Clerk Action. The City Clerk is authorized and directed to cause this Ordinance to be published within fifteen (15) days after its passage in a newspaper of general circulation and circulated within the City in accordance with Government Code Chapter 36933(a) or, to cause this Ordinance to be published in the manner required by law using the alternative summary and pasting procedure authorized under Government Code Chapter 39633(c).

PASSED, APPROVED AND ORDAINED this __ day of _____, 2025.

_____
Michael McMinn
Mayor

APPROVED AS TO FORM:

_____

Erica L. Vega
City Attorney

ATTEST:

_____

Marc A. Donohue, MMC
City Clerk/Communications Director

STATE OF CALIFORNIA)
COUNTY OF RIVERSIDE) §
CITY OF EASTVALE)

I, Marc A. Donohue, City Clerk/Communications Director of the City of Eastvale, California, do hereby certify that the foregoing Ordinance No. 25-__, was introduced at a regular meeting of the City Council of the City of Eastvale held on the 8th day of January, 2025, and was passed by the City Council of the City of Eastvale at a regular meeting held on the __ day of _____, 2025, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

_____
Marc A. Donohue, MMC
City Clerk/Communications Director

EXHIBIT "A"

CHAPTER 4.72
WESTERN RIVERSIDE COUNTY TRANSPORTATION UNIFORM MITIGATION FEE PROGRAM

Sec. 4.72.010. Title.
Sec. 4.72.020. Findings.
Sec. 4.72.030. Definitions.
Sec. 4.72.040. Establishment of the transportation uniform mitigation fee.
Sec. 4.72.050. Reimbursements.
Sec. 4.72.060. Procedures for the levy, collection and disposition of fees.
Sec. 4.72.070. Appointment of the TUMF administrator.

Sec. 4.72.010. Title.
This Ordinance shall be known as the "Western Riverside County Transportation Uniform Mitigation Fee Program Ordinance of 2025" ("Ordinance").

Sec. 4.72.020. Findings.

A. The City is a member agency of the Western Riverside Council of Governments ("WRCOG"), a joint powers agency comprised of the County of Riverside and 18 cities located in Western Riverside County. Acting in concert, the WRCOG Member Agencies developed a plan whereby the shortfall in funds needed to enlarge the capacity of the Regional System of Highways and Arterials in Western Riverside County (the "Regional System") could be made up in part by a Transportation Uniform Mitigation Fee ("TUMF") on future residential, commercial and industrial development. The map depicting the boundaries of Western Riverside County and the Regional System attached to Ordinance No. [INSERT THIS ORDINANCE NUMBER] is incorporated herein. As a Member Agency of WRCOG and as a TUMF Participating Jurisdiction, the City participated in the preparation of a certain "Western Riverside County Transportation Uniform Fee Nexus Study," dated October 18, 2002 (the "2002 Nexus Study") prepared in compliance with the Mitigation Fee Act (Gov. Code §§ 66000 et seq.) and adopted by the WRCOG Executive Committee. Based on the 2002 Nexus Study, the City adopted and implemented an ordinance authorizing the City's participation in a TUMF Program.

B. 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.

C. On October 11, 2017, the City adopted Ordinance No. 2017-05 which adopted the 2016 Nexus Study and updated the TUMF.

D. 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.

E. The City adopted Ordinance No. 2018-14 on December 12, 2018 allowing WRCOG to calculate and collect TUMF on behalf of the City.

F. 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. The 2024 Nexus Study is attached to Ordinance No. [INSERT THIS ORDINANCE NUMBER] and incorporated herein by reference. 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.

G. Consistent with its previous findings made in the adoption of Ordinance No. 2017-05, 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.

H. 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.

I. 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.

J. 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.

K. The fees collected pursuant to this Chapter 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.

L. By notice duly given and published, the City Council set the time and place for 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.

M. 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.

N. The City Council 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.

Sec. 4.72.030. Definitions.
For the purpose of this Chapter, the following words, terms and phrases shall have the following meanings:

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

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

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

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

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

F. "Industrial Project" means any development project that proposes any industrial or manufacturing use allowed in the following zoning classifications: I-P, M-S-C, M-M, M-H, M-R, M-R-A, A-1, A-P, A-2, A-D, W-E, or SP with one of the aforementioned zones used as the base zone.

G. "Low Income Residential Housing" means "Residential Affordable Units": (A) for rental housing, the units shall be made available, rented and restricted to "lower income households" (as defined in Health and Safety Code Section 50079.5) at an "affordable rent" (as defined in Health and Safety Code Section 50053),). Affordable units that are rental housing shall be made available, rented, and restricted to lower income households at an affordable rent for a period of at least fifty-five (55) years after the issuance of a certificate of occupancy for new residential development. and (B) for for-sale housing, the units shall be sold to "persons or families of low or moderate income" (as defined in Health and Safety Code Section 50093) at a purchase price that will not cause the purchaser's monthly housing cost to exceed "affordable housing cost (as defined in Health and Safety Code Section 50052.5) Affordable units that are for-sale housing units shall be restricted to ownership by persons and families of low or moderate income for at least forty-five (45) years after the issuance of a certificate of occupancy for the new residential development.

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

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

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

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

L. "Retail Commercial Project" means any development project that proposes any retail commercial activity use not defined as a service commercial project allowed in the following classifications: R-1, R-R, R-R-O, R-1-A, R-A, R-2, R-2-A, R-3, R-3-A, R-T, R-T-R, R-4, R-5,

R-6, C-1/C-P, C-T, C-P-S, C-R, C-O, R-V-C, C-V, W-2, R-D, N-A, W-2-M, W-1, or SP with one of the aforementioned zones used as the base zone, which can include any eating/dining facility residing on the retail commercial development premises.

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

N. "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.

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

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

Q. Government/public buildings, public schools, and public facilities means any owned and operated facilities by a government entity in accordance with Section 4.72.040, Subsection G, Exemptions, paragraph 2, of this Chapter. A new development that is subject to a long-term lease with a government agency for government/public buildings, public schools, and public facilities shall apply only if all of the following conditions are met:

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

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

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

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

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

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

R. "Non-profit Organization" means an organization operated exclusively for exempt purposes set forth in section 501(c)(3) of the Internal Revenue Code, and none of its earnings may inure to any private shareholder or individual. In addition, it may not be an action organization, i.e., it may not attempt to influence legislation as a substantial 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.

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

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

U. "Guest Dwellings" and "Detached Second Units" according to the State of California legal definition as following: 1) 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.

V. "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.

Sec. 4.72.040. Establishment of the transportation uniform mitigation fee.

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

B. Fee Calculation. The fees shall be calculated 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:

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

WRCOG shall have final determination regarding the appropriate methodology to calculate the fee based on the information provided 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 Chapter, 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 Ordinance No. [INSERT THIS ORDINANCE NUMBER].

D. Purpose. The purpose of the TUMF is to fund those certain improvements to the Regional System identified in the 2024 Nexus Study.

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 Chapter and in TUMF Administrative Plan:

1. Low income residential housing as described in Section 4.72.030, Definitions, Subsection G of this Chapter and in the TUMF Administrative Plan.
2. Government/public buildings, public schools, and public facilities as described in Section 4.72.030, Definitions, Subsection Q of this Chapter 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 Riverside County Ordinance No. 824, 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 Riverside County Ordinance No. 824, 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 Section 4.72.030, Definitions, Subsection U of this Chapter 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:

Regional Tier

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

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

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

Local Tier

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

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

Sec. 4.72.050. Reimbursements.

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

Sec. 4.72.060. 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:

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

ii. 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 this Chapter and the calculation methodology set forth in the Fee Calculation Handbook adopted July 14, 2003, as amended from time to time.

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

iv. 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.

v. 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 Director of Building and Safety, or his/her designee, shall prepare and deliver to the Executive Director of WRCOG, periodic reports as will be established under Section 4.72.070 of this Chapter.

Sec. 4.72.070. Appointment of the TUMF administrator.

WRCOG is hereby appointed as the Administrator of the Transportation Uniform Mitigation Fee Program. WRCOG is hereby authorized to 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 Chapter 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.

EXHIBIT “B”

MAP OF REGIONAL SYSTEM

EXHIBIT “C”

2024 NEXUS STUDY

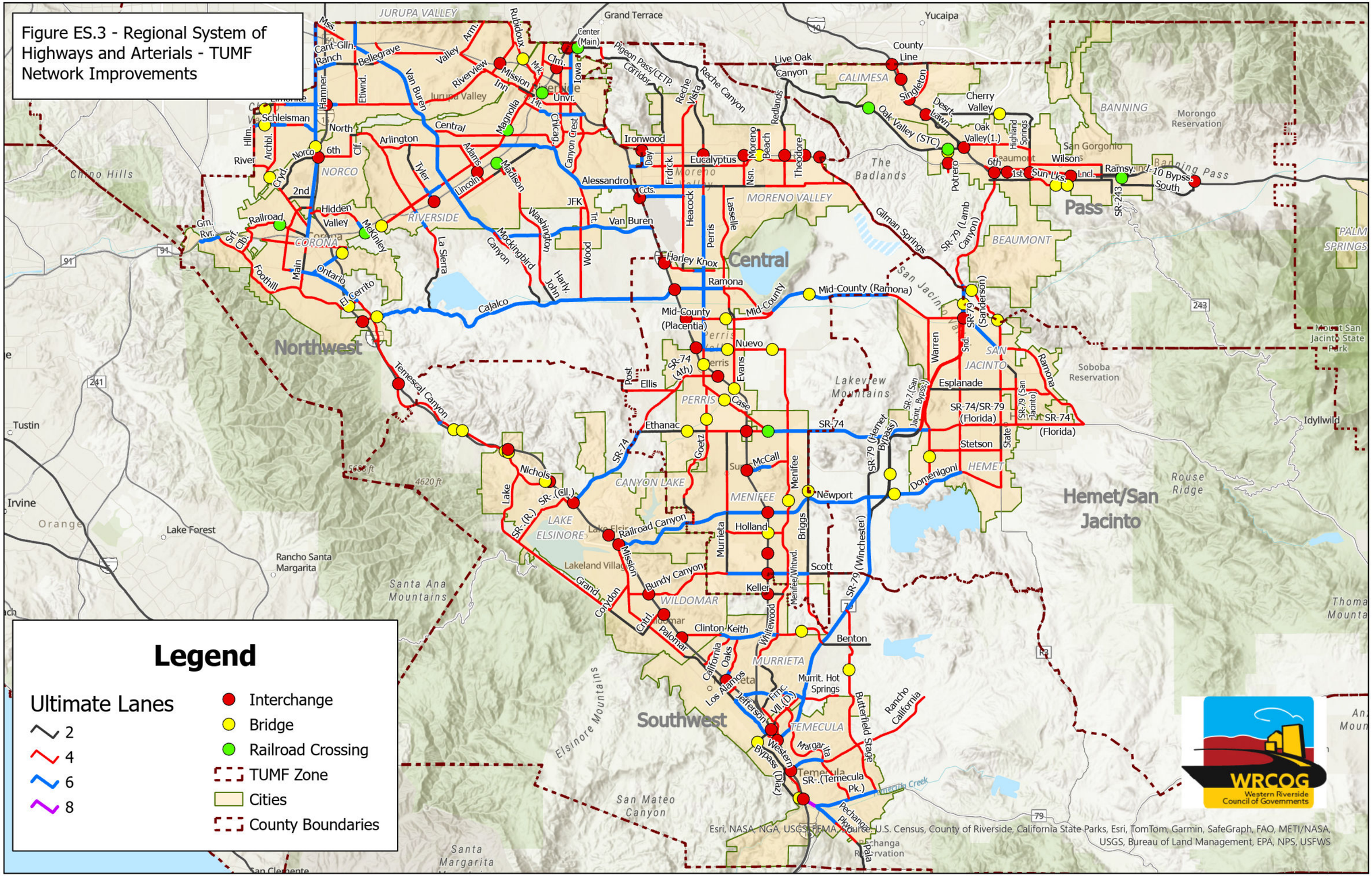

Figure ES.3 - Regional System of Highways and Arterials - TUMF Network Improvements

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.

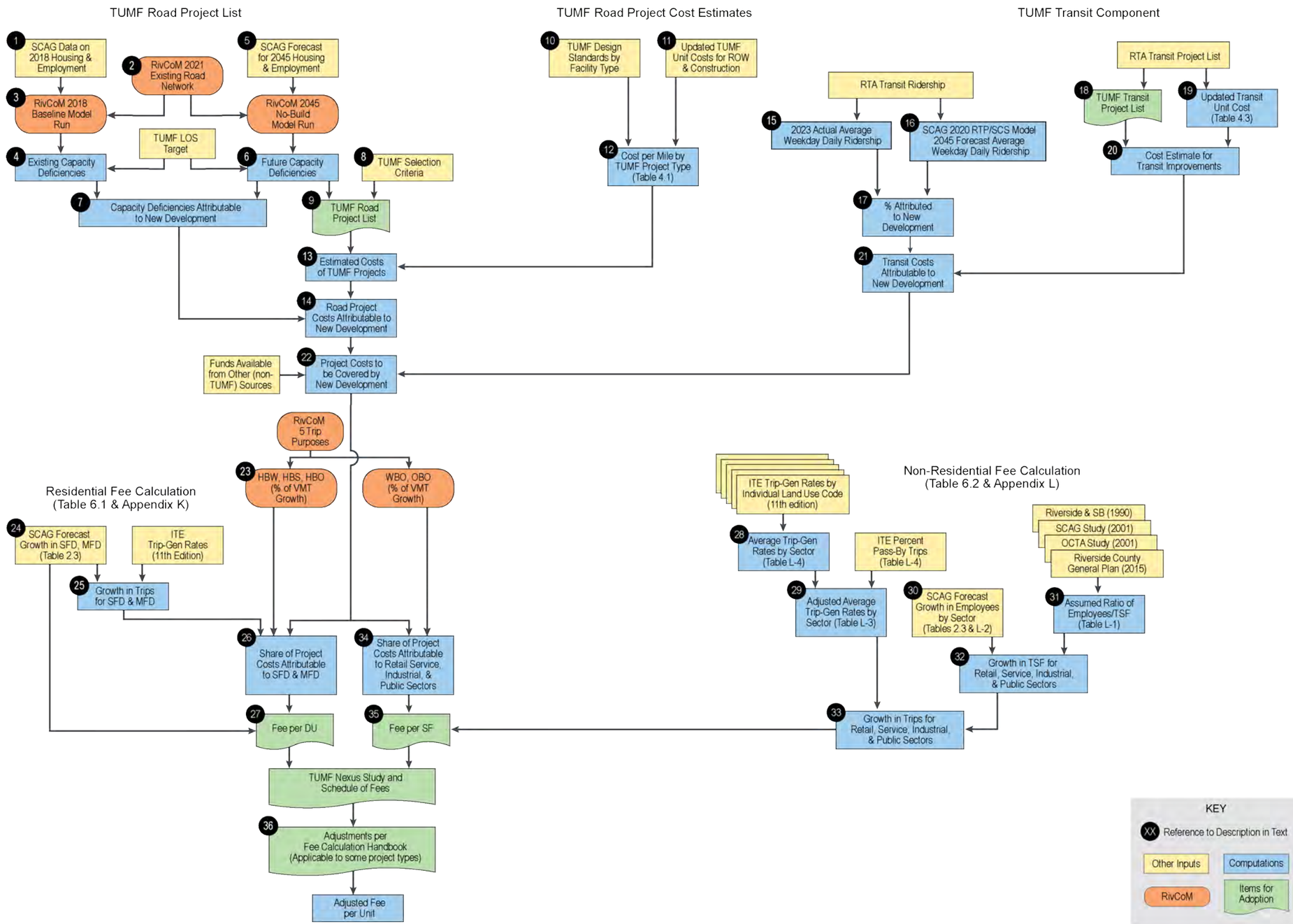
This TUMF Draft Nexus Study is intended to satisfy the requirements of California Government Code Chapter 5 Section 66000-66008 Fees for Development Projects (also known as California Assembly Bill 1600 (AB 1600) or the Mitigation Fee Act) which governs imposing development impact fees in California. 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.

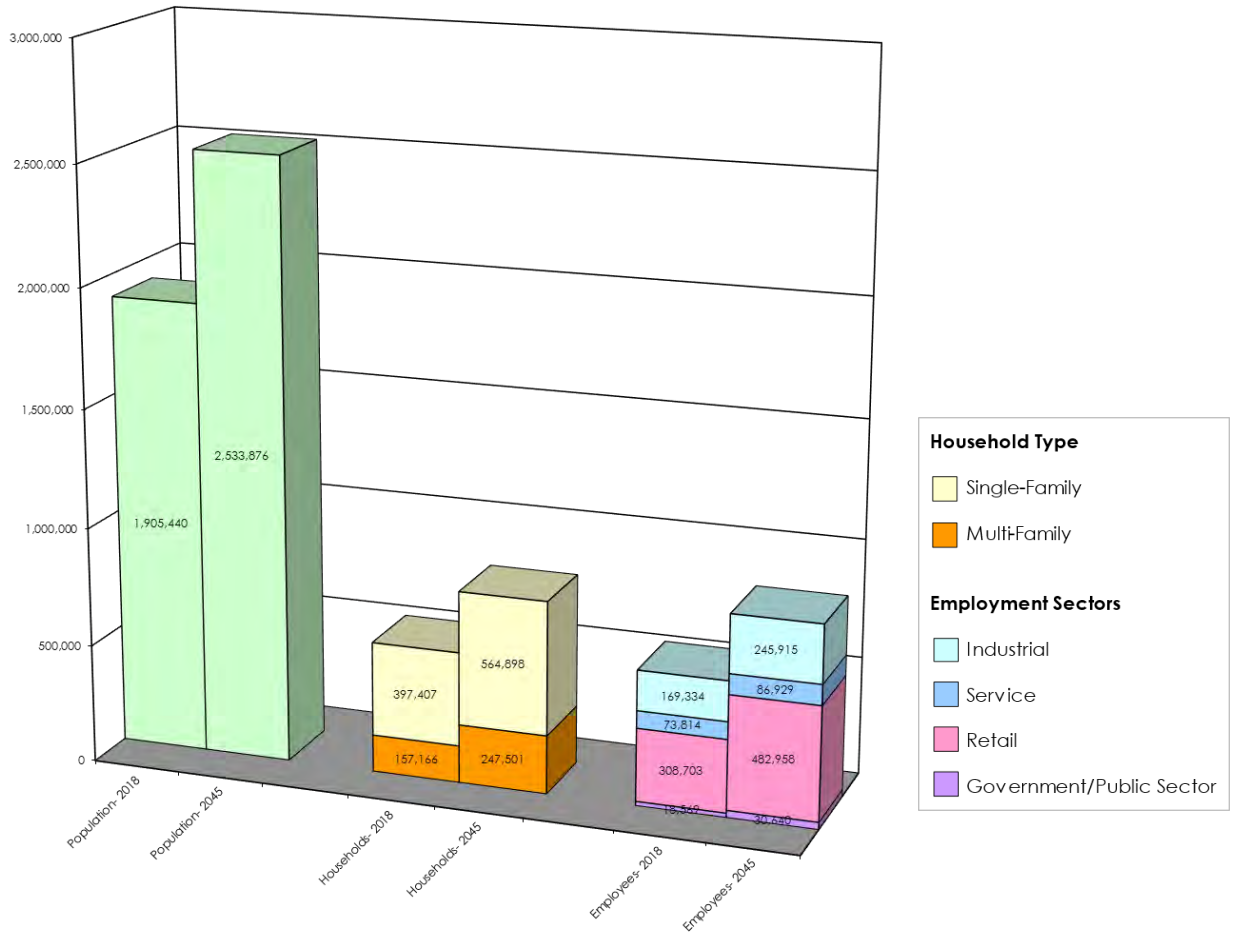
The population of Western Riverside County is projected to increase by 33% in the period between 2018 and 2045. During the same period, employment in Western Riverside County is anticipated to grow by 48%. **Figure ES.2** illustrates the forecast growth in population, household and employment for Western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

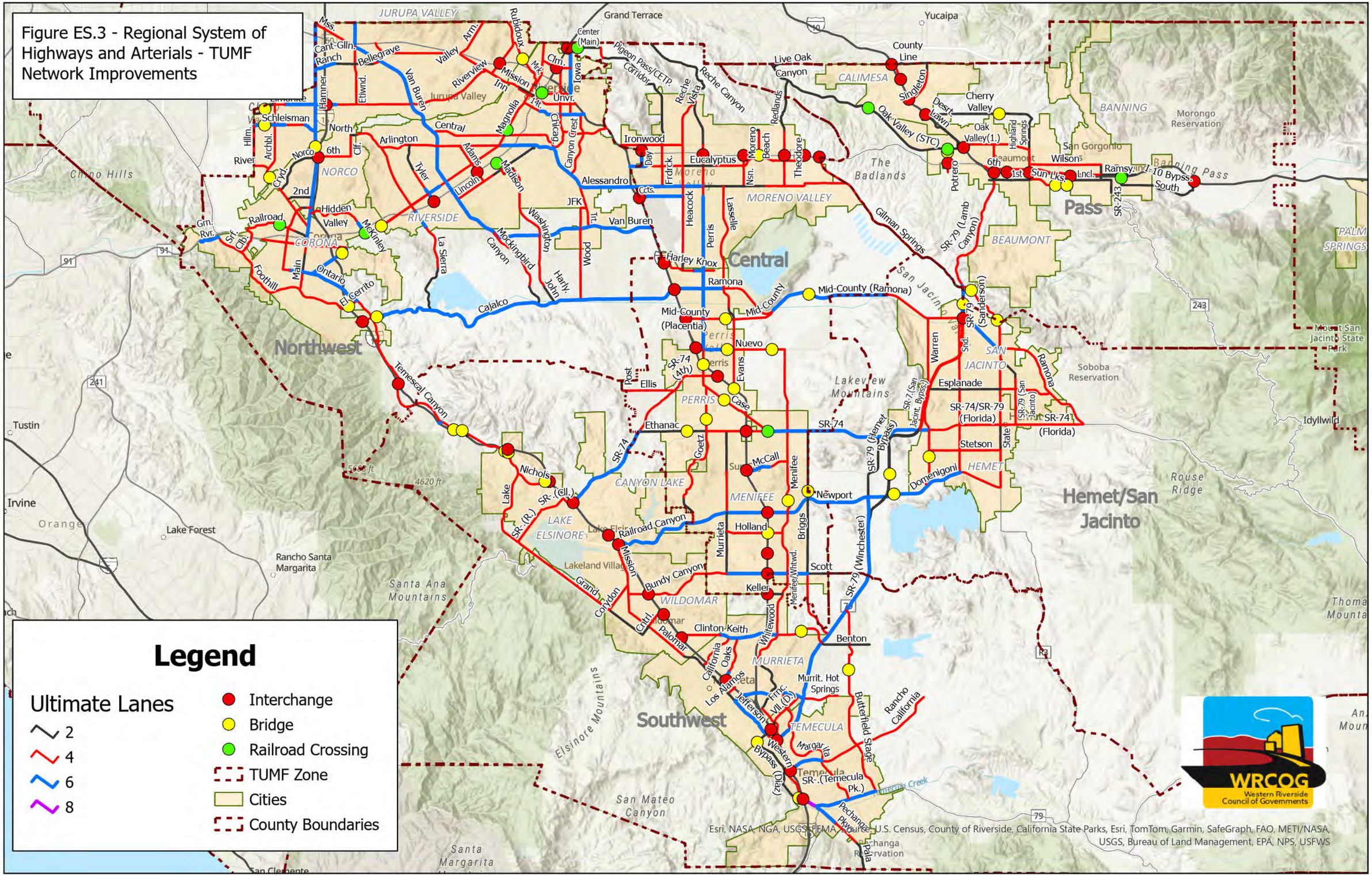


Figure ES.3 - Regional System of Highways and Arterials - TUMF Network Improvements

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

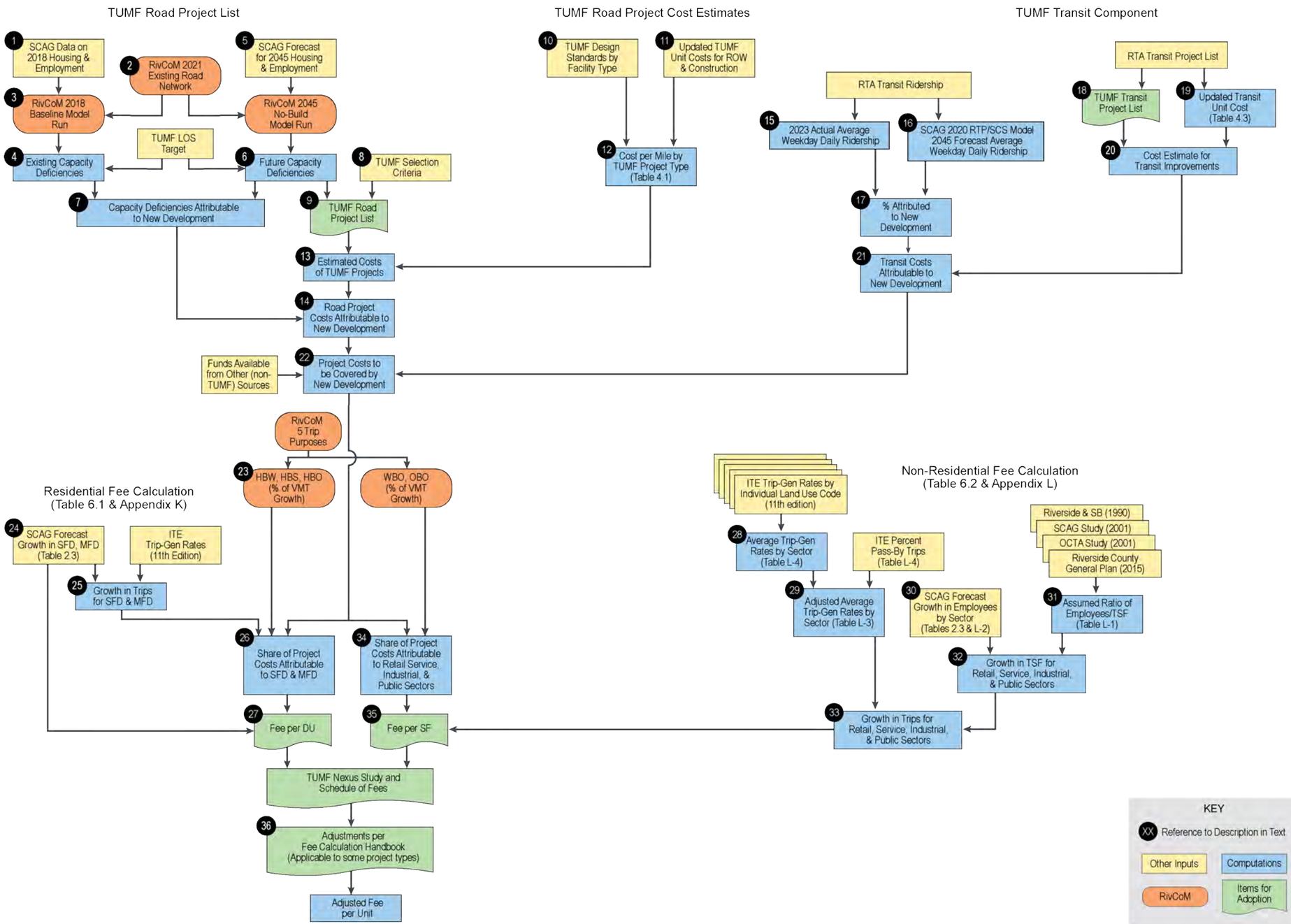
on the percentage increase or decrease in the Engineering News Record (ENR) Construction Cost Index (CCI) for the twelve (12) month period from January of the prior year to January of the current year, and the percentage increase or decrease in the National Association of Realtors (NAR) Median Sales 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

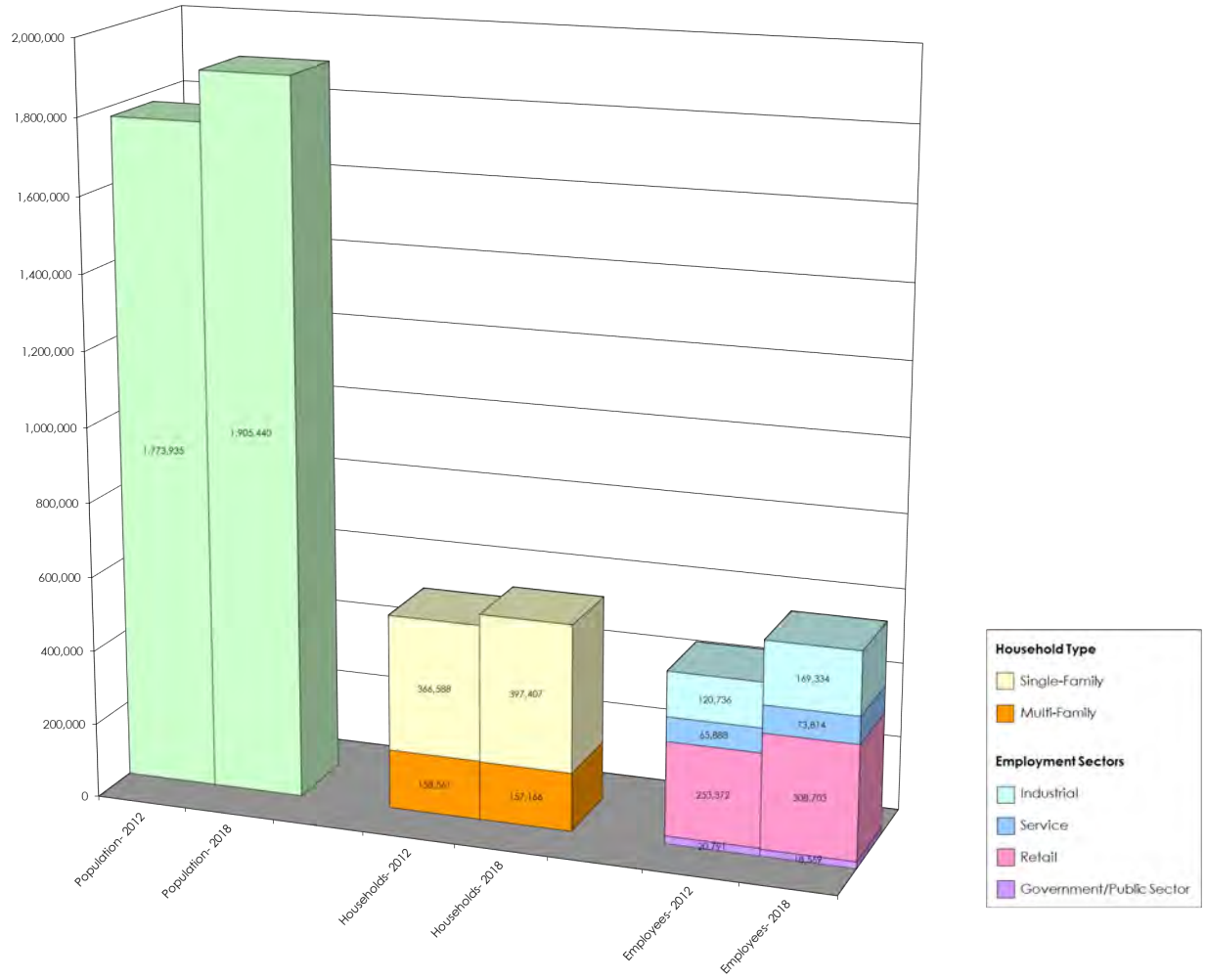


Table 2.2 and **Figure 2.2** compare the socioeconomic forecasts for the program horizon year of 2045 used in the TUMF Nexus Study 2016 Update and 2045 for this study. The most recent forecasts reflect an increase in the horizon year population and households, and a decrease in overall employment in 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

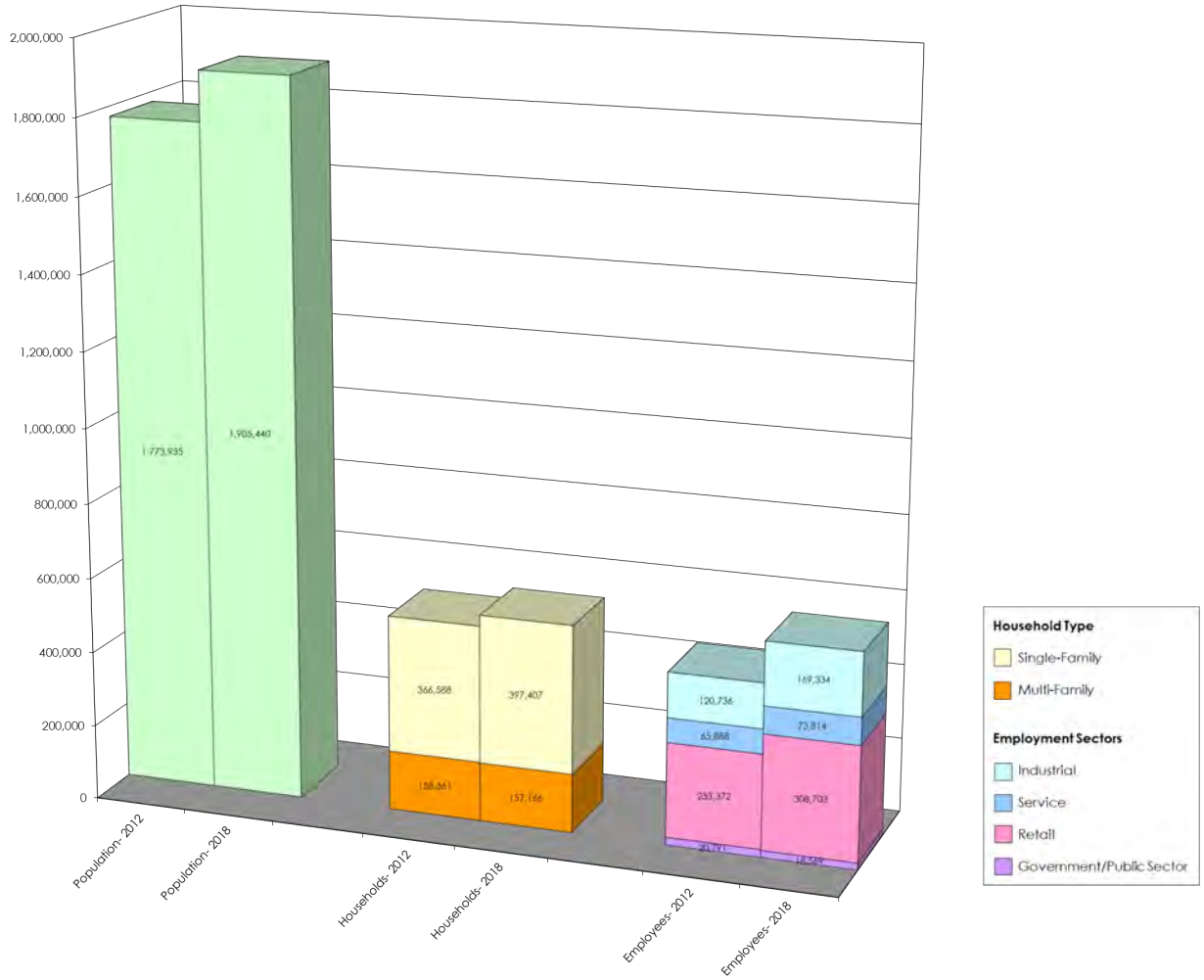


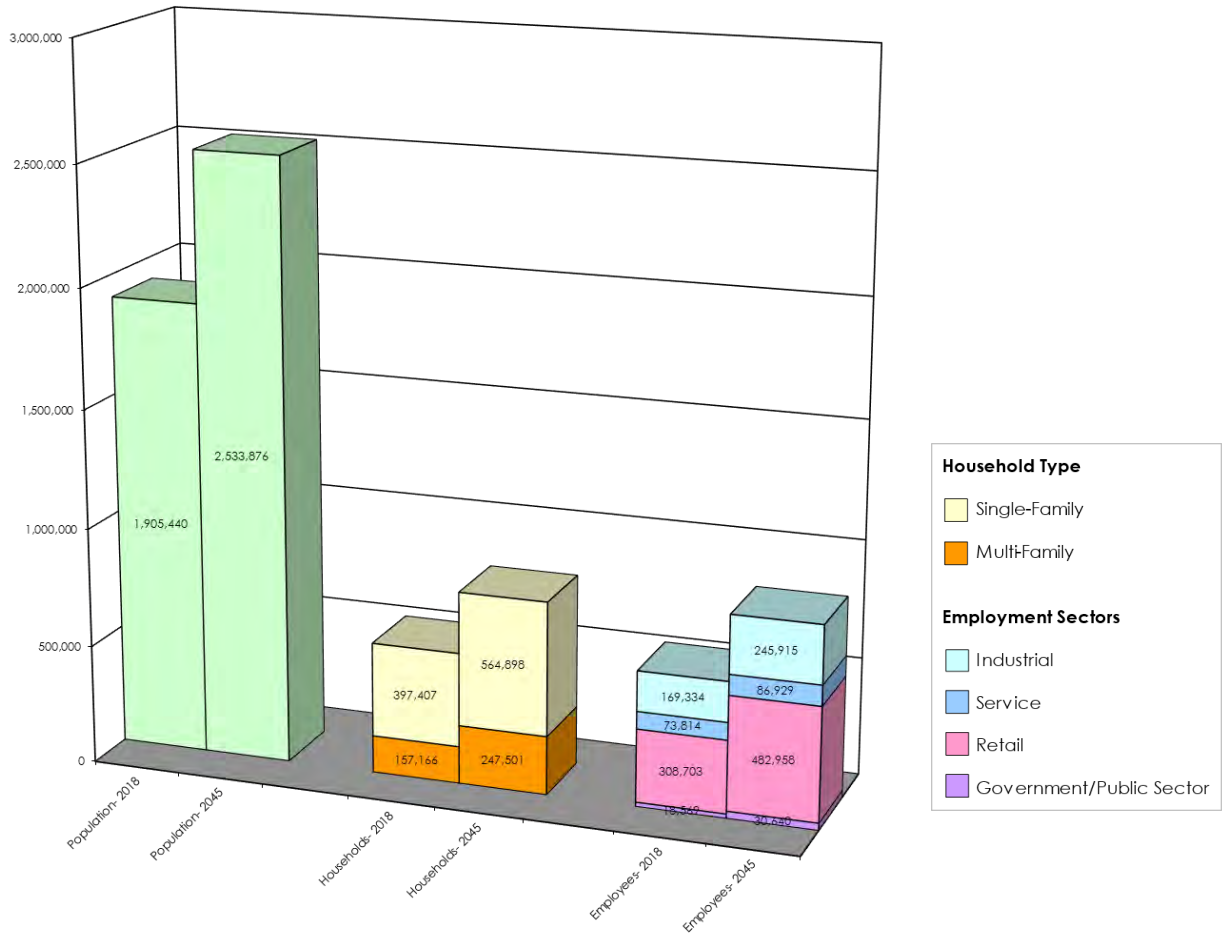
Table 2.3 and **Figure 2.3** summarize the socioeconomic data obtained from SCAG and used as the basis for completing this Nexus Study analysis. The SCAG employment data for 2018 and 2045 was provided for thirteen employment sectors consistent with the California Employment Development Department (EDD) 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)



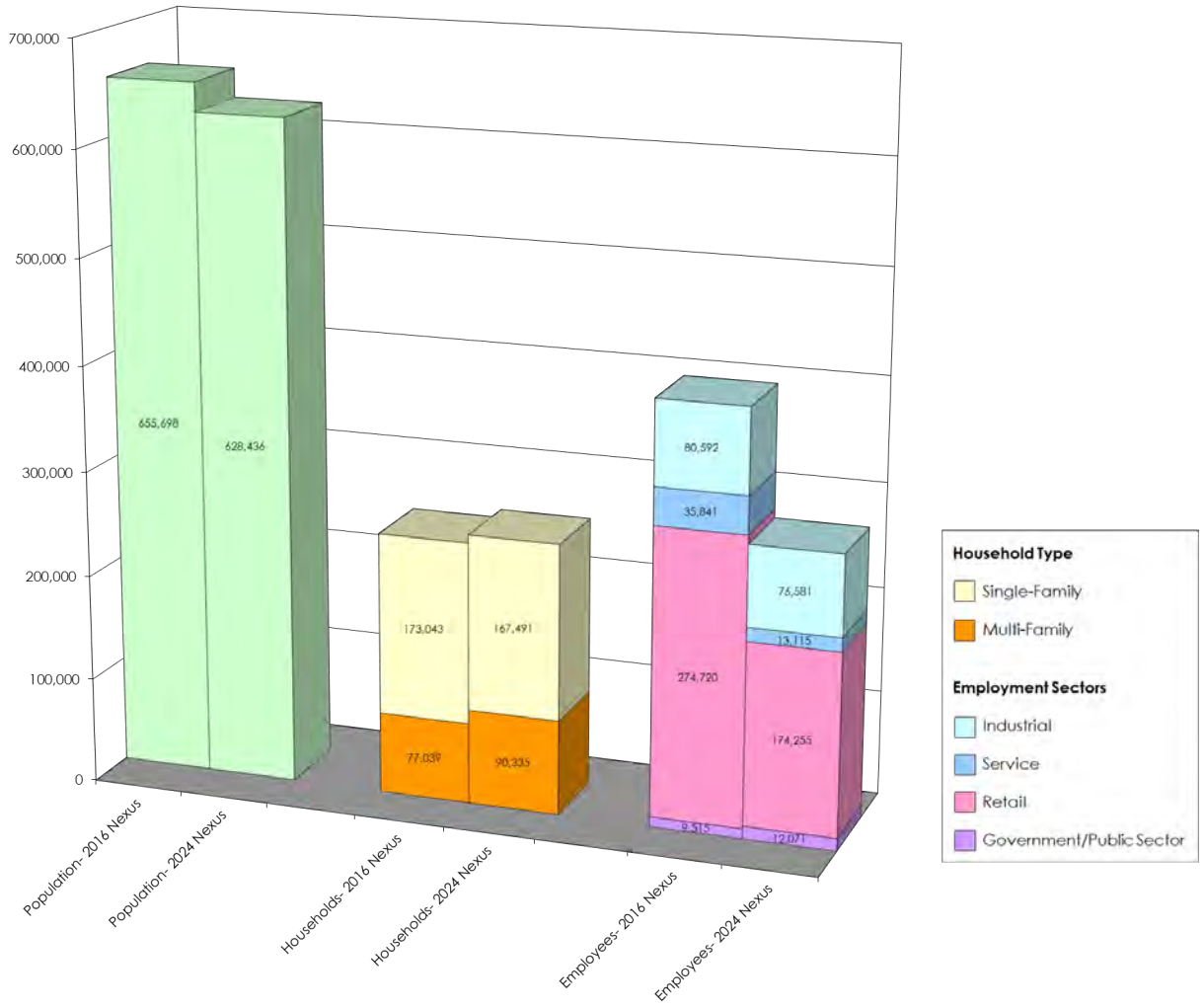
The combined effects of the changes in the base year and horizon year socioeconomic data are modest reductions in the total growth in population and single-family households, but a notable increase in multi-family households. The change in total employment is reduced by 31%, with the most significant 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.

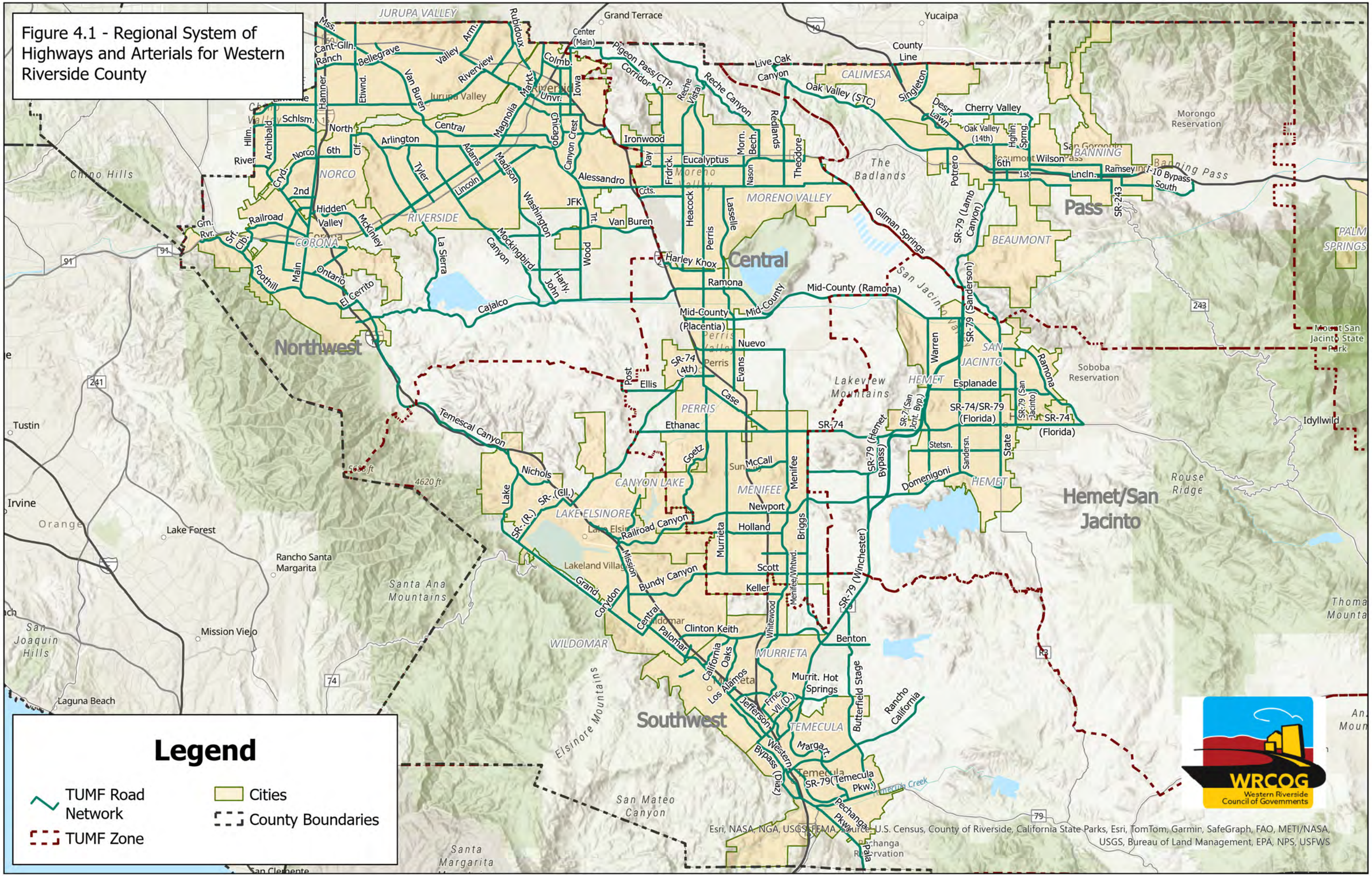


Figure 4.1 - Regional System of Highways and Arterials for Western Riverside County

4.2 Backbone Network and Secondary Network

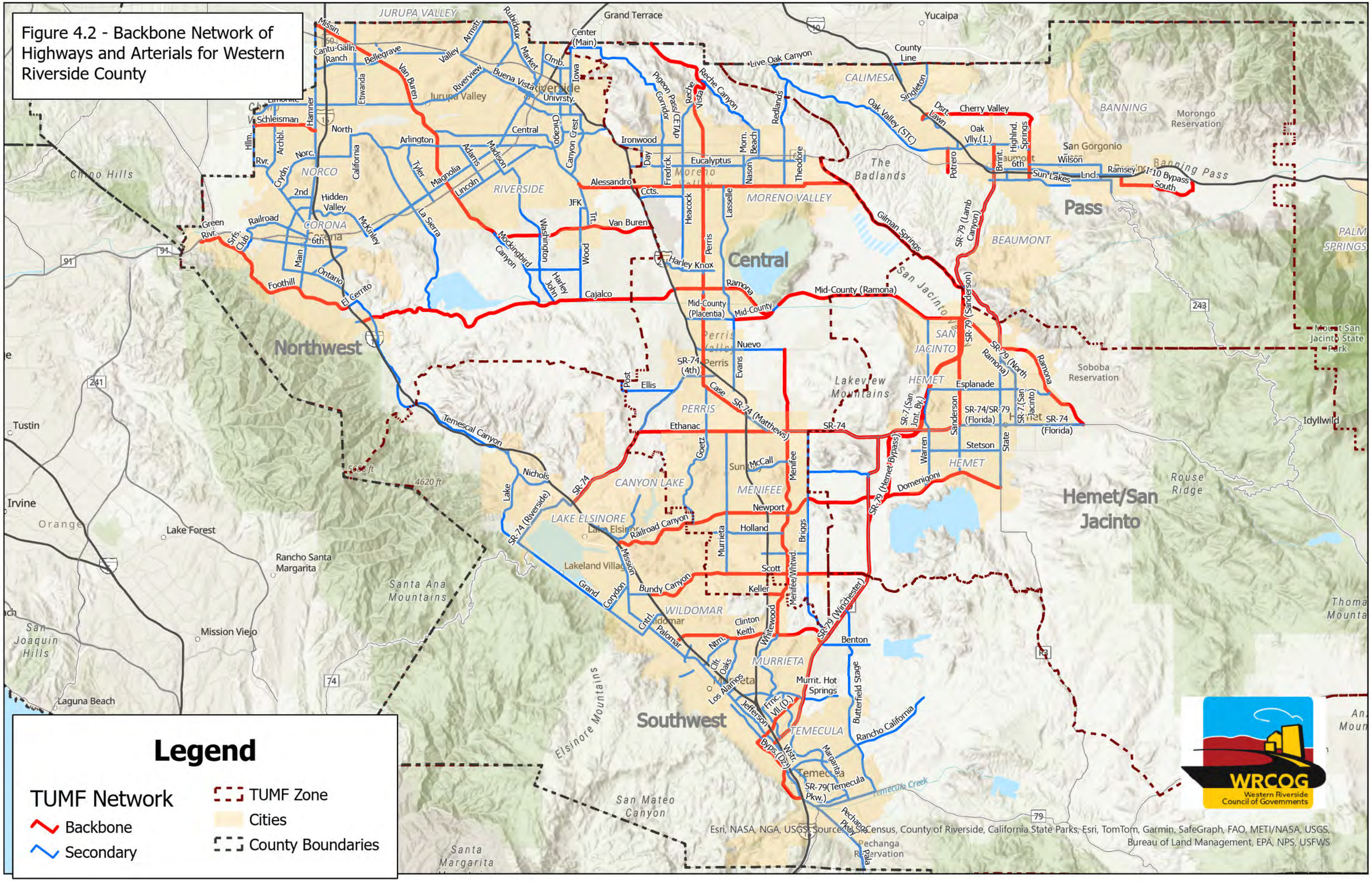
As indicated previously, the TUMF roadway network was refined to distinguish between facilities of "Regional Significance" and facilities of "Zonal Significance." Facilities of Regional Significance were identified as those that typically are proposed to have a minimum of six lanes at general plan build-out[7], 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



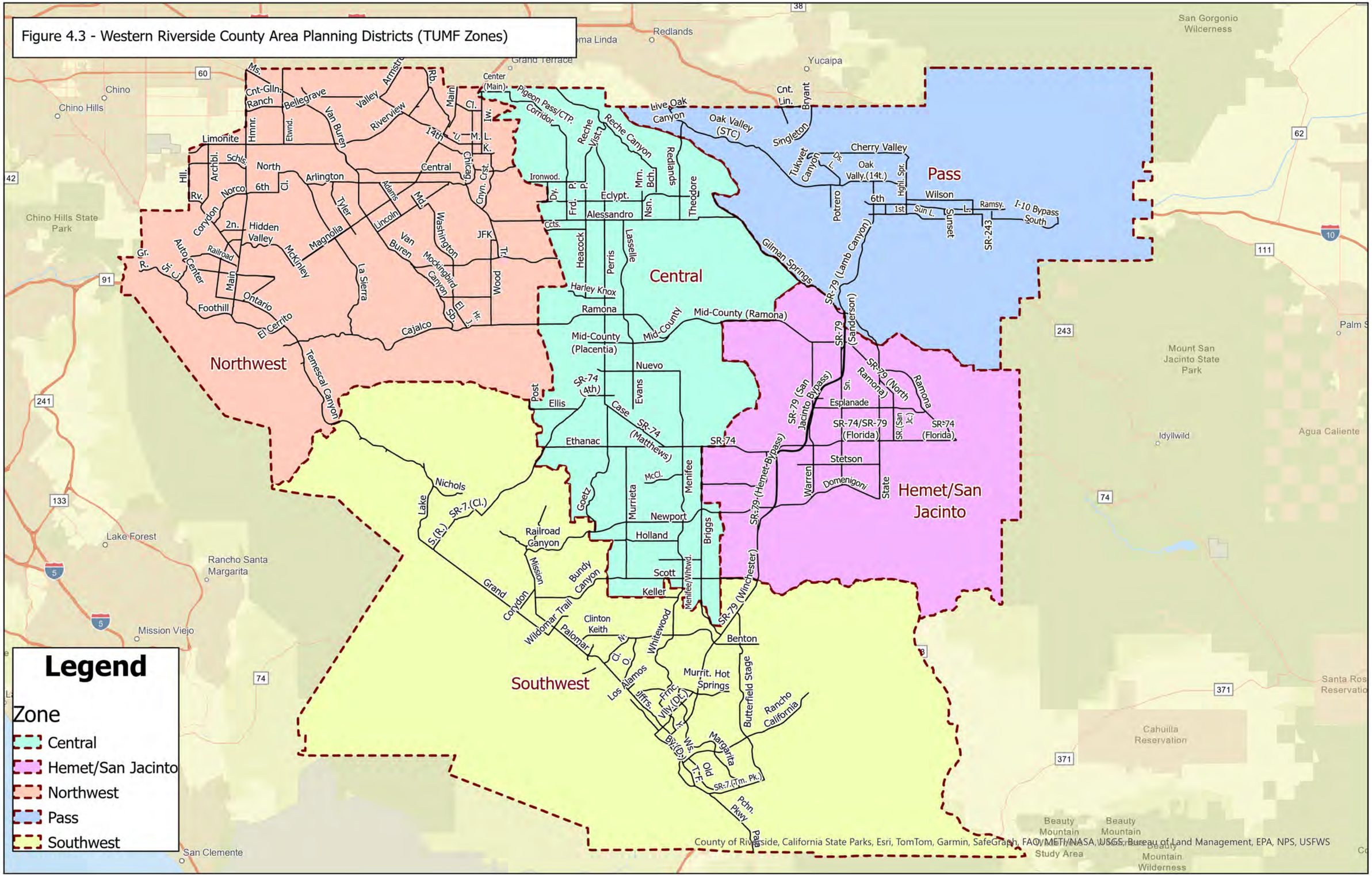


Figure 4.3 - Western Riverside County Area Planning Districts (TUMF Zones)
Legend
Zone
Central
Hemet/San Jacinto
Northwest
Pass
Southwest
Northwest
Central
Pass
Hemet/San Jacinto
Southwest
Redlands
Yucaipa
Chino
Chino Hills
Grand Terrace
San Gorgonio Wilderness
Chino Hills State Park
Mount San Jacinto State Park
Idyllwild
Agua Caliente
Lake Forest
Rancho Santa Margarita
Mission Viejo
San Clemente
Cahuilla Reservation
Beauty Mountain Study Area
Beauty Mountain Wilderness
Limonite
North
Arlington
Central
Norco
6th
Hidden Valley
Foothill
Ontario
El Cerrito
Cajalco
Temescal Canyon
Magnolia
McKinley
La Sierra
Van Buren
Mockingbird Canyon
Washington
JFK
Wood
Harley Knox
Ramona
Mid-County (Ramona)
Mid-County (Placentia)
Nuevo
Ellis
Ethanac
Case
Evans
Perris
Lasselle
Heacock
Alessandro
Eclypt.
Reche Canyon
Redlands
Theodore
Live Oak Canyon
Oak Valley (STC)
Singleton
Cherry Valley
Oak Vally.(14t.)
Potrero
Wilson
Ramsy.
I-10 Bypass South
SR-243
Gilman Springs
SR-79 (Lamb Canyon)
SR-79 (Sanderson)
SR-79 (North Ramona)
Ramona
Esplanade
SR-74/SR-79 (Florida)
SR-74 (Florida)
SR-79 (San Jacinto Bypass)
SR-79 (Hemet-Bypass)
Stetson
Warren
Domenigoni
State
SR-79 (Winchester)
Menifee
Murrieta
Goetz
Newport
Holland
Scott
Keller
Briggs
Menifee/Whtwd.
Railroad Canyon
Mission
Bundy Canyon
Grand
Corydon
Wildomar Trail
Palomar
Clinton Keith
Whitewood
Benton
Murrit. Hot Springs
Butterfield Stage
Rancho California
Los Alamos
Jffrs.
Frnc.
Vly.(DL.)
Bx.(Dr.)
Ws.
Margarita
Old
SR-7.(Tm. Pk.)
Pchn.
Pkwy.
Nichols
Lake
SR-7.(Cl.)
St.(R.)
Limonite
Archibl.
Hill.
Rv.
Conydon
Auto Center
Railroad
Main
Gr.
Jr.
Cnt-Glln. Ranch
Bellegrave
Van Buren
Valley
Riverview
Armstrong
Center (Main)
Pigeon Pass/CTP Corridor
Reche Vista
Cnt. Lin.
Bryant
Tukwet Canyon
Ironwod.
Cnyn. Crst.
Chino
Cl.
Iw.
Ms.
Etwnd.
Hmnr.
Schls.
Norco
2n.
Adams
Lincoln
Md.
Tyler
Rb.
Mrn.
Bch.
Nsn.
Frd.
Dy.
Cnts.
Tr.
Sb.
El
Hr.
Ut.
Sun L.
Sunset
Highl. Spr.
Ds.
L.
Cl.
Ot.
Nt.
Bch.
Rd.
Ln.
Ln.
Ln

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

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[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).

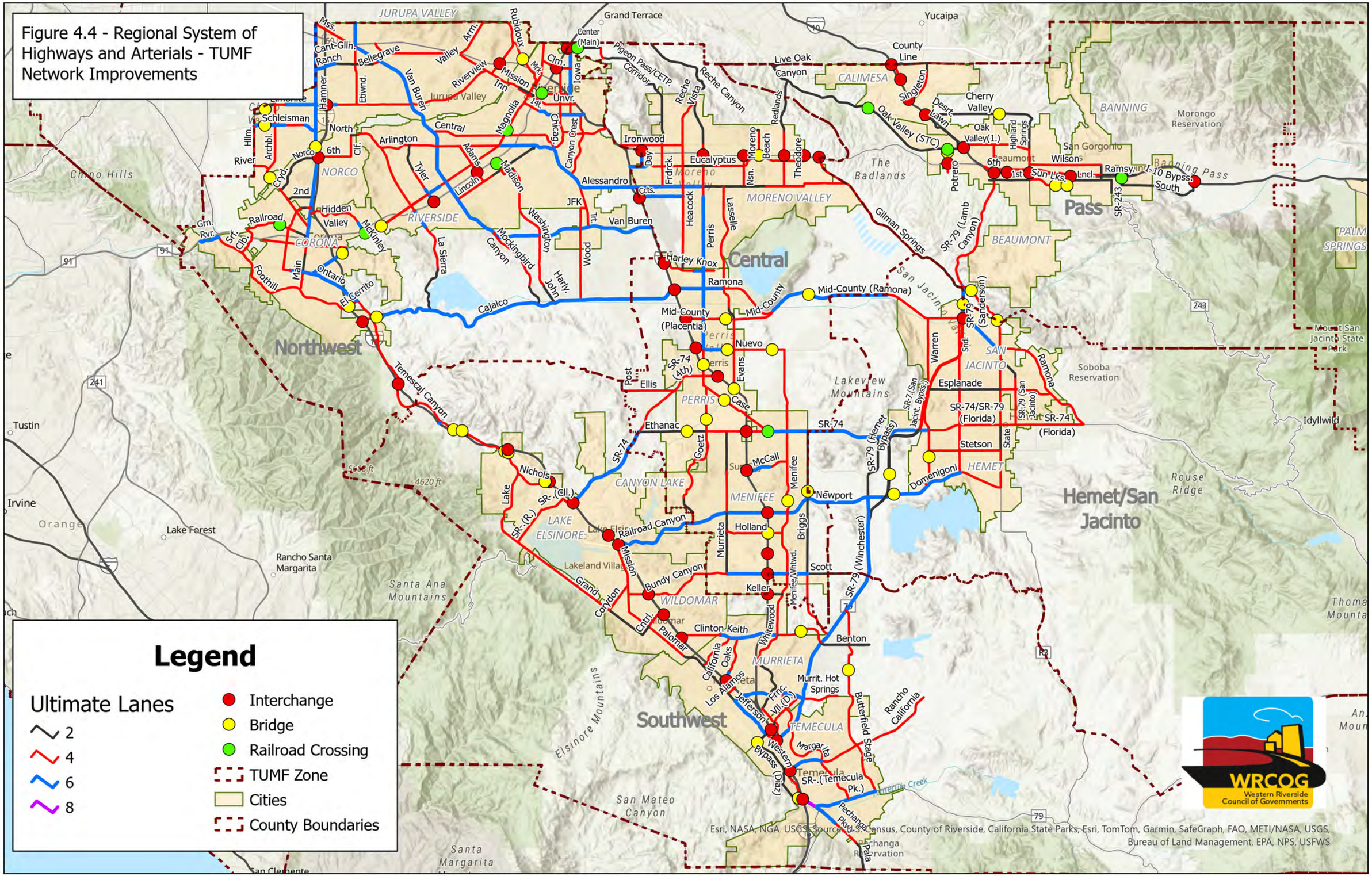


Figure 4.4 - Regional System of Highways and Arterials - TUMF Network Improvements

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)

Measure of Performance*	Peak Periods (Total)		
	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)

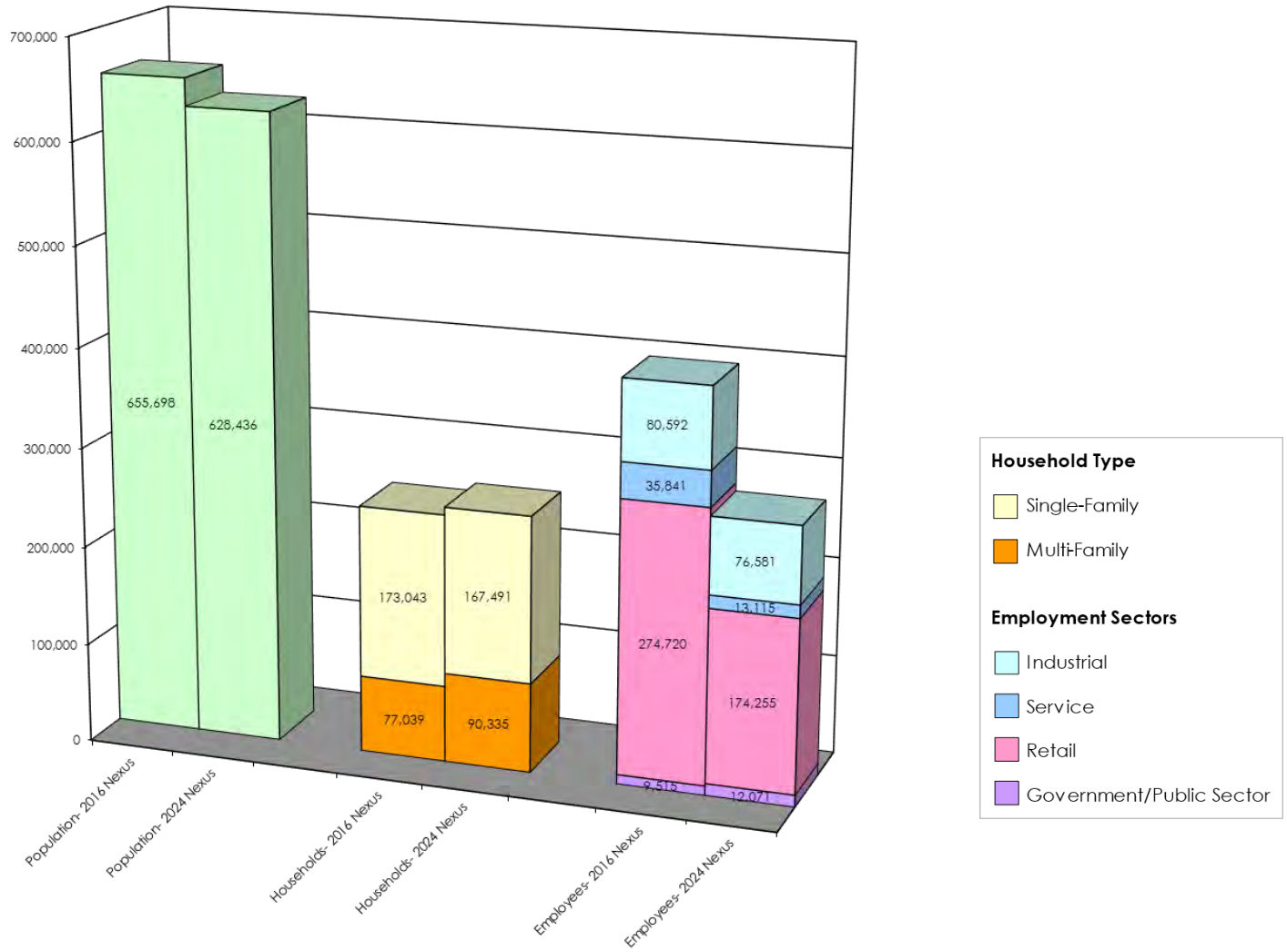
SED Type/Zone	2016 Update (2012-2040)	2024 Update (2018-2045)	Difference	Percent
Total Population	**655,698**	**628,436**	**-27,262**	**-4%**
Total Households	**250,082**	**257,826**	**7,744**	**3%**
Single-Family	173,043	167,491	-5,552	-3%
Multi-Family	77,039	90,335	13,296	17%
Total Employment	**400,668**	**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)

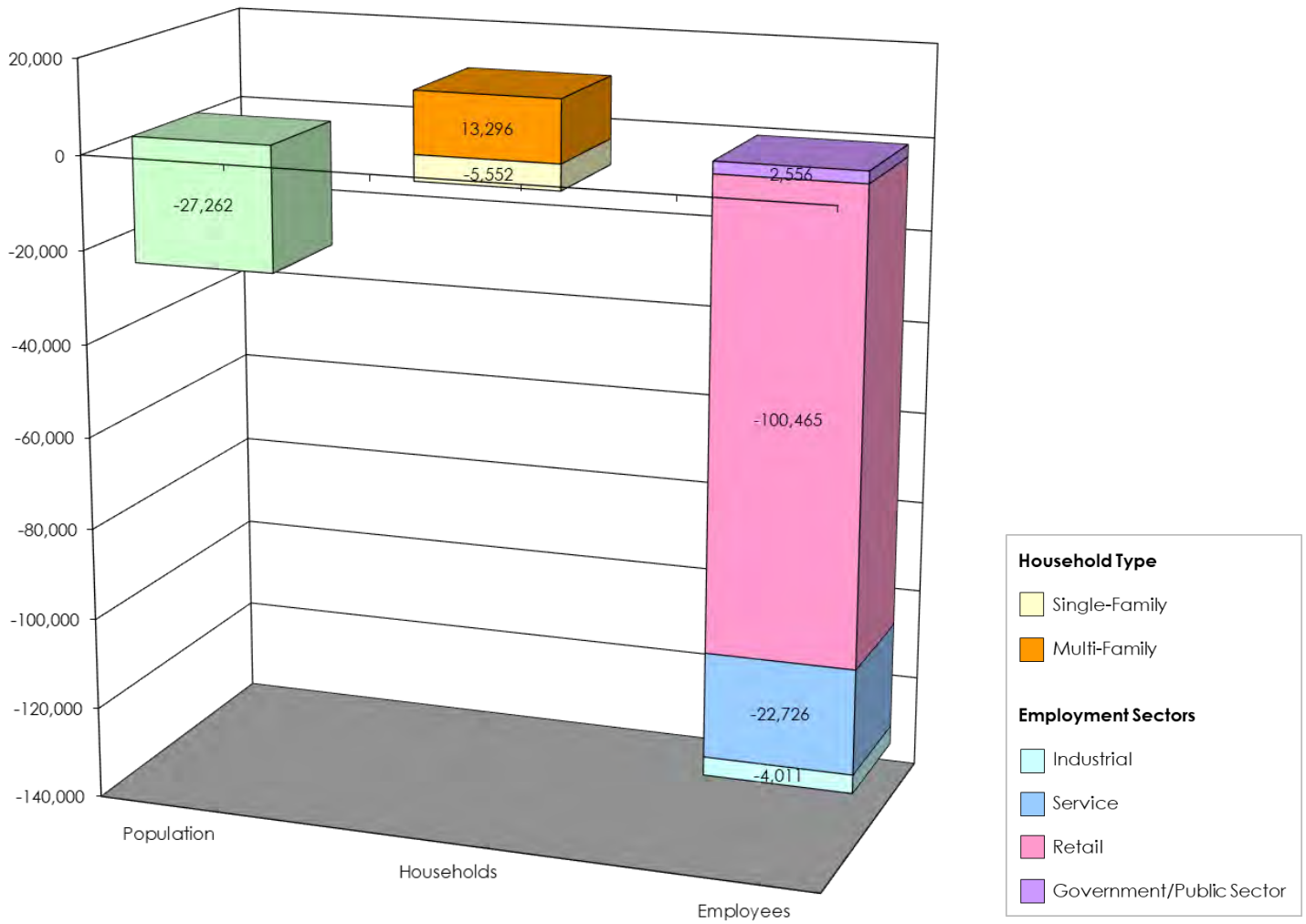
TUMF 2016 Nexus Update Comparison to TUMF 2024 Nexus Update



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 Code	NAICS Two Digit Code: NAICS Title	NAICS Three Digit Code: NAICS Code	NAICS Three Digit 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 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
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

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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
	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

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		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

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				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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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

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		NAICS Code	NAICS Title	NAICS Code	NAICS Title	NAICS 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

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	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

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		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	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
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.

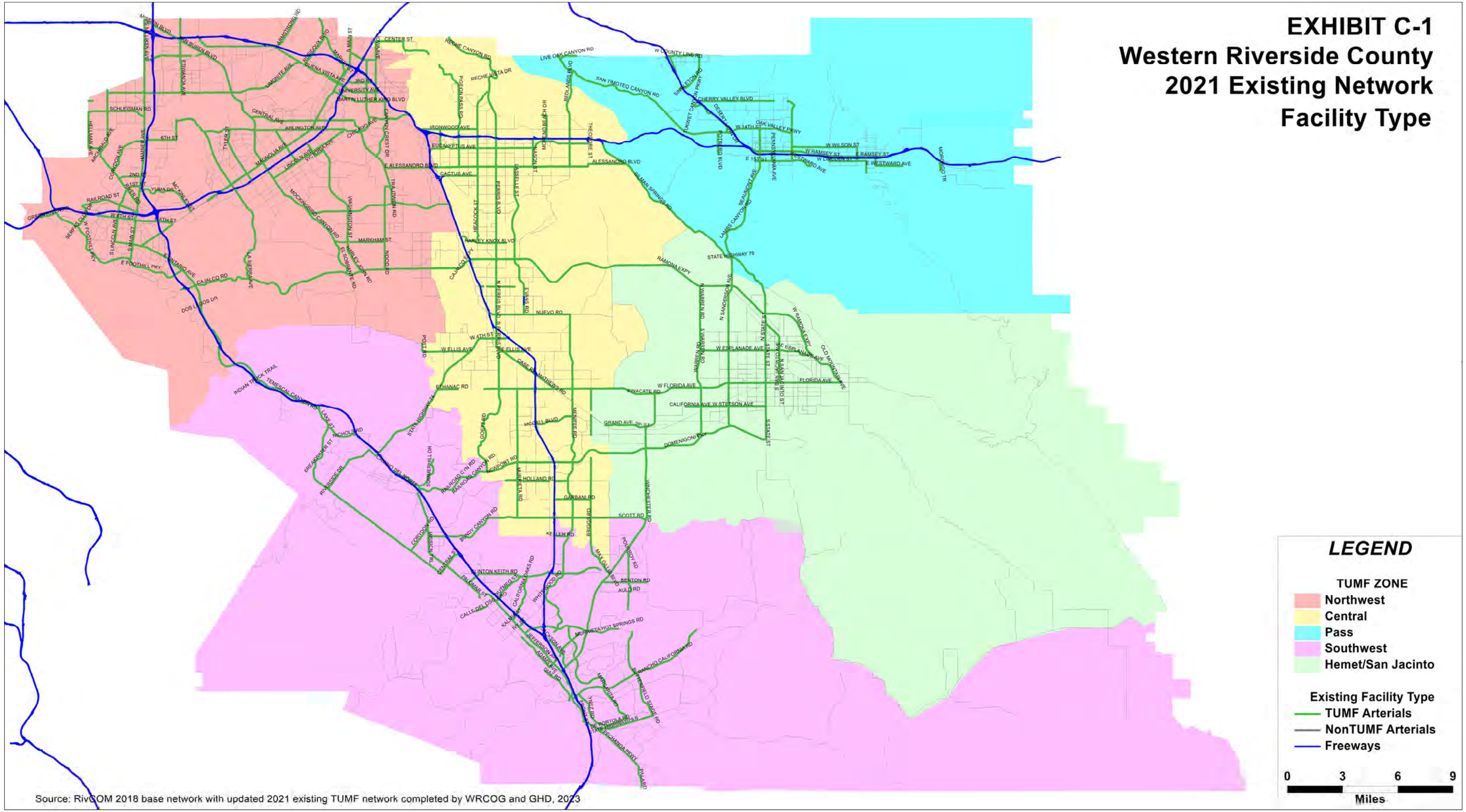
- VMT = Link Distance * Total Daily Volume
- VHT = Average Loaded (Congested) Link Travel Time * Total Daily Volume
- VHD = VHT – (Free-flow (Uncongested) Link Travel Time * Total Daily Volume)
- VMT LOS E or F = VMT (on links where Daily V/C exceeded 0.90)[13]

[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

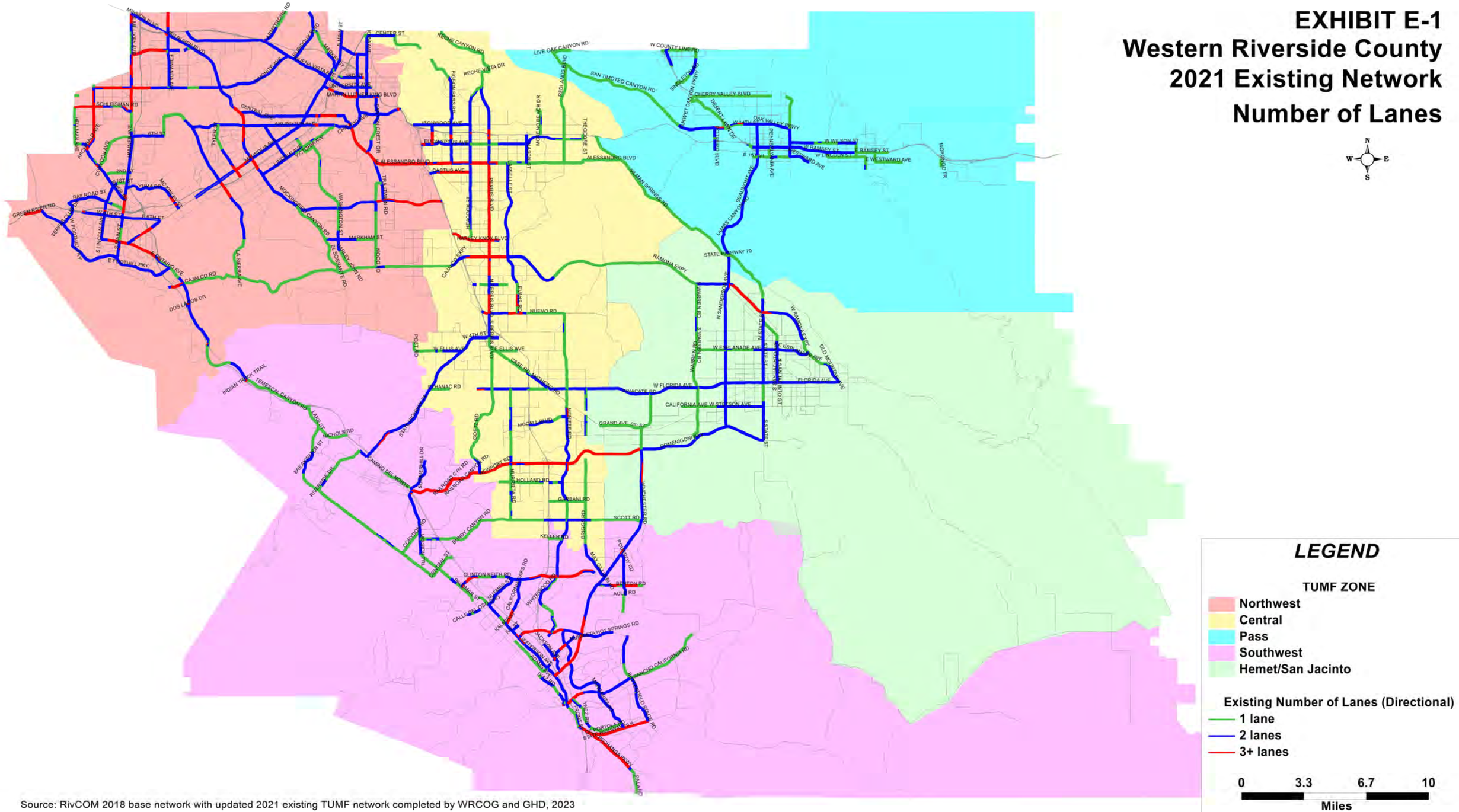
Plan Circulation Elements, primarily to confirm existing and future number of lanes and appropriateness of the facilities identified. The initial draft network was subsequently revised to consolidate appropriate General Plan Circulation Elements, including the identification of proposed new facilities 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.

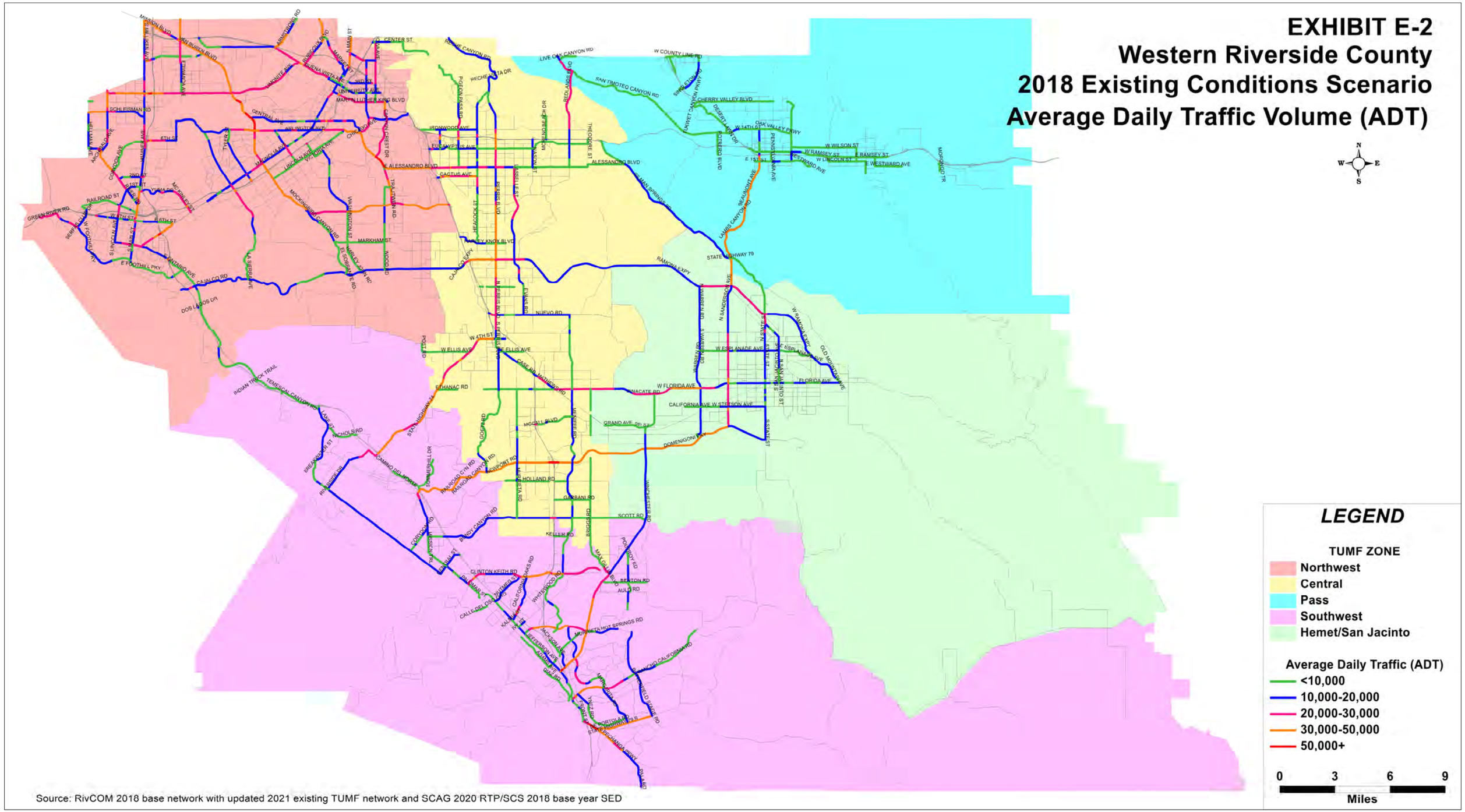
For the 2024 update of the TUMF Nexus Study, the Regional System of Highways and Arterials was reassessed. Consistent with the changing rate of new development forecast for Western Riverside County as part of the SCAG 2020 RTP/SCS, including reductions in the overall level of non-residential employment, 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



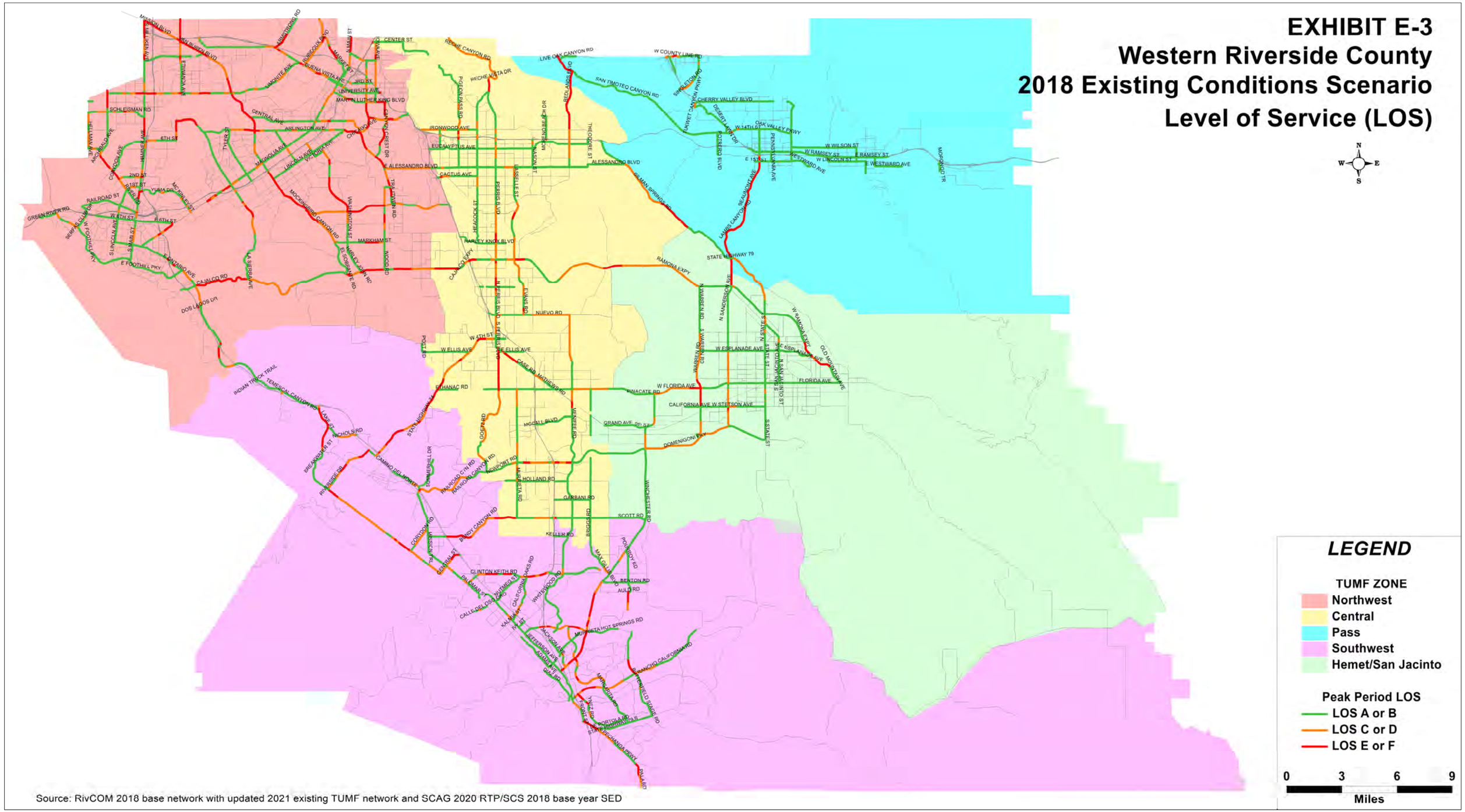
Source: RivCOM 2018 base network with updated 2021 existing TUMF network completed by WRCOG and GHD, 2023

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



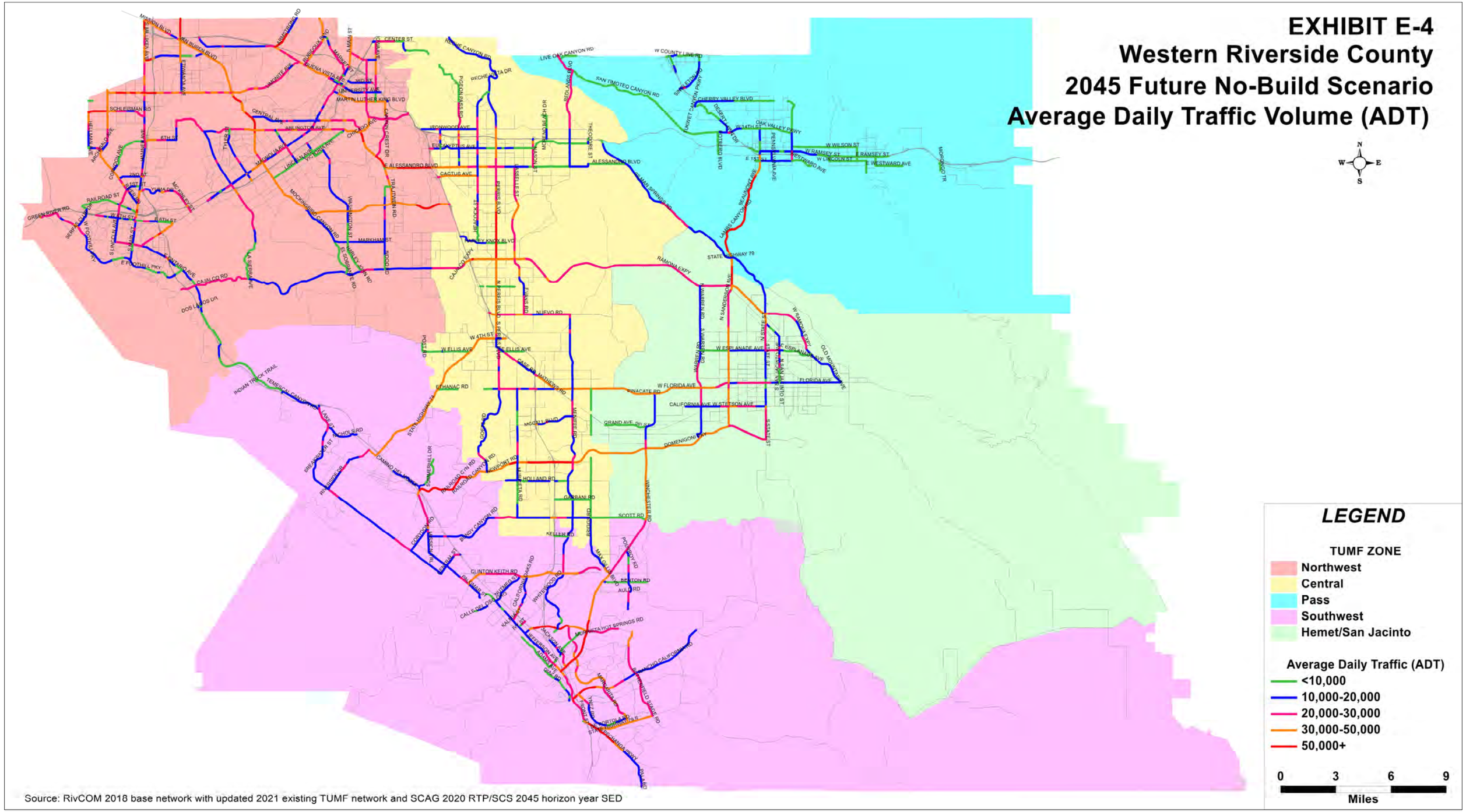
Source: RivCOM 2018 base network with updated 2021 existing TUMF network and SCAG 2020 RTP/SCS 2018 base year SED

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



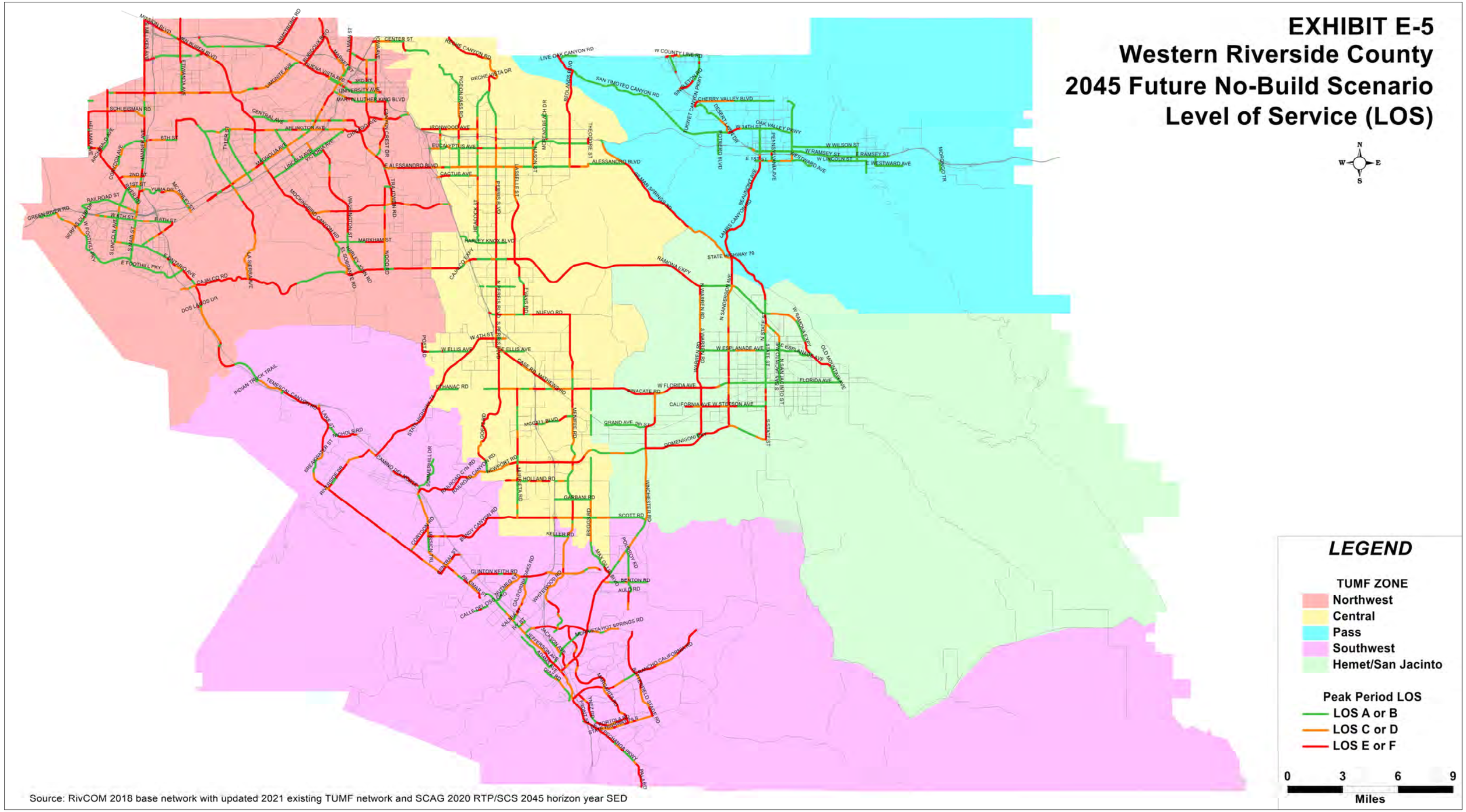
Source: RivCOM 2018 base network with updated 2021 existing TUMF network and SCAG 2020 RTP/SCS 2018 base year SED

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



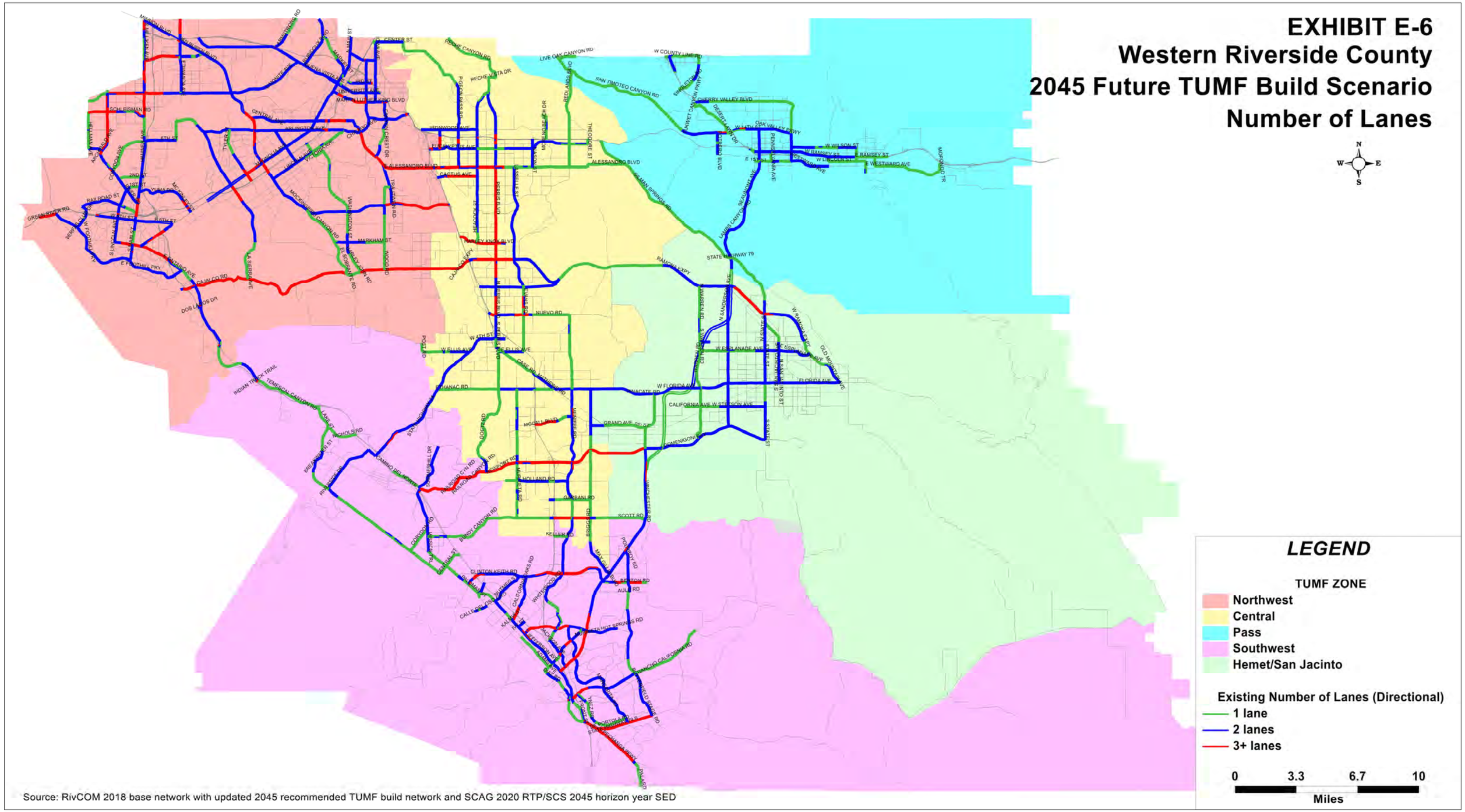
Source: RivCOM 2018 base network with updated 2021 existing TUMF network and SCAG 2020 RTP/SCS 2045 horizon year SED

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



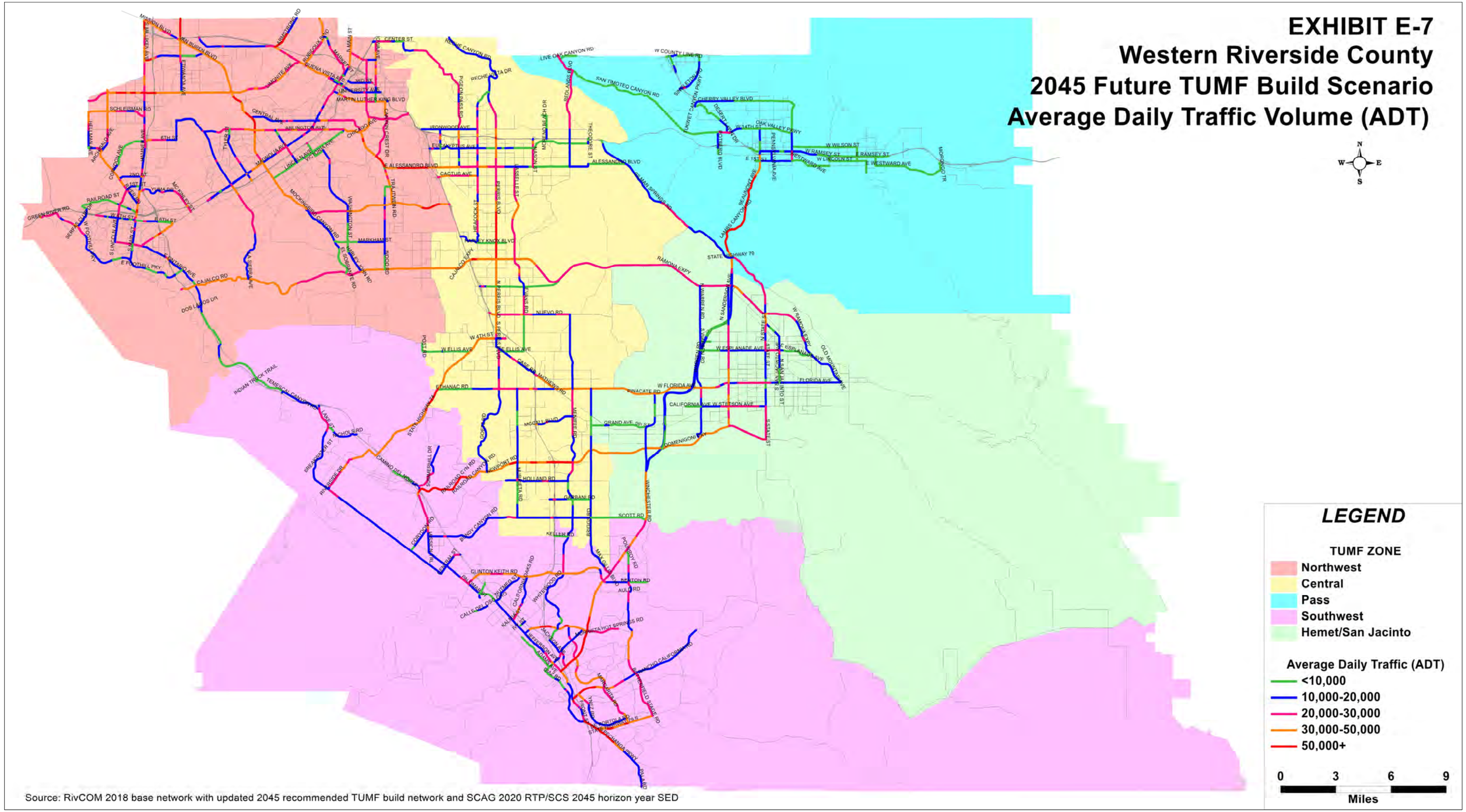
Source: RivCOM 2018 base network with updated 2021 existing TUMF network and SCAG 2020 RTP/SCS 2045 horizon year SED

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



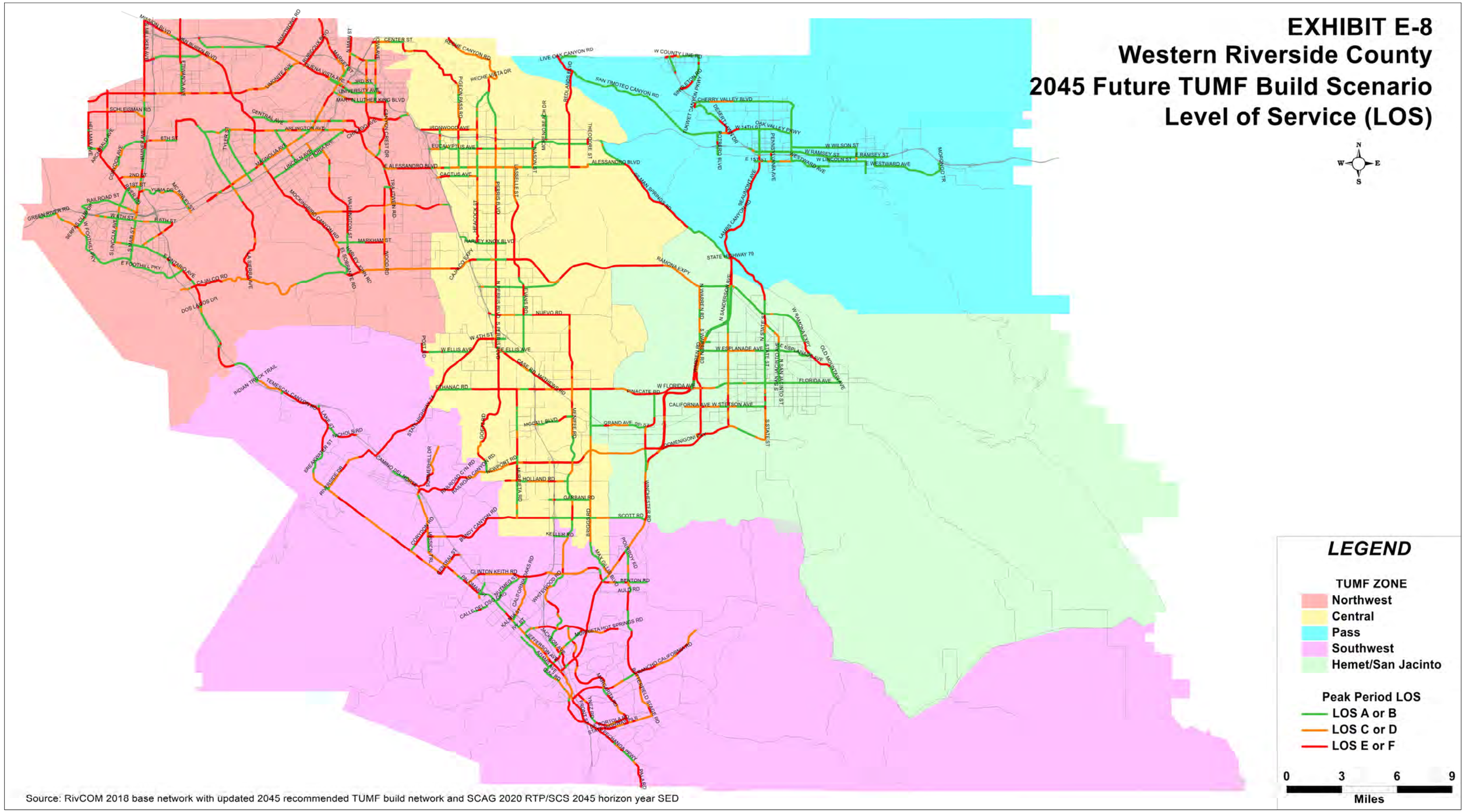
Source: RivCOM 2018 base network with updated 2045 recommended TUMF build network and SCAG 2020 RTP/SCS 2045 horizon year SED

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)



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;

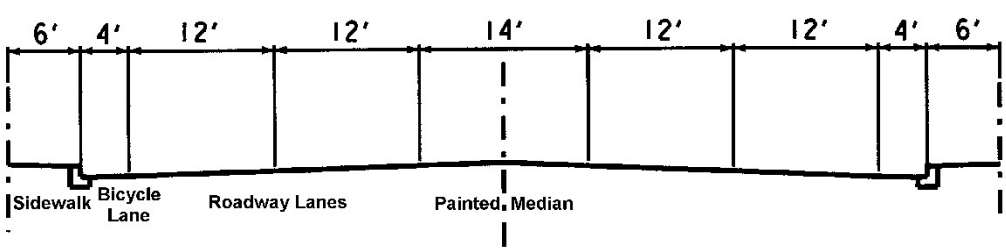
4. Construction of new Network bridge structures;
5. Expansion of existing Network interchanges with freeways;
6. Construction of new Network interchanges with freeways;
7. Grade separation of existing Network at-grade railroad crossings;
8. Expansion of existing Network-to-Network intersections;
9. 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. <u>Structure Items</u>

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. <u>Right of Way Items</u>

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.

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[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		I		$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

The Economics of Land Use

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.

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[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]

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[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.

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[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.

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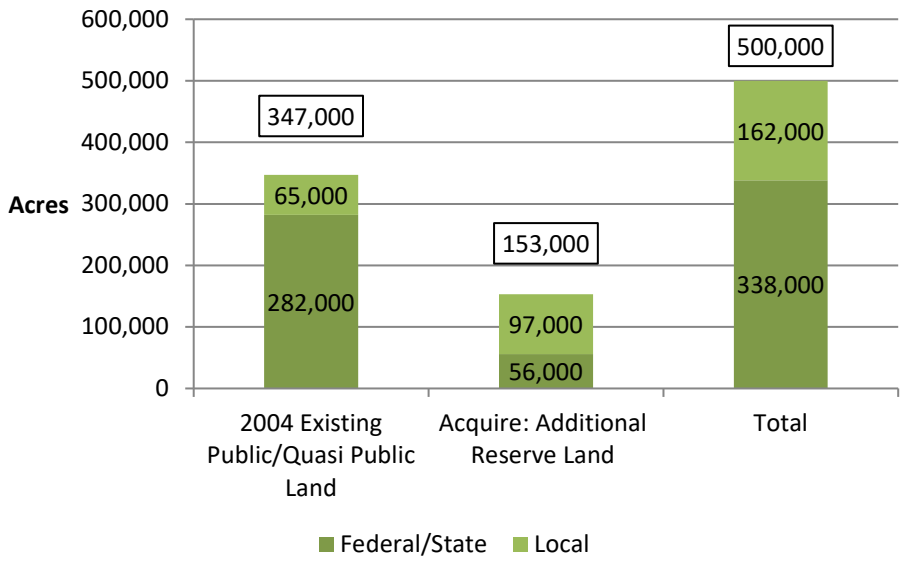
[12] The Wildlife Agencies include the US Fish and Wildlife Service and the California Department of Fish and Wildlife and the Permittees include all of the other parties to the Implementing Agreement.

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.

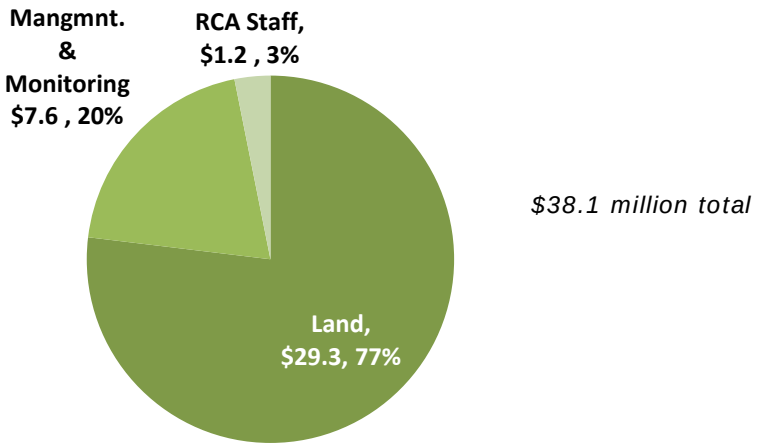
Table 5 2004 Estimates: MSHCP Implementation Costs and Funding Sources

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.

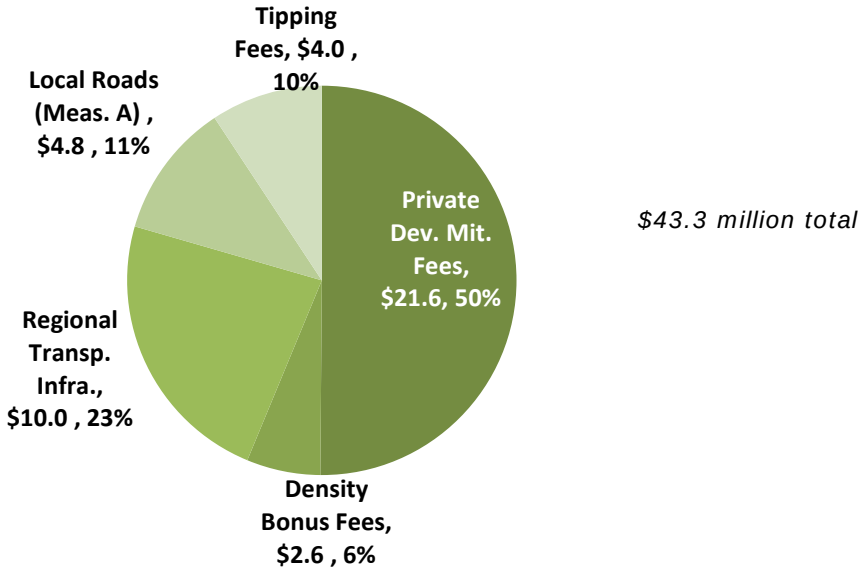
Figure 2 MSHCP Estimated Annual Costs in Millions, 2004 Dollars



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

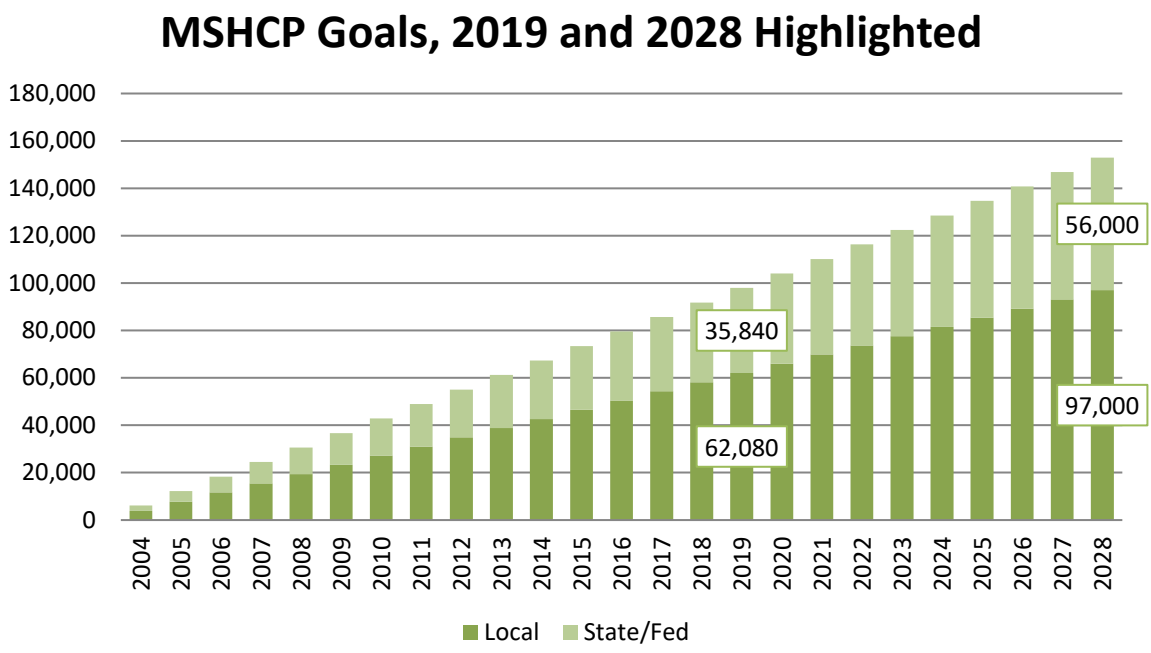
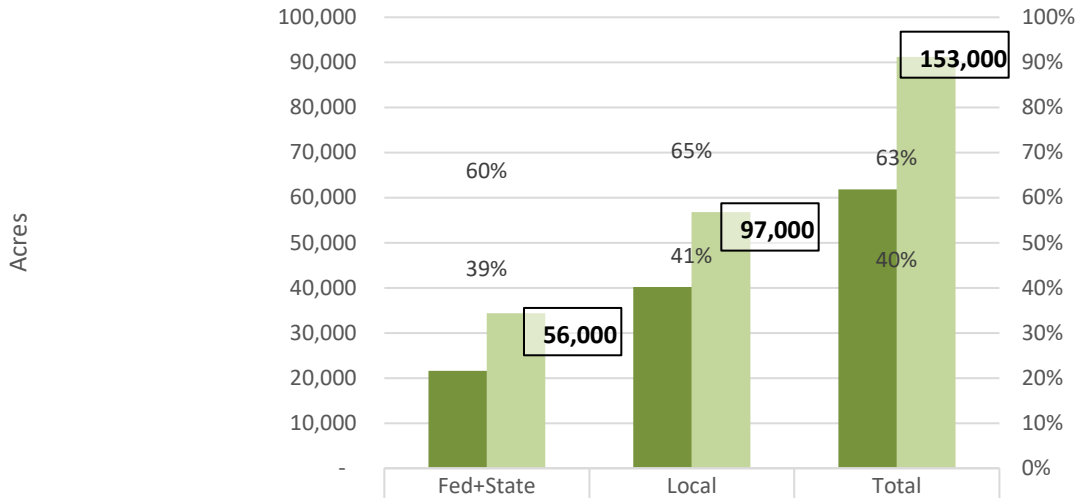


Figure 5 Progress Towards ARL Through End of 2019



	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.

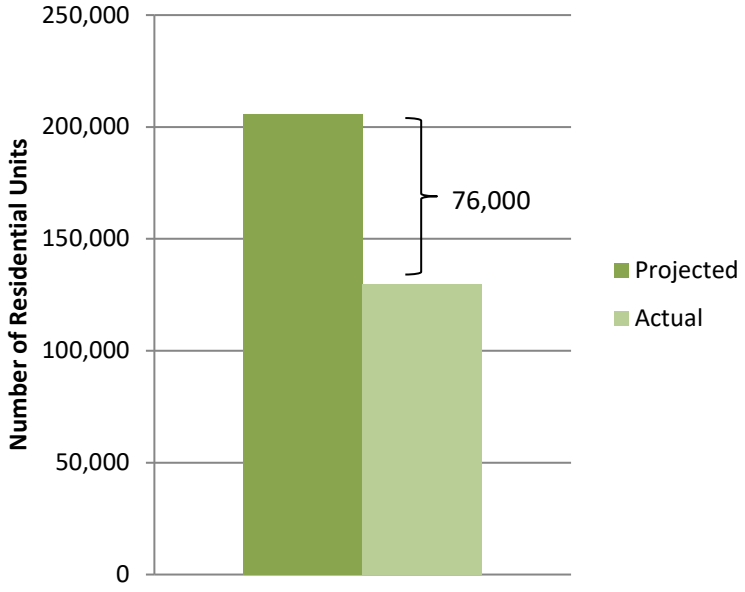
4. FORECASTS OF DEVELOPMENT, DEDICATION, FEE PAYMENT

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.

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[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)

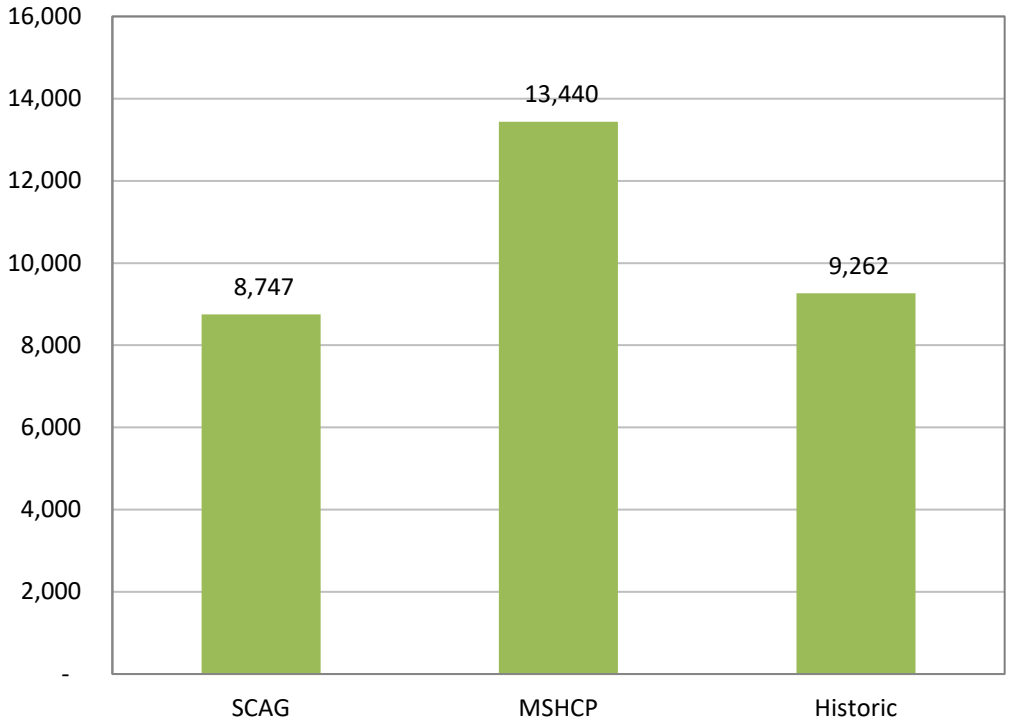
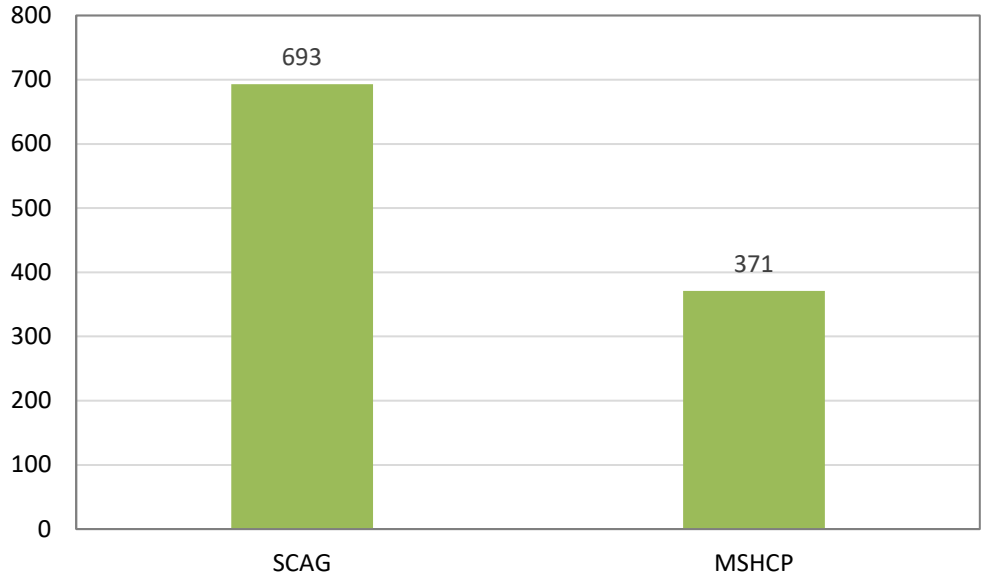


Figure 8 Newly Developed Commercial Acres per Year

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.

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[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

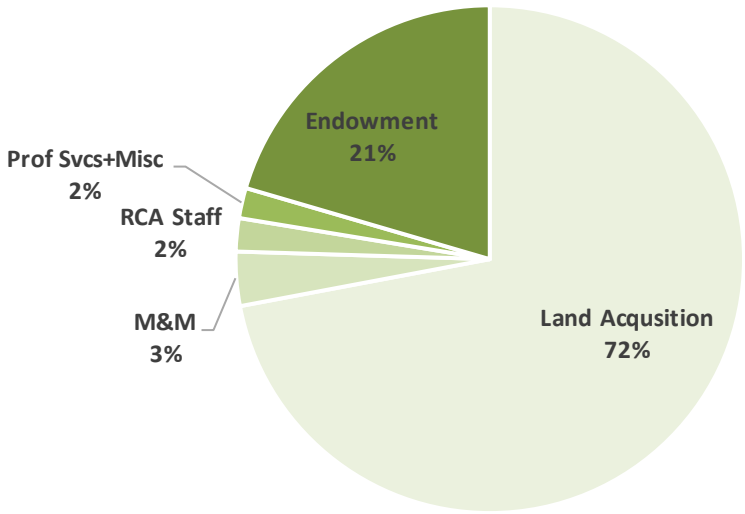
Item	No Extension	5-Year Extension	10-Year Extension	15-Year Extension
Total Endowment Funding Required	$225,208,133	$225,208,133	$225,208,133	$225,208,133
(Less) Endowment Interest	($25,695,187)	($40,679,628)	($54,846,349)	($68,206,990)
Net Endowment Funding Required	$199,512,947	$184,528,506	$170,361,785	$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.

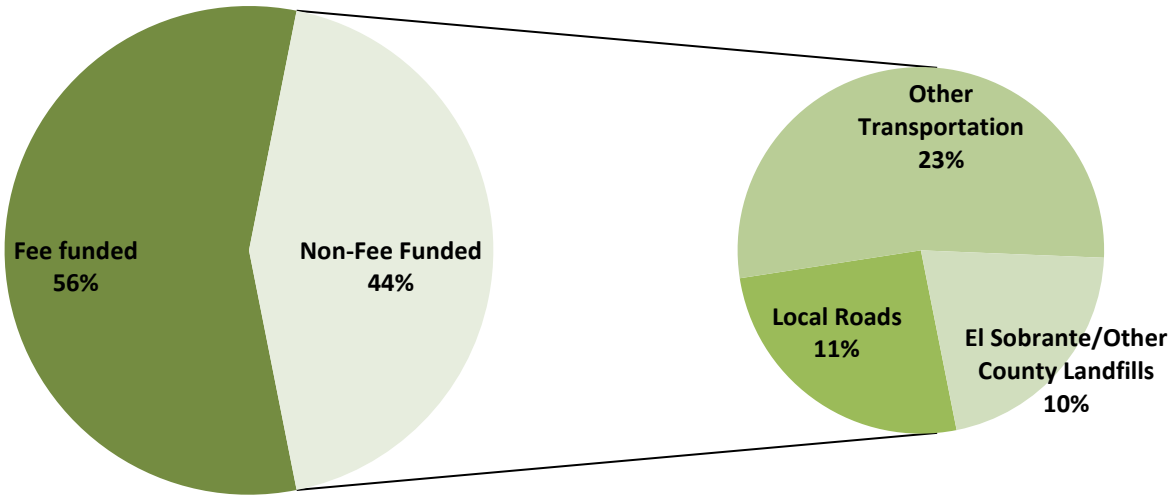
As described further below, at this point, the average annual funding from non-fee revenues sources are well below the MSCHP forecast. Measure A, a voter-approved ½ cent sales tax measure did provide substantial funding as envisioned (though is now fully used/ allocated) and, collectively, the other 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

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[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 Acuisition 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
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	$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	Menifee	Salt Creek	bridge	Backbone	0.00	2	4	0%	0.00	1	3	0	315	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	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
Central		Menifee	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
Central		Menifee	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
Central		Menifee	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
Central		Menifee	Menifee	Garbani	Scott	Backbone	1.00	2	4	0%	2.00	1	3	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	Sunset	Murrieta	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	1	0	$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	1	0	$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	1	0	$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	1	0	$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	0.74	4	4	0%	0.00	1	2	0	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	$0	$43,490,000	$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	$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	$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	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	$0	$43,490,000	$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	$0	$2,880,000	$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	$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	$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	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	$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	$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	$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	$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	$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	$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	$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	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	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	$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	$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	$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	$0
San Jacinto		Hemet	Domenigoni	Warren	Sanderson	Backbone	1.77	4	6	0%	3.54	1	3	0	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	$0
San Jacinto		Hemet	SR-74	Winchester	Warren	Backbone	2.59	4	6	11%	4.62	1	2	0	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	$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	$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	$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	$0
San Jacinto		San Jacinto	Ramona	Main	Cedar	Backbone	2.40	0	4	57%	4.13	1	2	0	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	$0
San Jacinto		Unincorporated	Domenigoni	SR-79 (Winchester)	Warren	Backbone	3.10	4	6	0%	6.20	1	3	0	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	$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	$0
San Jacinto		Unincorporated	Mid-County (Ramona)	Bridge	Warren	Backbone	2.35	2	4	10%	4.23	1	3	0	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	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	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	$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	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	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	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	$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	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	$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	$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	$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	$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	$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	$0
Southwest		Murrieta	Clinton Keith	Toulon	I-215	Backbone	0.90	4	6	47%	0.95	1	3	0	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	$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	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	$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	$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	$0
Southwest		Temecula	French Valley (Cherry)	Jefferson	Diaz	Backbone	0.56	0	2	54%	0.52	1	2	0	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	$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	$0
Southwest		Temecula	French Valley (Date)	Ynez	Jefferson	Backbone	0.73	0	2	55%	0.66	1	2	0	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	$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	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	$0
Southwest		Temecula	Western Bypass (Diaz)	Cherry	Rancho California	Backbone	2.14	0	2	93%	0.30	1	2	0	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	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	$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	$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	$0
Southwest		Unincorporated	Clinton Keith	Whitewood	SR-79	Backbone	2.54	0	4	75%	2.54	1	3	0	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	$0
Southwest		Unincorporated	SR-74	I-15	Ethanac	Backbone	4.97	4	6	9%	9.05	2	3	0	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	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	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	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	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	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	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	$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	$0
Southwest		Wildomar	Clinton Keith	I-15	Copper Craft	Backbone	1.96	2	4	58%	1.64	2	3	0	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	$0
Central		Menifee	Briggs	SR-74 (Pinacate)	Simpson	Secondary	2.54	2	4	73%	1.37	1	3	0	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	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	$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	$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	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	$0
Central		Menifee	Holland	Murrieta	Bradley	Secondary	1.03	2	4	0%	2.06	1	2	0	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	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	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	$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	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	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	$0
Central		Menifee	McCall	Aspel	Menifee	Secondary	0.95	2	4	45%	1.05	1	3	0	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	$0
Central		Menifee	Murrieta	McCall	Newport	Secondary	2.03	2	4	10%	3.65	1	3	0	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	$0
Central		Moreno Valley	Cactus	I-215	Heacock	Secondary	2.17	4	6	83%	0.74	1	2	0	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	$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	$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	$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	$0
Central		Moreno Valley	Eucalyptus	I-215	Towngate	Secondary	1.00	4	6	42%	1.16	1	2	0	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	$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	$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	$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	$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	$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	$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	$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	$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	$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	$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	$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	$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	$0
Central		Moreno Valley	Moreno Beach	Reche Canyon	SR-60	Secondary	1.23	2	4	0%	2.47	1	2	0	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	$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	$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	$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	$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	$0
Central		Moreno Valley	Redlands	Locust	Alessandro	Secondary	2.75	2	4	5%	5.22	1	2	0	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	$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	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	$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	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	$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	$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	$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	$0
Central		Perris	Evans	Placentia	Nuevo	Secondary	1.52	0	4	51%	2.98	1	3	0	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	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	$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	$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	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	$0
Central		Perris	Harley Knox	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	$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	$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	$0
Central		Perris	Nuevo	I-215	Murrieta	Secondary	1.36	4	6	18%	2.23	1	2	0	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	$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	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	$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	$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	$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	$0
Central		Unincorporated	Center (Main)	I-215	interchange	Secondary	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	$11,912,000
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	$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	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	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	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	$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	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	$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	$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	$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	$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	$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	$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	$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	$0
Northwest		Corona	Magnolia	6th	Sherborn	Secondary	0.46	4	6	0%	0.92	1	2	0	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	$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	$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	$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	$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	$0
Northwest		Corona	Main	Hidden Valley	Parkridge	Secondary	0.35	4	6	0%	0.70	1	2	0	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	$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	$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	$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	$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	$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	$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	$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	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	$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	$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	$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	$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	$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	$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	$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	$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	$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	$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	$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	River		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	Limonite	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	$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	$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	$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	$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	$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	$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	$0
Northwest		Unincorporated	La Sierra	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	$0
Northwest		Unincorporated	Mockingbird Canyon	Van Buren	El Sobrante	Secondary	3.41	2	4	0%	6.82	2	3	0	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	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	$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	$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	$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	$0
Northwest		Unincorporated	Temescal Canyon	I-15	interchange	Secondary	0.00	0	0	0%	0.00	2	3	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	$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	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	$0
Northwest		Unincorporated	Washington	Hermosa	Harley John	Secondary	3.96	2	4	26%	5.86	1	3	0	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	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	$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	$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	$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	$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	$0
Pass		Banning	Sun Lakes	Highland Home	Sunset	Secondary	1.00	0	4	0%	4.00	1	2	0	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	$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	$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	$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	$0
Pass		Banning	Sunset	I-10	interchange	Secondary	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	$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	$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	$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	$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	$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	$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	$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	$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	$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	$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	$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	$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	$0
Pass		Beaumont	Pennsylvania	6th	1st	Secondary	0.53	2	4	18%	0.86	1	2	0	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	$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	$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	$0
Pass		Calimesa	Calimesa	I-10	interchange	Secondary	0.00	0	0	0%	0.00	1	2	2	0	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	$0
Pass		Calimesa	County Line	I-10	interchange	Secondary	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	$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	$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	$0
Pass		Calimesa	Singleton	Condit	Roberts	Secondary	0.85	2	4	0%	1.70	1	2	0	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	$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	$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	$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	$0
Pass		Unincorporated	San Timoteo Canyon	UP Railroad	railroad crossing	Secondary	0.00	2	2	0%	0.00	2	3	0	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	$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	$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	$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	$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	$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	$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	$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	$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	$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	$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	$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	$0
San Jacinto		Hemet	Stetson	Warren	Cawston	Secondary	1.00	2	4	0%	2.00	1	3	0	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	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	$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	$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	$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	$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	$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	$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	$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	$0
San Jacinto		San Jacinto	State	Gilman Springs	Quandt Ranch	Secondary	0.76	2	4	0%	1.52	1	3	0	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	$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	$0
San Jacinto		San Jacinto	Warren	Ramona	Esplanade	Secondary	3.47	2	4	11%	6.18	1	3	0	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	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	$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	$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	Lake	Temescal Wash	bridge	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 Murrietta	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 Bypa	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 Elli	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 Krameria	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 Morazga 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 Cadenza, 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 Cerra 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	Acacia	Menlo	$0	$0	$0		0%	0%	0.74	0.92		$0	$0	$0	$0	$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 (	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
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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
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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
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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
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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
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1232	Riverside	Central	Moreno Valley
1233	Riverside	Central	Moreno Valley
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1253	Riverside	Central	Moreno Valley
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1805	Riverside	Central	Perris
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1822	Riverside	Central	Perris
1823	Riverside	Central	Perris
1824	Riverside	Central	Perris
1825	Riverside	Central	Perris
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1827	Riverside	Central	Perris
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1829	Riverside	Central	Perris
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1831	Riverside	Central	Perris
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1833	Riverside	Central	Perris
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1850	Riverside	Central	Perris
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1853	Riverside	Central	Perris
1854	Riverside	Central	Perris
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
1860	Riverside	Central	Perris
1861	Riverside	Central	Perris
1862	Riverside	Central	Perris
1863	Riverside	Central	Perris
1864	Riverside	Central	Perris
1865	Riverside	Central	Perris
1866	Riverside	Central	Perris
1867	Riverside	Central	Perris
1868	Riverside	Central	Perris
1869	Riverside	Central	Perris
1870	Riverside	Central	Perris
1871	Riverside	Central	Perris
1872	Riverside	Central	Perris
1873	Riverside	Central	Perris
1874	Riverside	Central	Perris
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
2331	Riverside	Central	Unincorporated
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
2341	Riverside	Central	Unincorporated
2343	Riverside	Central	Unincorporated
2344	Riverside	Central	Unincorporated
2345	Riverside	Central	Unincorporated
2350	Riverside	Central	Unincorporated
2351	Riverside	Central	Unincorporated
2352	Riverside	Central	Unincorporated
2353	Riverside	Central	Unincorporated
2354	Riverside	Central	Unincorporated
2359	Riverside	Central	Unincorporated
2668	Riverside	Central	Unincorporated
2669	Riverside	Central	Unincorporated
2673	Riverside	Central	Unincorporated
2675	Riverside	Central	Unincorporated
2676	Riverside	Central	Unincorporated
2677	Riverside	Central	Unincorporated
2678	Riverside	Central	Unincorporated
2682	Riverside	Central	Unincorporated
2683	Riverside	Central	Unincorporated
2684	Riverside	Central	Unincorporated
2685	Riverside	Central	Unincorporated
2686	Riverside	Central	Unincorporated
2687	Riverside	Central	Unincorporated
2688	Riverside	Central	Unincorporated
2689	Riverside	Central	Unincorporated
2690	Riverside	Central	Unincorporated
2691	Riverside	Central	Unincorporated
2692	Riverside	Central	Unincorporated
2693	Riverside	Central	Unincorporated
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2709	Riverside	Central	Unincorporated
2710	Riverside	Central	Unincorporated
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2712	Riverside	Central	Unincorporated
2713	Riverside	Central	Unincorporated
2714	Riverside	Central	Unincorporated
2715	Riverside	Central	Unincorporated
2716	Riverside	Central	Unincorporated
2717	Riverside	Central	Unincorporated
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2721	Riverside	Central	Unincorporated
2722	Riverside	Central	Unincorporated
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2724	Riverside	Central	Unincorporated
2725	Riverside	Central	Unincorporated
2727	Riverside	Central	Unincorporated
2728	Riverside	Central	Unincorporated
2729	Riverside	Central	Unincorporated
2733	Riverside	Central	Unincorporated
2744	Riverside	Central	Unincorporated
2745	Riverside	Central	Unincorporated
2746	Riverside	Central	Unincorporated
2747	Riverside	Central	Unincorporated
2748	Riverside	Central	Unincorporated
2752	Riverside	Central	Unincorporated
2753	Riverside	Central	Unincorporated
2754	Riverside	Central	Unincorporated
2755	Riverside	Central	Unincorporated
2756	Riverside	Central	Unincorporated
2757	Riverside	Central	Unincorporated
2758	Riverside	Central	Unincorporated
2759	Riverside	Central	Unincorporated
2760	Riverside	Central	Unincorporated
2761	Riverside	Central	Unincorporated
2762	Riverside	Central	Unincorporated
2780	Riverside	Central	Unincorporated
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
2804	Riverside	Central	Unincorporated
2807	Riverside	Central	Unincorporated
2809	Riverside	Central	Unincorporated
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
2870	Riverside	Central	Unincorporated
2872	Riverside	Central	Unincorporated
2875	Riverside	Central	Unincorporated
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
712	Riverside	Hemet/San Jacinto	Hemet
713	Riverside	Hemet/San Jacinto	Hemet
714	Riverside	Hemet/San Jacinto	Hemet
715	Riverside	Hemet/San Jacinto	Hemet
716	Riverside	Hemet/San Jacinto	Hemet
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
2144	Riverside	Hemet/San Jacinto	San Jacinto
2145	Riverside	Hemet/San Jacinto	San Jacinto
2146	Riverside	Hemet/San Jacinto	San Jacinto
2147	Riverside	Hemet/San Jacinto	San Jacinto
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
2153	Riverside	Hemet/San Jacinto	San Jacinto
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
2180	Riverside	Hemet/San Jacinto	San Jacinto
2181	Riverside	Hemet/San Jacinto	San Jacinto
2182	Riverside	Hemet/San Jacinto	San Jacinto
2183	Riverside	Hemet/San Jacinto	San Jacinto
2184	Riverside	Hemet/San Jacinto	San Jacinto
2185	Riverside	Hemet/San Jacinto	San Jacinto
2186	Riverside	Hemet/San Jacinto	San Jacinto
2187	Riverside	Hemet/San Jacinto	San Jacinto
2188	Riverside	Hemet/San Jacinto	San Jacinto
2189	Riverside	Hemet/San Jacinto	San Jacinto
2190	Riverside	Hemet/San Jacinto	San Jacinto
2191	Riverside	Hemet/San Jacinto	San Jacinto
2192	Riverside	Hemet/San Jacinto	San Jacinto
2193	Riverside	Hemet/San Jacinto	San Jacinto
2194	Riverside	Hemet/San Jacinto	San Jacinto
2195	Riverside	Hemet/San Jacinto	San Jacinto
2196	Riverside	Hemet/San Jacinto	San Jacinto
2197	Riverside	Hemet/San Jacinto	San Jacinto
2198	Riverside	Hemet/San Jacinto	San Jacinto
2199	Riverside	Hemet/San Jacinto	San Jacinto
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
2358	Riverside	Hemet/San Jacinto	Unincorporated
2360	Riverside	Hemet/San Jacinto	Unincorporated
2361	Riverside	Hemet/San Jacinto	Unincorporated
2362	Riverside	Hemet/San Jacinto	Unincorporated
2471	Riverside	Hemet/San Jacinto	Unincorporated
2472	Riverside	Hemet/San Jacinto	Unincorporated
2491	Riverside	Hemet/San Jacinto	Unincorporated
2493	Riverside	Hemet/San Jacinto	Unincorporated
2494	Riverside	Hemet/San Jacinto	Unincorporated
2625	Riverside	Hemet/San Jacinto	Unincorporated
2626	Riverside	Hemet/San Jacinto	Unincorporated
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
2630	Riverside	Hemet/San Jacinto	Unincorporated
2631	Riverside	Hemet/San Jacinto	Unincorporated
2632	Riverside	Hemet/San Jacinto	Unincorporated
2633	Riverside	Hemet/San Jacinto	Unincorporated
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
2655	Riverside	Hemet/San Jacinto	Unincorporated
2660	Riverside	Hemet/San Jacinto	Unincorporated
2670	Riverside	Hemet/San Jacinto	Unincorporated
2679	Riverside	Hemet/San Jacinto	Unincorporated
2810	Riverside	Hemet/San Jacinto	Unincorporated
2811	Riverside	Hemet/San Jacinto	Unincorporated
2812	Riverside	Hemet/San Jacinto	Unincorporated
2815	Riverside	Hemet/San Jacinto	Unincorporated
2816	Riverside	Hemet/San Jacinto	Unincorporated
2817	Riverside	Hemet/San Jacinto	Unincorporated
2818	Riverside	Hemet/San Jacinto	Unincorporated
2819	Riverside	Hemet/San Jacinto	Unincorporated
2820	Riverside	Hemet/San Jacinto	Unincorporated
2821	Riverside	Hemet/San Jacinto	Unincorporated
2822	Riverside	Hemet/San Jacinto	Unincorporated
2823	Riverside	Hemet/San Jacinto	Unincorporated
2824	Riverside	Hemet/San Jacinto	Unincorporated
2826	Riverside	Hemet/San Jacinto	Unincorporated
2827	Riverside	Hemet/San Jacinto	Unincorporated
2828	Riverside	Hemet/San Jacinto	Unincorporated
2829	Riverside	Hemet/San Jacinto	Unincorporated
2830	Riverside	Hemet/San Jacinto	Unincorporated
2831	Riverside	Hemet/San Jacinto	Unincorporated
2832	Riverside	Hemet/San Jacinto	Unincorporated
2833	Riverside	Hemet/San Jacinto	Unincorporated
2834	Riverside	Hemet/San Jacinto	Unincorporated
2835	Riverside	Hemet/San Jacinto	Unincorporated
2836	Riverside	Hemet/San Jacinto	Unincorporated
2839	Riverside	Hemet/San Jacinto	Unincorporated
2840	Riverside	Hemet/San Jacinto	Unincorporated
2841	Riverside	Hemet/San Jacinto	Unincorporated
2842	Riverside	Hemet/San Jacinto	Unincorporated
2843	Riverside	Hemet/San Jacinto	Unincorporated
2844	Riverside	Hemet/San Jacinto	Unincorporated
2845	Riverside	Hemet/San Jacinto	Unincorporated
2848	Riverside	Hemet/San Jacinto	Unincorporated
2850	Riverside	Hemet/San Jacinto	Unincorporated
2851	Riverside	Hemet/San Jacinto	Unincorporated
2856	Riverside	Hemet/San Jacinto	Unincorporated
2865	Riverside	Hemet/San Jacinto	Unincorporated
2866	Riverside	Hemet/San Jacinto	Unincorporated
2867	Riverside	Hemet/San Jacinto	Unincorporated
2868	Riverside	Hemet/San Jacinto	Unincorporated
2871	Riverside	Hemet/San Jacinto	Unincorporated
2873	Riverside	Hemet/San Jacinto	Unincorporated
2874	Riverside	Hemet/San Jacinto	Unincorporated
2876	Riverside	Hemet/San Jacinto	Unincorporated
2881	Riverside	Hemet/San Jacinto	Unincorporated
2882	Riverside	Hemet/San Jacinto	Unincorporated
2883	Riverside	Hemet/San Jacinto	Unincorporated
2884	Riverside	Hemet/San Jacinto	Unincorporated
2885	Riverside	Hemet/San Jacinto	Unincorporated
2886	Riverside	Hemet/San Jacinto	Unincorporated
2887	Riverside	Hemet/San Jacinto	Unincorporated
2888	Riverside	Hemet/San Jacinto	Unincorporated
2889	Riverside	Hemet/San Jacinto	Unincorporated
2890	Riverside	Hemet/San Jacinto	Unincorporated
2891	Riverside	Hemet/San Jacinto	Unincorporated
2892	Riverside	Hemet/San Jacinto	Unincorporated
2893	Riverside	Hemet/San Jacinto	Unincorporated
2894	Riverside	Hemet/San Jacinto	Unincorporated
2895	Riverside	Hemet/San Jacinto	Unincorporated
2919	Riverside	Hemet/San Jacinto	Unincorporated
2920	Riverside	Hemet/San Jacinto	Unincorporated
2921	Riverside	Hemet/San Jacinto	Unincorporated
2922	Riverside	Hemet/San Jacinto	Unincorporated
2934	Riverside	Hemet/San Jacinto	Unincorporated
2935	Riverside	Hemet/San Jacinto	Unincorporated
2936	Riverside	Hemet/San Jacinto	Unincorporated
2937	Riverside	Hemet/San Jacinto	Unincorporated
2938	Riverside	Hemet/San Jacinto	Unincorporated
3194	Riverside	Hemet/San Jacinto	Unincorporated
3195	Riverside	Hemet/San Jacinto	Unincorporated
3196	Riverside	Hemet/San Jacinto	Unincorporated
3197	Riverside	Hemet/San Jacinto	Unincorporated
3198	Riverside	Hemet/San Jacinto	Unincorporated
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
335	Riverside	Northwest	Corona
336	Riverside	Northwest	Corona
337	Riverside	Northwest	Corona
338	Riverside	Northwest	Corona
339	Riverside	Northwest	Corona
340	Riverside	Northwest	Corona
341	Riverside	Northwest	Corona
342	Riverside	Northwest	Corona
343	Riverside	Northwest	Corona
344	Riverside	Northwest	Corona
345	Riverside	Northwest	Corona
346	Riverside	Northwest	Corona
347	Riverside	Northwest	Corona
348	Riverside	Northwest	Corona
349	Riverside	Northwest	Corona
350	Riverside	Northwest	Corona
351	Riverside	Northwest	Corona
352	Riverside	Northwest	Corona
353	Riverside	Northwest	Corona
354	Riverside	Northwest	Corona
355	Riverside	Northwest	Corona
356	Riverside	Northwest	Corona
357	Riverside	Northwest	Corona
358	Riverside	Northwest	Corona
359	Riverside	Northwest	Corona
360	Riverside	Northwest	Corona
361	Riverside	Northwest	Corona
362	Riverside	Northwest	Corona
363	Riverside	Northwest	Corona
364	Riverside	Northwest	Corona
365	Riverside	Northwest	Corona
366	Riverside	Northwest	Corona
367	Riverside	Northwest	Corona
368	Riverside	Northwest	Corona
369	Riverside	Northwest	Corona
370	Riverside	Northwest	Corona
371	Riverside	Northwest	Corona
372	Riverside	Northwest	Corona
373	Riverside	Northwest	Corona
374	Riverside	Northwest	Corona
375	Riverside	Northwest	Corona
376	Riverside	Northwest	Corona
377	Riverside	Northwest	Corona
378	Riverside	Northwest	Corona
379	Riverside	Northwest	Corona
380	Riverside	Northwest	Corona
381	Riverside	Northwest	Corona
382	Riverside	Northwest	Corona
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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
2740	Riverside	Northwest	Unincorporated
2741	Riverside	Northwest	Unincorporated
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

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
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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
1034	Riverside	Southwest	Lake Elsinore
1035	Riverside	Southwest	Lake Elsinore
1036	Riverside	Southwest	Lake Elsinore
1037	Riverside	Southwest	Lake Elsinore
1038	Riverside	Southwest	Lake Elsinore
1039	Riverside	Southwest	Lake Elsinore
1040	Riverside	Southwest	Lake Elsinore
1041	Riverside	Southwest	Lake Elsinore
1042	Riverside	Southwest	Lake Elsinore
1043	Riverside	Southwest	Lake Elsinore
1286	Riverside	Southwest	Murrieta
1287	Riverside	Southwest	Murrieta
1288	Riverside	Southwest	Murrieta
1289	Riverside	Southwest	Murrieta
1290	Riverside	Southwest	Murrieta
1291	Riverside	Southwest	Murrieta
1292	Riverside	Southwest	Murrieta
1293	Riverside	Southwest	Murrieta
1294	Riverside	Southwest	Murrieta
1295	Riverside	Southwest	Murrieta
1296	Riverside	Southwest	Murrieta
1297	Riverside	Southwest	Murrieta
1298	Riverside	Southwest	Murrieta
1299	Riverside	Southwest	Murrieta
1300	Riverside	Southwest	Murrieta
1301	Riverside	Southwest	Murrieta
1302	Riverside	Southwest	Murrieta
1303	Riverside	Southwest	Murrieta
1304	Riverside	Southwest	Murrieta
1305	Riverside	Southwest	Murrieta
1306	Riverside	Southwest	Murrieta
1307	Riverside	Southwest	Murrieta
1308	Riverside	Southwest	Murrieta
1309	Riverside	Southwest	Murrieta
1310	Riverside	Southwest	Murrieta
1311	Riverside	Southwest	Murrieta
1312	Riverside	Southwest	Murrieta
1313	Riverside	Southwest	Murrieta
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1315	Riverside	Southwest	Murrieta
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1317	Riverside	Southwest	Murrieta
1318	Riverside	Southwest	Murrieta
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1320	Riverside	Southwest	Murrieta
1321	Riverside	Southwest	Murrieta
1322	Riverside	Southwest	Murrieta
1323	Riverside	Southwest	Murrieta
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1341	Riverside	Southwest	Murrieta
1342	Riverside	Southwest	Murrieta
1343	Riverside	Southwest	Murrieta
1344	Riverside	Southwest	Murrieta
1345	Riverside	Southwest	Murrieta
1346	Riverside	Southwest	Murrieta
1347	Riverside	Southwest	Murrieta
1348	Riverside	Southwest	Murrieta
1349	Riverside	Southwest	Murrieta
1350	Riverside	Southwest	Murrieta

TAZ	County	WRCOG Zone	City
1351	Riverside	Southwest	Murrieta
1352	Riverside	Southwest	Murrieta
1353	Riverside	Southwest	Murrieta
1354	Riverside	Southwest	Murrieta
1355	Riverside	Southwest	Murrieta
1356	Riverside	Southwest	Murrieta
1357	Riverside	Southwest	Murrieta
1358	Riverside	Southwest	Murrieta
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1363	Riverside	Southwest	Murrieta
1364	Riverside	Southwest	Murrieta
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1366	Riverside	Southwest	Murrieta
1367	Riverside	Southwest	Murrieta
1368	Riverside	Southwest	Murrieta
1369	Riverside	Southwest	Murrieta
1370	Riverside	Southwest	Murrieta
1371	Riverside	Southwest	Murrieta
1372	Riverside	Southwest	Murrieta
1373	Riverside	Southwest	Murrieta
1374	Riverside	Southwest	Murrieta
1375	Riverside	Southwest	Murrieta
1376	Riverside	Southwest	Murrieta
1377	Riverside	Southwest	Murrieta
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1421	Riverside	Southwest	Murrieta
1422	Riverside	Southwest	Murrieta
1423	Riverside	Southwest	Murrieta
1424	Riverside	Southwest	Murrieta
1425	Riverside	Southwest	Murrieta
1426	Riverside	Southwest	Murrieta
1427	Riverside	Southwest	Murrieta
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1471	Riverside	Southwest	Murrieta
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1530	Riverside	Southwest	Murrieta

TAZ	County	WRCOG Zone	City
1531	Riverside	Southwest	Murrieta
1532	Riverside	Southwest	Murrieta
1533	Riverside	Southwest	Murrieta
1534	Riverside	Southwest	Murrieta
1535	Riverside	Southwest	Murrieta
1536	Riverside	Southwest	Murrieta
1537	Riverside	Southwest	Murrieta
1538	Riverside	Southwest	Murrieta
1539	Riverside	Southwest	Murrieta
2208	Riverside	Southwest	Temecula
2209	Riverside	Southwest	Temecula
2210	Riverside	Southwest	Temecula
2211	Riverside	Southwest	Temecula
2212	Riverside	Southwest	Temecula
2213	Riverside	Southwest	Temecula
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2221	Riverside	Southwest	Temecula
2222	Riverside	Southwest	Temecula
2223	Riverside	Southwest	Temecula
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2237	Riverside	Southwest	Temecula
2238	Riverside	Southwest	Temecula
2239	Riverside	Southwest	Temecula
2240	Riverside	Southwest	Temecula
2241	Riverside	Southwest	Temecula
2242	Riverside	Southwest	Temecula
2243	Riverside	Southwest	Temecula
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2246	Riverside	Southwest	Temecula
2247	Riverside	Southwest	Temecula
2248	Riverside	Southwest	Temecula
2249	Riverside	Southwest	Temecula
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2319	Riverside	Southwest	Temecula
2395	Riverside	Southwest	Unincorporated
2396	Riverside	Southwest	Unincorporated
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2422	Riverside	Southwest	Unincorporated
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2500	Riverside	Southwest	Unincorporated
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2538	Riverside	Southwest	Unincorporated
2539	Riverside	Southwest	Unincorporated
2540	Riverside	Southwest	Unincorporated

TAZ	County	WRCOG Zone	City
2541	Riverside	Southwest	Unincorporated
2542	Riverside	Southwest	Unincorporated
2543	Riverside	Southwest	Unincorporated
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2546	Riverside	Southwest	Unincorporated
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2584	Riverside	Southwest	Unincorporated
2585	Riverside	Southwest	Unincorporated
2662	Riverside	Southwest	Unincorporated
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2665	Riverside	Southwest	Unincorporated
2695	Riverside	Southwest	Unincorporated
2696	Riverside	Southwest	Unincorporated
2697	Riverside	Southwest	Unincorporated
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2699	Riverside	Southwest	Unincorporated
2700	Riverside	Southwest	Unincorporated
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2718	Riverside	Southwest	Unincorporated
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2838	Riverside	Southwest	Unincorporated
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3110	Riverside	Southwest	Unincorporated
3111	Riverside	Southwest	Unincorporated
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3136	Riverside	Southwest	Unincorporated
3137	Riverside	Southwest	Unincorporated
3138	Riverside	Southwest	Unincorporated
3145	Riverside	Southwest	Unincorporated
3150	Riverside	Southwest	Unincorporated
3176	Riverside	Southwest	Unincorporated
3199	Riverside	Southwest	Unincorporated
3200	Riverside	Southwest	Unincorporated
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3202	Riverside	Southwest	Unincorporated
3205	Riverside	Southwest	Unincorporated
3207	Riverside	Southwest	Unincorporated
3212	Riverside	Southwest	Unincorporated
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3237	Riverside	Southwest	Unincorporated
3238	Riverside	Southwest	Unincorporated
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

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
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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
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255	Riverside	Outside TUMF Zones	Coachella
256	Riverside	Outside TUMF Zones	Coachella
257	Riverside	Outside TUMF Zones	Coachella
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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
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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
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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
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937	Riverside	Outside TUMF Zones	La Quinta
1569	Riverside	Outside TUMF Zones	Palm Desert
1570	Riverside	Outside TUMF Zones	Palm Desert
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TAZ	County	WRCOG Zone	City
1661	Riverside	Outside TUMF Zones	Palm Desert
1662	Riverside	Outside TUMF Zones	Palm Desert
1663	Riverside	Outside TUMF Zones	Palm Desert
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1692	Riverside	Outside TUMF Zones	Palm Springs
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1764	Riverside	Outside TUMF Zones	Palm Springs
1765	Riverside	Outside TUMF Zones	Palm Springs
1766	Riverside	Outside TUMF Zones	Palm Springs
1767	Riverside	Outside TUMF Zones	Palm Springs
1768	Riverside	Outside TUMF Zones	Palm Springs
1769	Riverside	Outside TUMF Zones	Pal

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*

FROM / TO	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*

FROM / TO	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*

FROM / TO	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*

FROM / TO	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

From \ To	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

From \ To	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

From \ To	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

From \ To	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

From \ To	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

From \ To	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

From \ To	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

From \ To	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

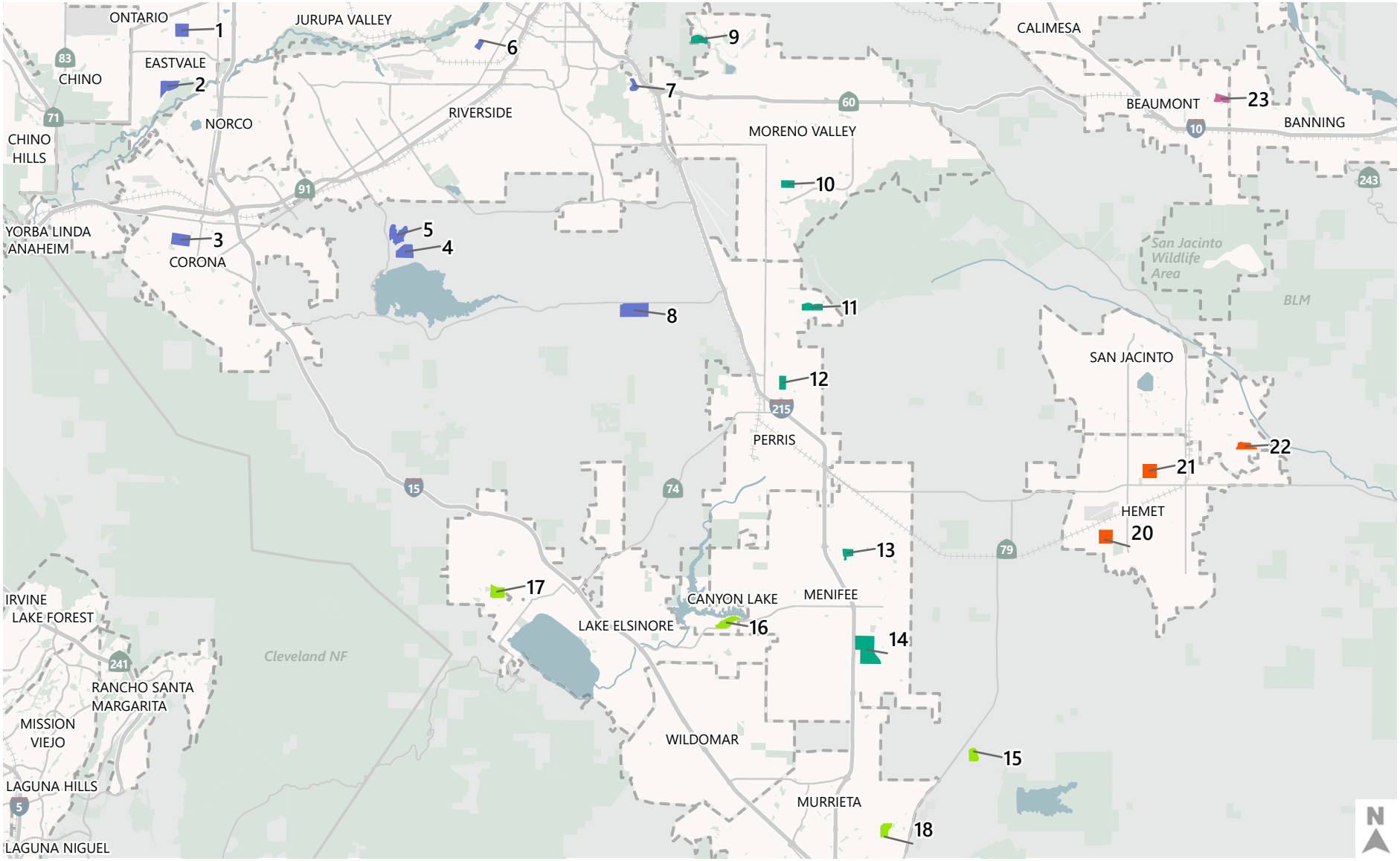
In addition to visual representations of the data, statistical analysis was performed to obtain the correlation between the variables to daily vehicle trips and to determine the regression equations.

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.



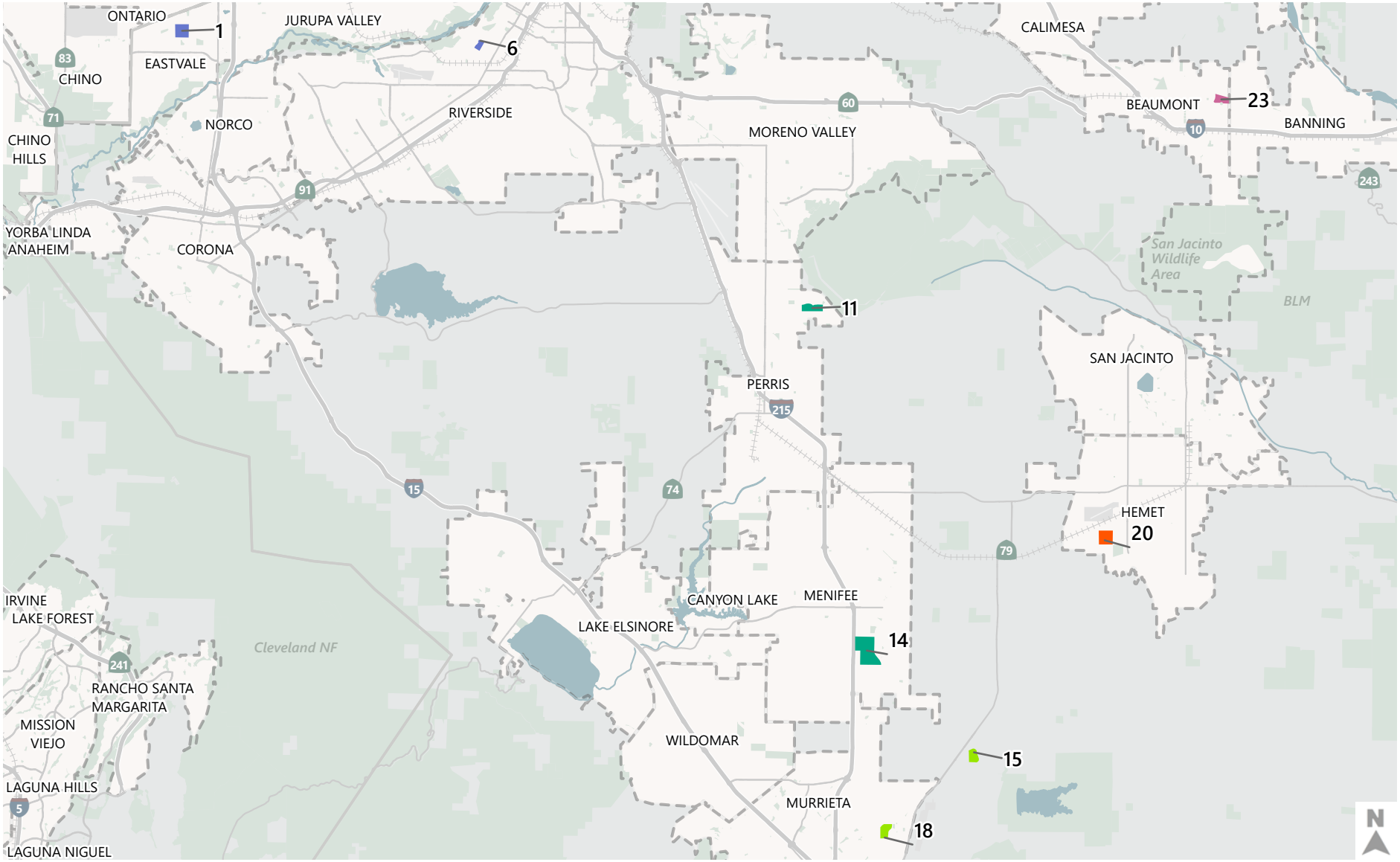
Study Location by TUMF Zone

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

City Boundaries

Figure 1

StreetLight Data Collection Locations



Study Location by TUMF Zone

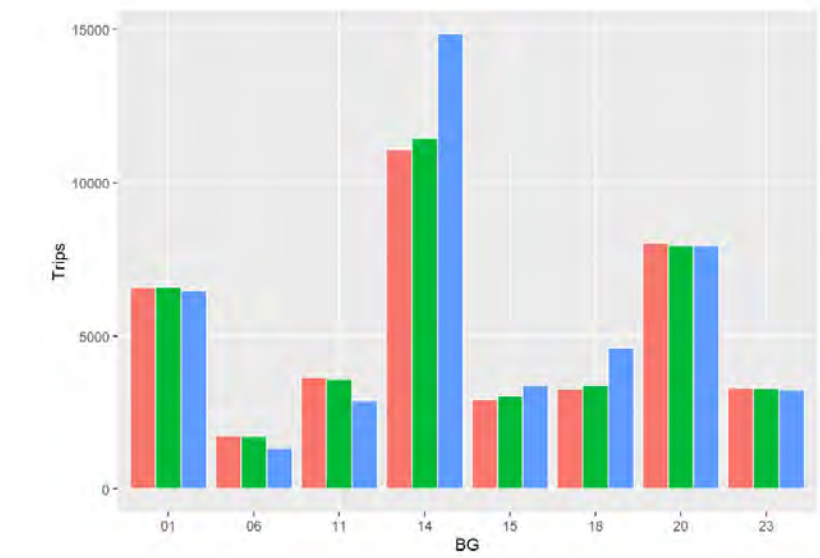
- Central
- Hemet/San Jacinto
- Northwest
- Pass
- Southwest

City Boundaries

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

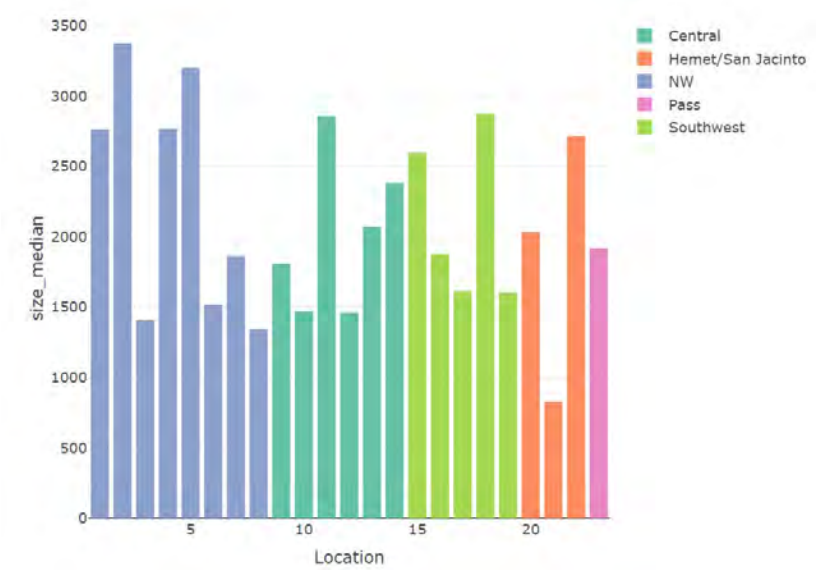


Figure 5 – Average Persons per Household

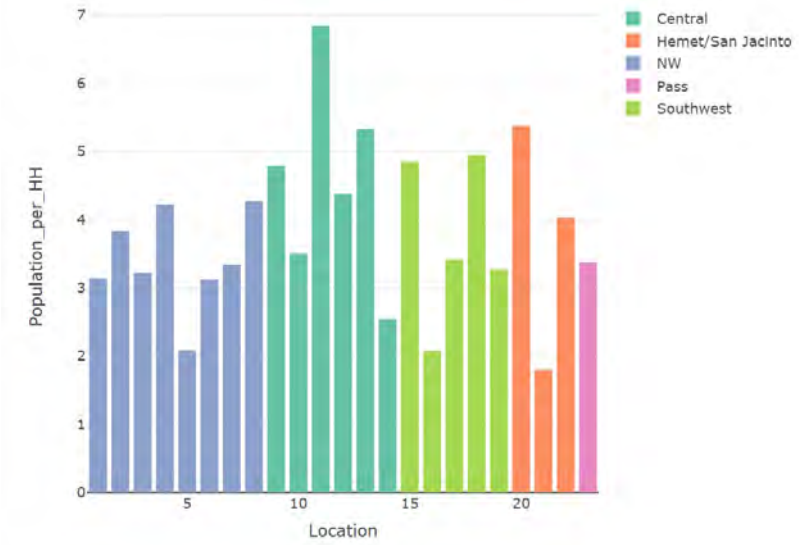


Figure 6 – Average Children per Household

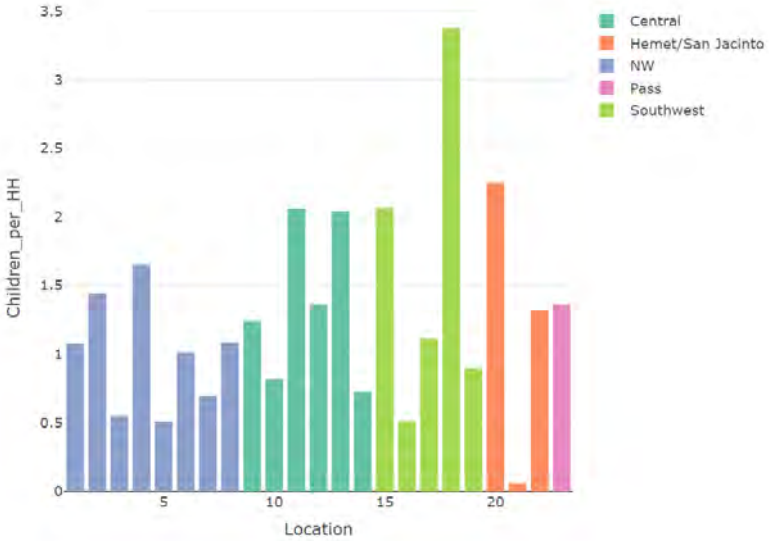


Figure 7 – Average Workers per Household

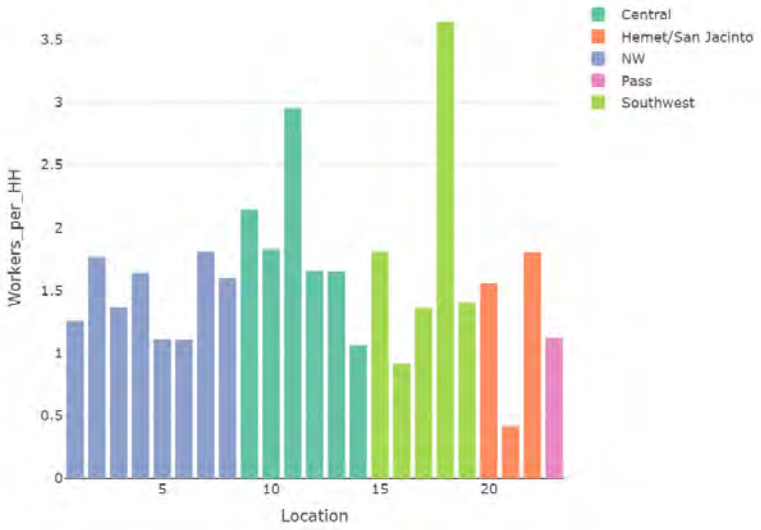


Figure 8 – Median Cost per Square Foot

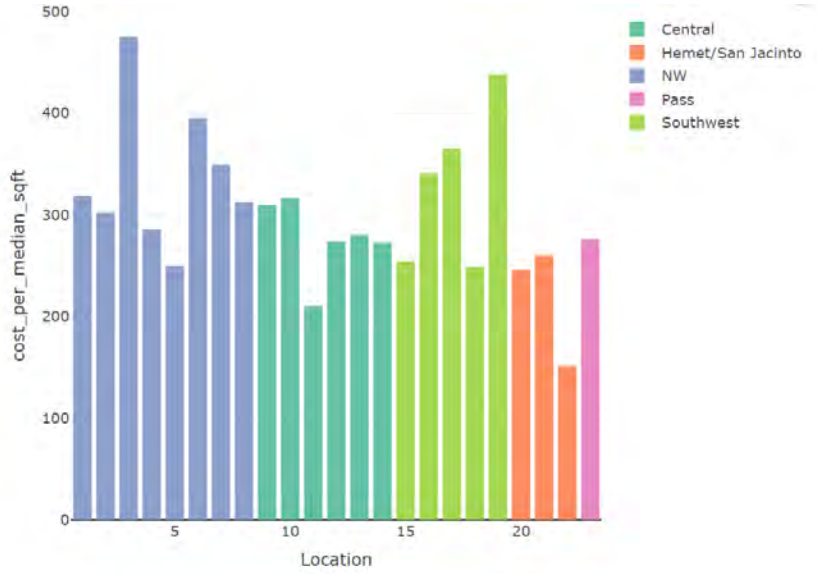


Figure 9 – Daily Vehicle Trips per Median Square Footage

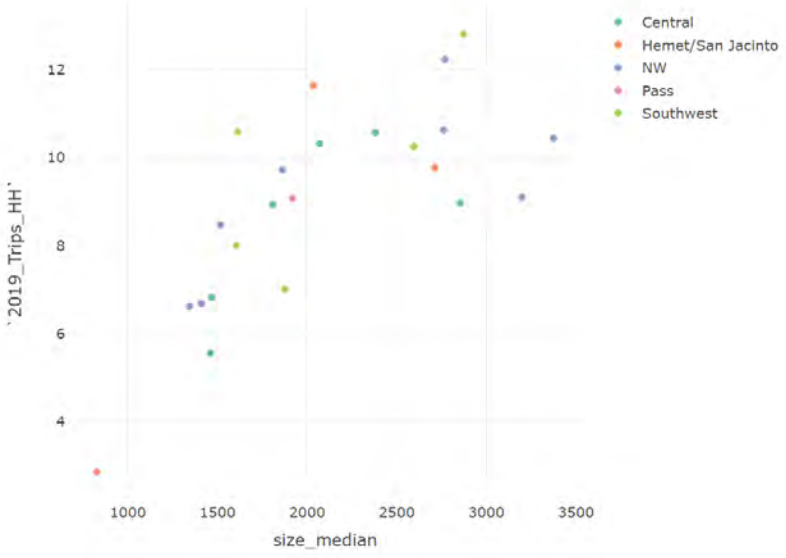


Figure 10 – Daily Vehicle Trips per Average Persons per Household

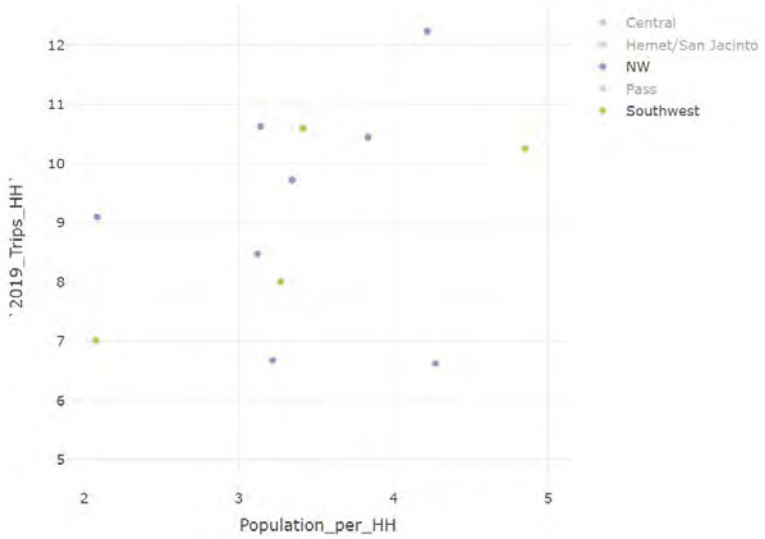


Figure 11 – Daily Vehicle Trips per Average Children per Household

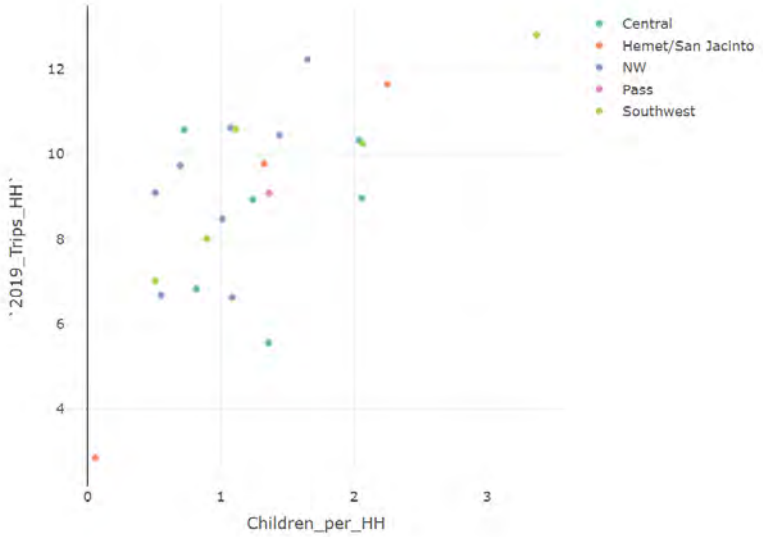


Figure 12 – Daily Vehicle Trips per Average Workers per Household

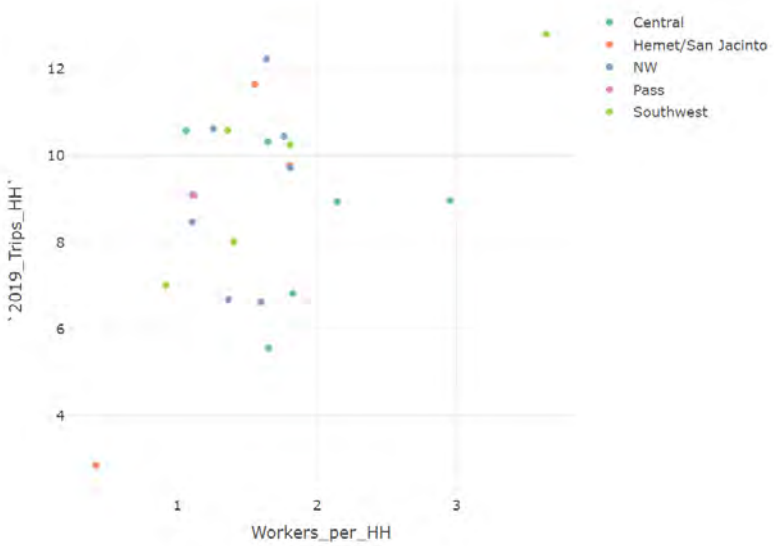


Figure 13 – Daily Vehicle Trips per Median Cost per Square Foot

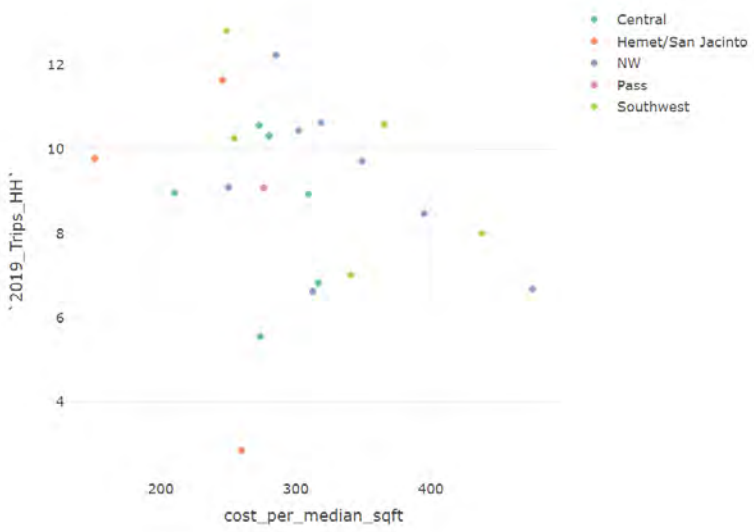


Figure 14 – Correlation Matrix for All Variables

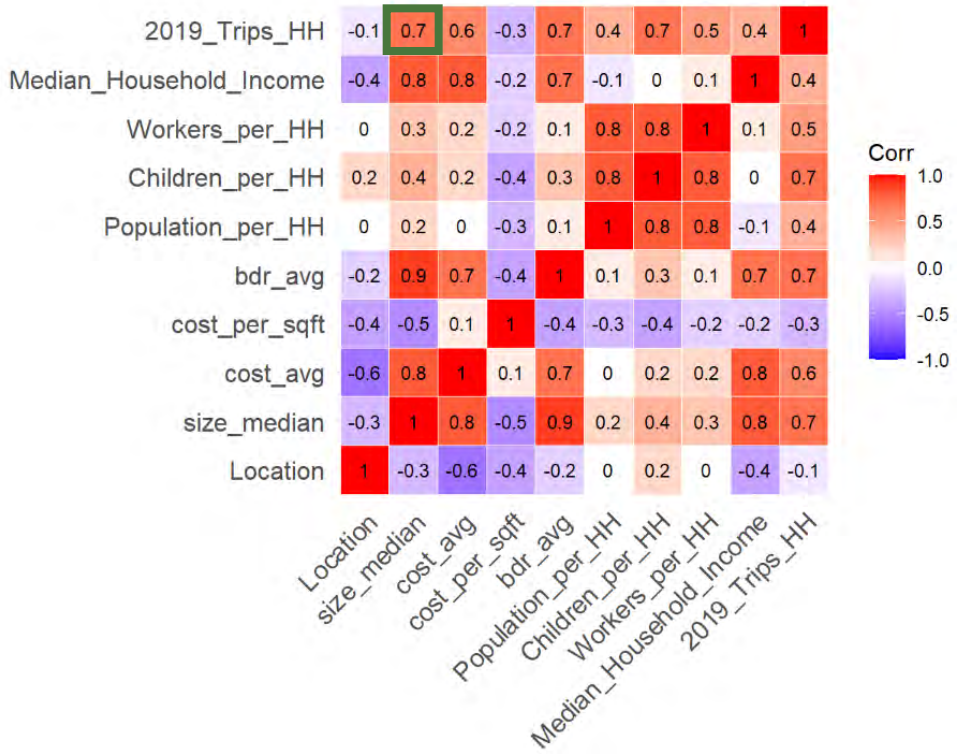


Table 1: Residential Home Data and Sources

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

<u>All home sizes.</u>
Daily total vehicle trips = 2.26 * Median Home Size in Thousand Square Feet + 4.22

<u>Homes l 2.50 thousand square feet or less.</u>
Daily total vehicle trips = 4.11 * Median Home Size in Thousand Square Feet + 1.22

<u>Homes more than 2.50 thousand square feet.</u>
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

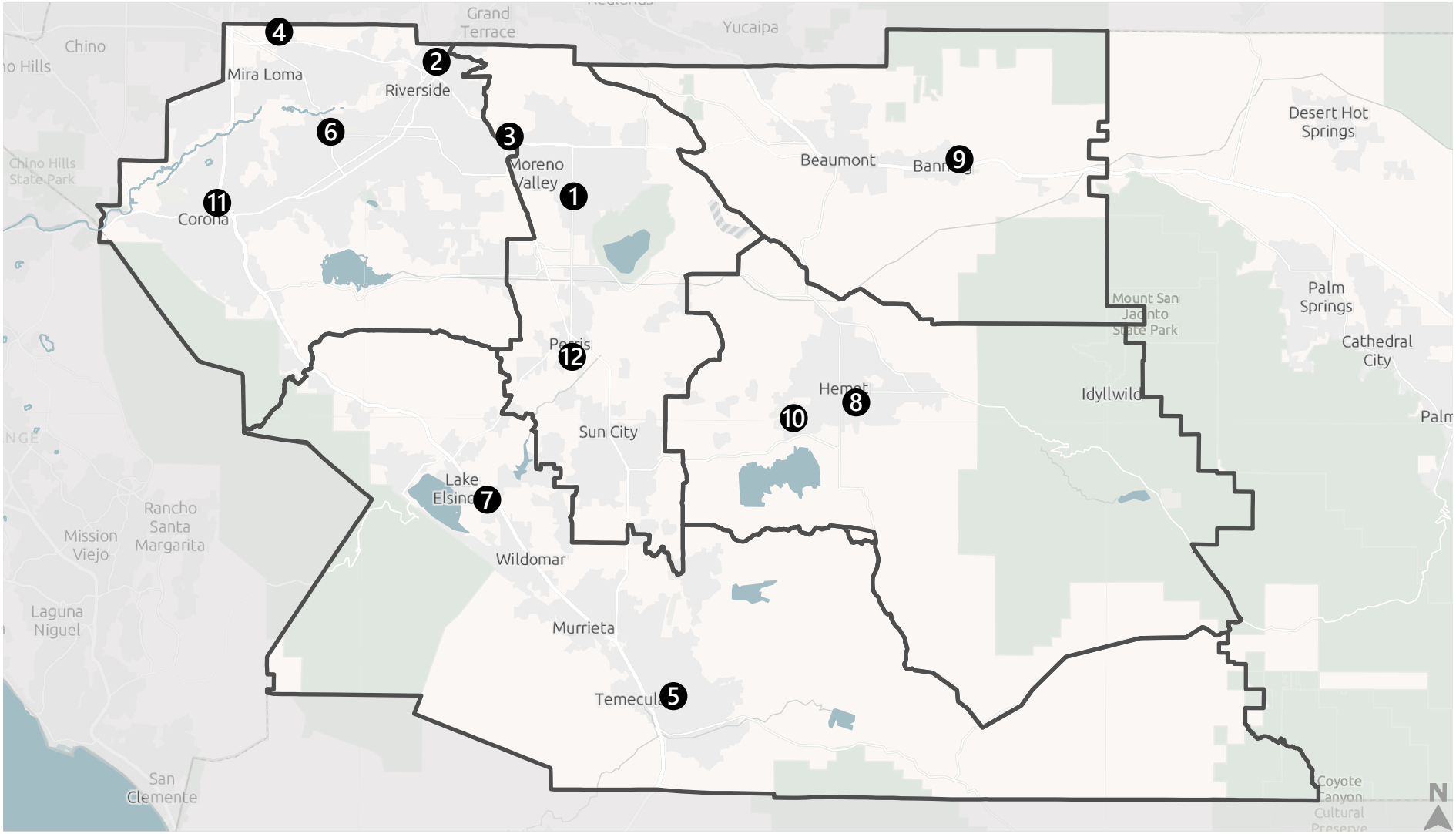
To evaluate the effect of dwelling unit size and number of dwelling unit bedrooms on multifamily trip generation, the following criteria were used to select the apartment complexes within Western Riverside County:

- 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**.



Study Locations

TUMF Zone Boundary

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	4.8×10^{-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 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	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 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	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

	1	2	3	4	5	TOTAL
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 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	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 HOUR	5:30 PM
AM PEAK VOLUME	41	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 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	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

	1	2	3	4	5	TOTAL
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 HOUR	4:45 PM
AM PEAK VOLUME	54	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	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	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 HOUR	7:00 PM
AM PEAK VOLUME	60	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	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	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 HOUR	11:45 PM
AM PEAK VOLUME	0	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	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 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	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 HOUR	2:15 PM
AM PEAK VOLUME	13	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 HOUR	3:45 PM
AM PEAK VOLUME	131	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	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	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 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	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 HOUR	3:45 PM
AM PEAK VOLUME	24	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 TIME	IN 1	2	3	4	5	TOTAL	PM Time	IN 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

	1	2	3	4	5	TOTAL
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 HOUR	5:00 PM
AM PEAK VOLUME	85	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 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	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 HOUR	5:15 PM
AM PEAK VOLUME	46	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	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	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	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 HOUR	1:15 PM
AM PEAK VOLUME	68	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	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

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 HOUR	3:30 PM
AM PEAK VOLUME	48	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	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 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	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 HOUR	4:30 PM
AM PEAK VOLUME	94	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 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	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 HOUR	2:45 PM
AM PEAK VOLUME	26	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 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	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 HOUR	5:00 PM
AM PEAK VOLUME	53	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 TIME	IN 1	2	3	4	5	TOTAL	PM Time	IN 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 HOUR	2:00 PM
AM PEAK VOLUME	31	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 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	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 HOUR	3:15 PM
AM PEAK VOLUME	29	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 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	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

	1	2	3	4	5	TOTAL
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 VOLUME	22

AM PEAK HOUR	5:45 PM
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

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 HOUR	4:45 PM
AM PEAK VOLUME	38	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

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 HOUR	4:15 PM
AM PEAK VOLUME	17	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 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	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 HOUR	2:00 PM
AM PEAK VOLUME	60	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 HOUR	3:15 PM
AM PEAK VOLUME	115	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 HOUR	3:15 PM
AM PEAK VOLUME	155	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

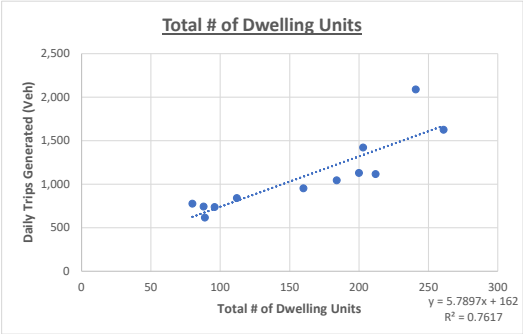
TOTAL: AM+PM	2,079	23	3	0	0	2,105
% OF TOTAL	98.8%	1.1%	0.1%	0.0%	0.0%	100.0%
AM PEAK	277	0	0	0	0	277
PM PEAK	125	0	0	0	0	125

Appendix B: Apartment Characteristics

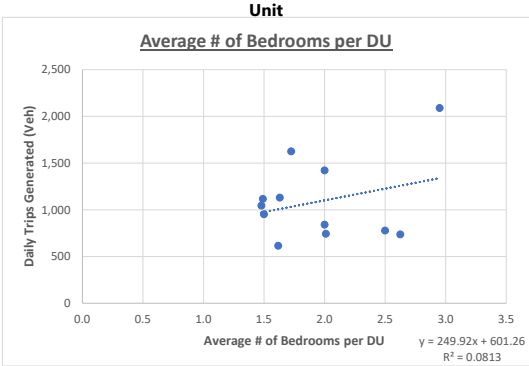
Study Site #	TUMF Zone	Name	Address	Phone #	Apartment Website	# of Apartment Style								Apartment Size (Sq. Ft.)							
						Studio	One Bedroom	Two Bedrooms	Three Bedrooms	Four Bedrooms	Total # of DUs	Total # of Bedrooms	Average # Bedrooms per DU	Studio	One Bedroom	Two Bedrooms	Three Bedrooms	Four 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

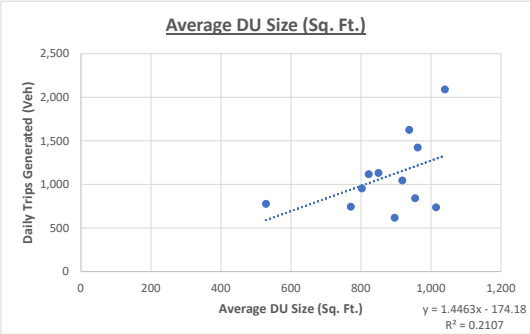
Daily Trip Generation by # of Dwelling Units in Complex



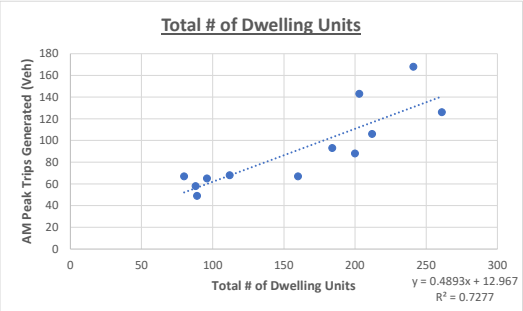
Daily Trip Generation by Average # of Bedrooms Per Dwelling Unit



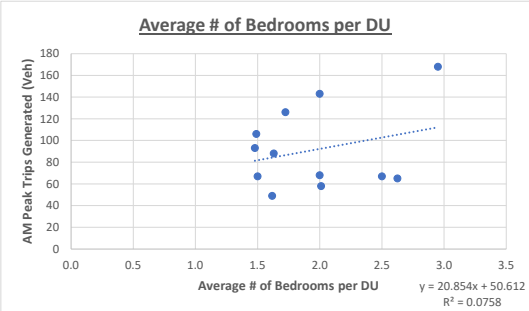
Daily Trip Generation by Average Size of Dwelling Unit



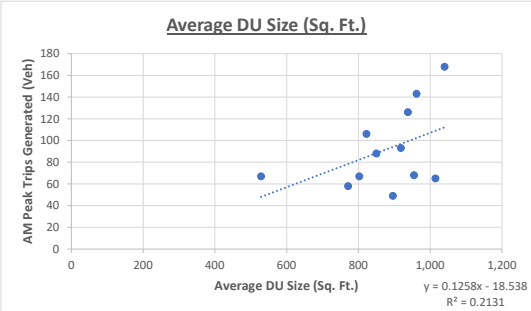
AM Peak Trip Generation by # of Dwelling Units in Complex



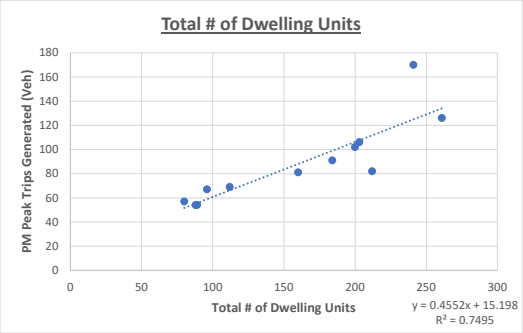
AM Peak Trip Generation by Average # of Bedrooms Per Dwelling Unit



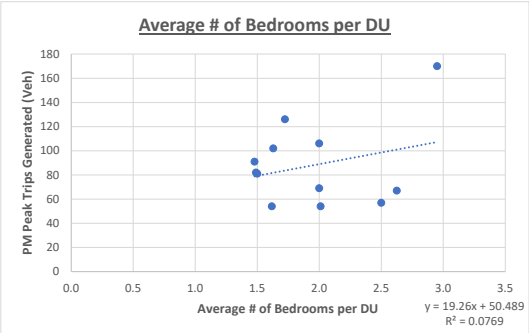
AM Peak Trip Generation by Average Size of Dwelling Unit



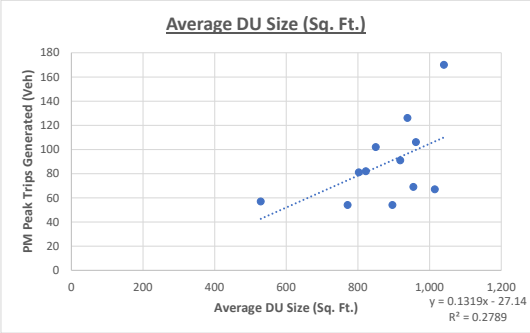
PM Peak Trip Generation by # of Dwelling Units in Complex



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)
Industrial	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									
	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	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									
	General Commercial	12,978	17,023	0.76									
	Median			**1.95**			Median	*448.5*	**2.23**	Median	*500.0*	**2.00**	**2.00**
Service	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							
	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/Public Sector					Government/Civic	3.00	Government Offices	208					
					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.

CITY OF EASTVALE

AGENDA STAFF REPORT

City Council/Eastvale Public Financing Authority/Eastvale Parking Authority Meeting
CONSENT CALENDAR
Agenda Item No. 11.12
January 22, 2025

Adoption of the List of Prequalified Contractors to Bid on the Eastvale Civic Center Project

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Prepared By:

Jimmy Chung, Public Works Director/City Engineer

Recommended Action(s)

Staff recommends that the City Council adopt the list of prequalified contractors to bid on the Eastvale Civic Center project.

Summary

In October 2024, the Public Works Department initiated a contractor prequalification process in accordance with procedures established by the State Department of Industrial Relations to ensure that experienced and qualified contractors would be ready to bid for the construction of the Eastvale Civic Center. The prequalification package was published on PlanetBids on October 28, 2024, inviting general building contractors to submit their qualifications for review.

A total of ten (10) submittals were received on December 6, 2024. Each submittal was evaluated based on the objective criteria outlined in the Prequalification Questionnaire, and four (4) firms were deemed qualified. Formal notification letters were sent to all participants on January 6, 2025, via mail and email. Between January 6 and January 13, four (4) contractors not deemed qualified requested a review of the determination. Appeals hearings were held on January 14 and 15, 2025, in accordance with the appeals procedure outlined in the Prequalification Questionnaire. After careful evaluation of all information presented during the hearing, the prior determination that the four (4)

contractors are not prequalified was upheld. The final list of prequalified contractors is as follows in alphabetical order:

1. Clark Construction Group
2. McCarthy Building Companies, Inc.
3. PCL Construction Services, Inc.
4. Whiting-Turner Contracting Company

Adopting the list of prequalified contractors will conclude the prequalification process and allow the project to move forward with the issuance of bid documents by the end of this month.

Background

The City is using the design-bid-build project delivery method to design and construct the Eastvale Civic Center project. This approach requires the City to select an architectural firm to design the building, then select a general contractor to construct the building, through a competitive process. State law requires that public works projects such as the design and construction of the new Civic Center follow certain procedures, including regarding vendor
selection, to help achieve transparency and cost effectiveness. One requirement is that the City must accept the bid (proposal) of the general contractor that provides the lowest cost responsive, responsible bid to construct the building. A responsive bid is one that fully complies with all of the bid requirements, and a responsible bidder is one whose past performance, reputation, and financial capability is deemed acceptable.

Since the Second World War, the California Legislature has required cities to competitively bid construction projects. Statues requiring competitive bidding were enacted for the purpose of inviting competition, guarding against favoritism, fraud, and corruption, and securing quality work or supplies at the lowest price practicable.

The responsive, responsible bid requirement identifies firms that are at least minimally qualified to perform the work. However, it does not guarantee that bidders are well qualified to perform the work, particularly if the work has special, complex characteristics, such as unique design or high quality finishes. In 1999, the California Legislature enacted a law to allow many public agencies (including cities) to use a prequalification process to narrow the field of potential bidders to those that are well qualified. Public Contract Code Section 20101 sets forth the relevant provisions.

Contractor prequalification can greatly benefit a project by requiring potential bidders to meet minimum requirements that are specific to the project (such as unique structural requirements), resulting in a pool of bidders with demonstrated experience in the specific building type. Prequalification can also disqualify potential bidders with extensive claims or litigation history that would otherwise be free to bid on the project. Additional requirements regarding safety history, experienced personnel, and years in business can result in a high-quality pool of potential bidders.

Analysis

The Eastvale Civic Center project is a major development project designed to enhance the City's public services and infrastructure. This project will feature the construction of a new Civic Center, which will include a two-story public library, a three-story City Hall, and a two-story Sheriff's substation with one level of below-grade secured parking. The project will also include a public park

with an outdoor amphitheater providing valuable community space. Construction only cost estimate is $155 million; and total project cost including all soft costs for professional consulting services and specialty services like inspections and construction management, plus furniture, fixtures, and equipment (FF&E), other agencies fees, and contingency is estimated at $200 million.

To ensure the successful completion of this large-scale project, it was determined that using a prequalification process would be valuable for selecting the most qualified general contractor while still awarding the project to the contractor that provides the most competitive pricing. The process used is based on model guidelines of the California Department of Industrial Relations (DIR) and is compliant with California Public Contract Code requirements for prequalifying bidders on public works projects. More importantly, the process used meets the requirement that the City Council apply a uniform system of rating bidders, based on objective criteria that set forth the minimum requirements permitted for qualification, and establish a process by which bidders who do not qualify may appeal. A copy of the Prequalification Questionnaire is included in Attachment 1, and subsequent addenda issued can be found in Attachment 2.

The Prequalification Questionnaire consisted of four parts, with the scorable questions located in Part II. It was clearly stated that in order for a contractor to pre-qualify, they must meet the requirements in Part I, Part III, and Part IV, and achieve a passing score within each of the three main sections (Sections B, C, and D) in Part II.

- Part I: Essential Requirements for Qualification
- Part II: Questionnaire
    - Section A: Current Organization and Structure of the Business
    - Section B: History of Business and Organizational Performance (Passing score: 56 out of 71)
    - Section C: Compliance with Regulatory Requirements (Passing score: 27 out of 31)
    - Section D: Reference Interview and Completed Projects (Passing score: 72 out of 90)
- Part III: Relevant Project Experience Questionnaire - this section required details of the four most recent comparable projects, all of which must have been successfully completed within the last eight years and meet the minimum criteria outlined in the Prequalification Questionnaire.
- Part IV: Organization Resources

Environmental

This action does not constitute a project under the California Environmental Quality Act (CEQA) Guidelines Section 15378 and is therefore not subject to CEQA. Any future action connected to this approval that qualifies as a project will be reviewed for CEQA compliance.

Strategic Plan Action - Priority Level: 1 | Target #: A | Goal #: A

The proposed action supports the development of Downtown Eastvale, which has the potential to attract businesses and retailers, helping to establish 'Destination Eastvale' with high-quality, unique businesses.

Fiscal Impact

There is no direct, measurable fiscal impact related to adopting the list of prequalified contractors for the Eastvale Civic Center project.

Prior City Council/Commission Action

None

Attachment(s)

Attachment 1 - General Contractor Prequalification Questionnaire.pdf
Attachment 2 - Addenda 1-3 to the Prequalification Questionnaire.pdf

CITY OF EASTVALE

October 28, 2024

GENERAL CONTRACTOR
PRE-QUALIFICATION QUESTIONNAIRE

FOR THE

EASTVALE CIVIC CENTER

Located at: Limonite and Hamner Avenues
Eastvale, CA
92880

Deadline for Submissions: November 30, 2024 @ 5:00 PM PST

CITY OF EASTVALE CIVIC CENTER PROJECT
PRE-QUALIFICATION OF GENERAL CONTRACTORS

The City of Eastvale seeks to pre-qualify General Contractors for the construction of the Eastvale Civic Center ("Project"), and hereby invites sealed pre- qualification submittals from licensed Contractors.

Notice is hereby given that the City of Eastvale has determined that General Contractor bidders on this Project must be pre-qualified prior to submitting a bid. The pre-qualification evaluation is solely for the purpose of determining which General Building Contractors are deemed qualified to successfully construct the Project.

Only Contractors in possession of a valid California Class A or B Contractors license are allowed to bid on the Project.

It is **mandatory** that all Contractors who intend to submit a bid, fully complete the pre-qualification questionnaire, provide all requested materials, and be approved by the City of Eastvale to be on the final qualified bidders list.

FILING OF SUBMITTALS:

Pre-Qualification submittal packages and any subsequent addendum may be

viewed and obtained on PlanetBids (www.planetbids.com).

https://vendors.planetbids.com/portal/43976/bo/bo-search

Or by contacting:

Construction Manager Griffin Structures
Attention: Steve Chaky
Email: schaky@griffinstructures.com
Telephone: 310-489-9160

All submittals must be uploaded to the PlanetBids website and labeled as:

"Eastvale Civic Center Contractor Prequalification – Contractor's name"

It is the sole responsibility of the Contractor to ensure that the Pre-Qualification Submittal is received by the City before **November 30, 2024 @ 5:00 PM PST**.

PROJECT TEAM

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PROJECT DESCRIPTION AND SUBMITTAL INSTRUCTIONS

PROJECT DESCRIPTION

A new Civic Center for the City of Eastvale, California consisting of a 2-story public library, 3-story City Hall and a 2-story Sheriff's sub-station with 1 level of below grade secured parking. The northwest area of the site will be occupied by a public park which includes an outdoor amphitheater space. Buildings (library, city hall, and Sheriff sub-station) will have an automatic sprinkler system, fire alarm and smoke detection system. An ERRC system is required at the Sheriff sub-station.

The engineer's estimate for this project is $155,000,000

For additional information regarding this project, please see **Attachment A "Project Renderings".**

PROJECT SCHEDULE

The current tentative **Project Schedule** is as follows:

Pre-Qualification of Contractors: ……..Oct - Dec, 2024
Project Bidding: ……. Jan – Mar, 2025
Award Project: ……..March 2025
Start Construction: ……..April 2025

PRE-QUALIFICATION SCHEDULE

Advertisement Inviting Pre-Qualification Submittals:……Oct 28, 2024

Final Date for Submission of Bidder Questions:……Nov 9, 2024

City response to Bidder Questions – Addendum 1:…… Oct 16, 2024

Submissions Due:……Nov 30, 2024 @ 5:00 PM PST

Selection Notification……..…….....Dec 13, 2024

GENERAL

The City is seeking qualified Class "A" or "B" General Contractors with construction experience of at least four (4) projects demonstrating comparable experience. Please see Part III Relevant Project Experience (page 30) for a definition of "comparable experience."

Each prospective Contractor must successfully complete the pre-qualification questionnaire, provide all requested materials in the required form, and be approved

by the City of Eastvale to be on the final qualified bidders list. The City of Eastvale will not accept submission of incomplete or late documentation. Incomplete documentation will result in the rejection of the prospective Contractor.

Answers to all questions contained in the attached questionnaire, information about current bonding capacity, notarized statement from surety, and the most recent reviewed or audited financial statements, with accompanying notes and supplemental information, are required.

The City of Eastvale reserves the right to unilaterally adjust, increase, limit, suspend, or rescind the pre-qualification rating based on subsequently learned information. Contractors whose rating changes significantly after pre-qualification that disqualifies them will be notified and given an opportunity for a hearing consistent with the hearing procedures described below to appeal a pre-qualification rating.

The City will not be liable for any cost incurred by the Contractors in connection with the prequalification process, including preparation of the submittal packages.

PRE-QUALIFICATION GUIDELINES

Each prospective Contractor must successfully complete the pre-qualification process outlined in this document. No other pre-qualification process completed for the City of Eastvale or any other agency will meet these requirements.

Prospective Contractors must submit "Statements of Qualifications" (SOQ) by completing the Pre-Qualification Submittal Questionnaire package. The City will not accept information or documents from other parties. Submission of incomplete and/or unclear Pre-Qualification Submittal Questionnaire or other required materials will result in rejection of the prospective contractor.

Any questions or requests for information must be submitted in writing via email to:

Steve Chaky
Construction Manager
Griffin Structures, Inc.
Email: schaky@griffinstructures.com

The City of Eastvale expressly reserves the right to further consider, accept or reject any or all prequalification submittals submitted in response to this notice; to request additional information or clarification of information submitted; to cancel or modify, in part or in its entirety, this notice, or to request new submittals or pursue any other means for obtaining the services contemplated by this notice.

QUESTIONNAIRE SCORING

The scorable questions are in three sections above:

Part II – Section B History of the business and organizational performance; and
Part II – Section C Compliance with regulatory requirements.
Part II – Section D Reference Interview and Completed Projects

The Scores Needed for Pre-Qualification

To pre-qualify, a Contractor would be required to qualify under Part I, Part III, and Part IV, and then have a passing grade within each of the three large categories in Part II referred to above.

Section B, "History of the business and organizational performance,"

For the 16 scoreable questions, the prospective Contractor is required to meet a passing score of 56 on this portion of the questionnaire (of a maximum score of 71 on this portion of the questionnaire).

Section C, "Compliance with regulatory requirements"

For the 7 scoreable questions, the prospective Contractor is required to meet a passing score of 27 on this portion of the questionnaire (of a maximum score of 31 points on this portion of the questionnaire).

Section D, "Reference Interview and Completed Projects"

For the 3 referenced project interviews and the 6 scoreable questions, the prospective Contractor is required to meet a **collective** passing score of 72 on the **combined** reference interview portion of the questionnaire (of a maximum score of 90 points on this portion of the questionnaire).

PREPARATION OF PRE-QUALIFICATION SUBMITTALS

The submittal information should be presented digitally in .pdf format, in a virtual binder and separated by section dividers. The Pre-Qualification Submittal shall be delivered to the City of Eastvale as instructed on page 1 to this document "FILING OF SUBMITTALS". The completed Pre-Qualification Submittal should include completed Statement of Understanding, Part I, Part II, Part III, and Part IV; and shall not exceed 100 pages. The City of Eastvale reserves the right to waive minor irregularities and omissions in the information contained in the pre-qualification application submitted.

EVALUATION AND ANALYSIS

Pre-qualification of prospective Contractors will be determined from the information submitted in each Pre-Qualification Questionnaire Submittal. The City of Eastvale reserves the right to verify from other available sources the information provided by the Contractor and to rely upon such information gathered during the verification process. The City of Eastvale's decision will be based on objective evaluation criteria. Further consideration of a prospective Contractor's qualifications will be made only if the prospective contractor meets all of the following minimum requirements:

1. Submission of a properly completed and signed Declaration
2. Possession of the valid California Contractors "A" or "B" License in good standing
3. Meet bonding capacity requirements
4. Meet insurance requirements
5. Demonstration of General Contractor's Relevant Project Experience
6. Demonstration of Contractor's Project Manager/Field Superintendent Comparable Experience
7. No completion of work by surety in the last 10 years
8. Satisfactory history with the Department of Industrial Relations
9. Meet financial requirements

Note: this project is subject to Prevailing Wage requirements per State of California DIR requirements. Any contract that is subsequently bid and awarded must include prevailing wage labor.

The Pre-Qualification Questionnaire Submittal Analysis Form that will be used to verify minimum qualifications is included. The City of Eastvale will screen each responding prospective Contractor's statement for minimum qualifications and develop a list of Pre-Qualified Contractors.

City of Eastvale reserves the right to reject any or all responses to pre-qualification questionnaires and any or all subsequent bids for construction projects, and to waive any irregularities in any response to the pre-qualification application.

While it is the intent of the pre-qualification questionnaire and required documents to assist the City in determining bidder responsibility prior to bid and to aid the City in selecting the lowest responsible bidder, neither the fact of pre-qualification, nor any pre-qualification rating, will preclude the City of Eastvale from a post-bid consideration and determination of whether a bidder has the quality, fitness, capacity and experience to satisfactorily perform the proposed work on the Project.

All financial and proprietary information provided by prospective contractors will be kept confidential to the extent permitted by law. However, by submitting the pre-qualification packet, the Contractor agrees that the contents of the submittal may be disclosed to third parties for the purpose of verification, investigation of substantial allegations, or in any appeal hearing. Also, the names of prospective contractors applying for pre-qualification status will be subject to disclosure.

APPEALS PROCEDURE

Any Contractor who the City determines to be not qualified for the Project shall have the right to request review of the determination. The Contractor shall request review by delivering to the Public Works Director a written notice requesting a review. The contractor shall deliver such written notice to the Director within five (5) business days of being notified that the Contractor has been determined not to be qualified and the basis for the determination. The Contractor waives its right to challenge the City's decision if it fails to deliver the notice within the five (5) business days.

The Director or their designee shall conduct an appeals hearing as soon as reasonably possible, and shall attempt to conduct it no later than ten (10) business days following receipt of the contractor's written notice. The hearing conducted by the Director shall be informal but will be an evidentiary hearing. At the hearing, the Contractor will be given the opportunity to present information and present reasons in opposition to the determination. The Director shall consider all evidence, information and arguments submitted by the Contractor relevant to the City's determination, the City's response to such evidence, information and arguments, and any other information the Director deems relevant. Promptly following the hearing, the Director shall issue a written decision on whether or not the Contractor is qualified to submit a bid.

The Director's decision is final to the greatest extent permitted by law.

STATEMENT OF UNDERSTANDING

The undersigned certifies that the statements and information contained in this submittal are complete and accurate and that the submittal contains no false or deliberately misleading information. The undersigned hereby agrees and declares that receipt of this submittal by the City of Eastvale does not constitute either a direct or implied guarantee to the Contractor that pre-qualification is or will be granted and also agrees to the procedures and conditions of the pre-qualification requirements described in the Pre- Qualification Document.

(1) Legal Name of Applicant (Contractor) _____

_____

(2) Address of Applicant (Contractor) _____

_____

(3) Phone Number_____

Email _____

(4) Applicant is a ( ) Corporation ( ) Partnership ( ) Sole Proprietorship ( ) Joint Venture

(5) If Contractor is a Corporation, name the State of Incorporation_____

(6) Total number of years the Contractor has been contracting _____

(7) Total number of years the Contractor has been in construction _____

(8) Banking institution authorized to provide corroboration of applicant's financial stability:

Name: _____

Address _____

Contact:_____

Telephone_____

(9) Execution:

The undersigned is a legally authorized representative of the Contractor. The legal name of the Contractor is _

_____

State of California
Contractor's License Number:_____
Type:_____ Expiration:___

_____, being first duly sworn, says that all statements and information contained in this Submittal are complete and accurate and that this Submittal contains no false or deliberately misleading information.

_____
Contractor

_____ _____
Printed Name Signature

_____
Title

Subscribed and sworn to before me this _____day of _____, 20_____

Notary Public in and for the State of _

_____

Residing at _

_____

Expiration Date: _

_____

END OF FORM

PART I: ESSENTIAL REQUIREMENTS FOR QUALIFICATION

IMPORTANT NOTE:

Contractor will be immediately disqualified if the answer to any of questions 1 through 7 is "no."

Contractor will be immediately disqualified if the answer to any of questions 8 through 12 is "yes." If the answer to question 10 is "yes," and if debarment would be the sole reason for denial of pre-qualification, any pre-qualification issued will exclude the debarment period.

1. Contractor possesses a valid and current California Class "A" or "B" General Contractor's License in good standing for this project for which it intends to submit a bid.

   ☐ Yes ☐ No

2. Contractor has (or can provide proof that they can obtain within ten (10) business days prior to award) an insurance policy(ies) consistent with Attachment B "City of Eastvale Insurance Requirements".

   ☐ Yes ☐ No

3. Contractor has current workers' compensation insurance policy as required by the Labor Code or is legally self-insured pursuant to Labor Code section 3700 et. seq.

   ☐ Yes ☐ No

4. Have you attached your latest copy of a reviewed or audited financial statement with accompanying notes and supplemental information?

   ☐ Yes ☐ No

   NOTE: A financial statement that is not either reviewed or audited by a Certified Public Accountant (CPA) is not acceptable. A letter verifying availability of a line of credit may also be attached; however, it will be considered as supplemental information only, and is not a substitute for the required financial statement.

5. Have you attached a notarized statement from an admitted surety insurer (approved by the California Department of Insurance and authorized to issue bonds in the State of California), which states that they will issue payment and performance bonds in the amounts of 110% of Project contract value each on

your behalf , should you be selected?[1]

☐ Yes ☐ No

NOTE: Notarized statement must be from Surety Company, not an agent or broker.

6. Contractor has completed at least four (4) relevant projects in the last eight (8) years? See Part III: Relevant Project Experience Questionnaire (Contractor Experience Requirements) for criteria.

☐ Yes ☐ No

7. Has your contractor's license been revoked at any time in the last ten (10) years?

☐ Yes ☐ No

8. Has a surety firm completed, or is in the process of completing, a contract on your behalf, or has paid for completion because your firm was default terminated by the project owner within the last ten (10) years?

☐ Yes ☐ No

9. At the time of submitting this pre-qualification form, is your firm ineligible to bid on or be awarded any local, state or federal public works contracts, or perform as a subcontractor on any such public works contract, pursuant to either Labor Code section 1777.1 or Labor Code section 1777.7 or any other local, state or federal law or regulation?

☐ Yes ☐ No

If the answer is "Yes," state the beginning and ending dates of the period of debarment:

Starting_____ Ending _____

10. At any time during the last ten (10) years, has your firm or any of its owners or officers been convicted of a crime involving the awarding of a contract of a government construction project, or the bidding or performance of a government contract?

☐ Yes ☐ No

[1] An additional notarized statement from the surety may be requested by the City of Eastvale at the time of submission of a bid, if this pre-qualification package is submitted more than 60 days prior to submission of the bid.

11. In the last ten (10) years has your firm been denied an award of a public works contract based on a finding by a public agency that your company was not a responsible bidder?

☐ Yes ☐ No

If "yes," explain on a separate signed page. Identify the year of the event, the owner, the project and the basis for the finding by the public agency.

PART II: QUESTIONNAIRE

Section A. Current Organization and Structure of the Business

For Firms That Are Corporations:

1a. Date incorporated: _____

1b. Under the laws of what state: _____

1c. Provide all the following information for each person who is either (a) an officer of the corporation (president, vice president, secretary, treasurer), or (b) the owner of at least ten percent (10%) of the corporation's stock.

Name	Position	Years with Co.	% Ownership	Social Security #

1d. Identify every construction firm that any person listed above has been associated with (as owner, general partner, limited partner or officer) at any time during the last five years.

NOTE: For this question, "owner" and "partner" refer to ownership of ten percent (10%) or more of the business, or ten percent (10%) or more of its stock, if the business is a corporation.

Person's Name	Construction Firm	Dates of Person's Participation with Firm

For Firms That Are Partnerships:

1a. Date of formation: _____

1b. Under the laws of what state: _____

1c. Provide all the following information for each partner who owns ten percent (10%) or more of the firm.

Name	Position	Years with Co.	% Ownership	Social Security #

1d. Identify every construction company that any partner has been associated with (as owner, general partner, limited partner or officer) at any time during the last five years.

NOTE: For this question, "owner" and "partner" refer to ownership of ten percent (10%) or more of the business, or ten percent (10%) or more of its stock, if the business is a corporation.

Person's Name	Construction Company	Dates of Person's Participation with Company

For Firms That Are Sole Proprietorships:

1a. Date of commencement of business: _____

1b. Social security number of company owner: _____

1c. Identify every construction firm that the business owner has been associated with (as owner, general partner, limited partner or officer) at any time during the last five (5) years.

NOTE: For this question, "owner" and "partner" refer to ownership of ten percent (10%) or more of the business, or ten percent (10%) or more of its stock, if the business is a corporation.

Person's Name	Construction Company	Dates of Person's Participation with Company

For Firms That Intend to Make a Bid as Part of a Joint Venture:

1a. Date of commencement of joint venture: _____

1b. Provide all of the following information for each firm that is a member of the joint venture that expects to bid on one (1) or more projects:

Name of firm	% Ownership of Joint Venture

Section B. History of the Business and Organizational Performance

1. Has there been any change in ownership of the firm at any time during the last ten (10) years?
   NOTE: A corporation whose shares are publicly traded is not required to answer this question.
   ☐ Yes ☐ No
   If "yes," explain on a separate signed page.

2. Is the firm a subsidiary, parent, holding company, or affiliate of another construction firm?
   NOTE: Include descriptive and background information about other firms if one firm owns fifty percent (50%) or more of another, or if an owner, partner, or officer of your firm holds a similar position in another firm.
   ☐ Yes ☐ No
   If "yes," explain on a separate signed page.

3. Are any corporate officers, partners or owners connected to any other construction firms?
   NOTE: Include descriptive and background information about other firms if an owner, partner, or officer of your firm holds a similar position in another firm.
   ☐ Yes ☐ No
   If "yes," explain on a separate signed page.

4. State your firm's gross revenue for each of the last three (3) years:

2023	2022	2021
_____	_____	_____

5. How many years has your organization been in business in California as a contractor under your present business name and license number?
   _____Years

   3 years or more = 2 points
   4 years or more= 3 points
   5 Years or more = 4 points
   6 years or more = 5 points
   10 years or more = 8 points

6. Was your firm in bankruptcy at any time during the last ten (10) years?

☐ Yes ☐ No

If "yes," please attach a copy of the bankruptcy petition, showing the case number and the date on which, the petition was filed, and a copy of the Bankruptcy Court's discharge order, or any other document that ended the case, if no discharge order was issued.

"No" = 3 points "Yes" = 0 points

Licenses

7. List all California construction license numbers, classifications and expiration dates of the California Contractor Licenses held by your firm:

_____ _____

_____ _____

8. If any of your firm's license(s) are held in the name of a corporation or partnership, list below the names of the qualifying individual(s) listed on the California Contractors State License Board (CSLB) records who meet(s) the experience and examination requirements for each license.

_____

_____

9. Has your firm changed names or license number in the past ten (10) years?

☐ Yes ☐ No

If "yes," explain on a separate signed page, including the reason for the change.

10. Has any owner, partner, or (for corporations) officer of your firm operated a construction firm under any other name in the last ten (10) years?

☐ Yes ☐ No

If "yes," explain on a separate signed page, including the reason for the change.

11. Has any CSLB license held by your firm or its Responsible Managing Employee (RME) or Responsible Managing Officer (RMO) been suspended within the last ten (10) years?

☐ Yes ☐ No

If "yes," please explain on a separate signed sheet.

"***No" = 5 points "Yes" = 0 points***

Firm Revenues

12. Were your firm's average gross revenue for the last three (3) years (see question 4. above) greater than $500 million?

☐ Yes ☐ No

"Yes" = 0 points "No" = <u>subtract</u> 5 points

13. Were your firm's gross revenue for any one of the last three (3) years (see question 4. above) greater than $500 million?

☐ Yes ☐ No

0 points for "Yes" indicating 3 such instances

<u>Subtract</u> 1 point for "Yes" indicating 2 such instances

<u>Subtract</u> 3 points for "Yes" indicating 1 such instance

<u>Subtract</u> 8 points for "No"

Disputes

14. At any time in the last ten (10) years has your firm been assessed and paid liquidated damages after completion of a project under a construction contract with either a public or private owner?

☐ Yes ☐ No

If yes, explain on a separate signed page, identifying all such projects by owner, owner's address, the date of completion of the project, amount of liquidated damages assessed and all other information necessary to fully explain the assessment of liquidated damages.

No projects with liquidated damages of more than $10,000 = 5 points

One (1) projects with liquidated damages of more than $10,000 = 3 points

Any other answer: 0 points

15. In the last ten (10) years has your firm, or any firm with which any of your company's owners, officers or partners was associated, been debarred, disqualified, removed or otherwise prevented from bidding on, or completing, any government agency or public works project for any reason?
NOTE: "Associated with" refers to another construction firm in which an owner, partner or officer of your firm held a similar position, and which is listed in response to question 1c or 1d on this form.

☐ Yes ☐ No

If "yes," explain on a separate signed page. State whether the firm involved was the firm applying for pre-qualification here or another firm. Identify by name of the company, the name of the person within your firm who was associated with that company, the year of the event, the owner of the project, the project and the basis for the action.

"No" = 5 points

"Yes" = 0 points

* * * * *

NOTE: The following two (2) questions refer to disputes between your firm and the owner of a project, as well as information about disputes between your firm and a supplier, another contractor, or subcontractor. You need not include information about "pass-through" disputes in which the actual dispute is between a sub-contractor and a project owner. Also, you may omit reference to all disputes about amounts of less than $10,000.

16. In the past ten (10) years has any claim **against** your firm concerning your firm's work on a construction project been **filed in court or arbitration?**

☐ Yes ☐ No

5 points "No"

1 point for "Yes" indicating 1 such instance

Subtract 5 points for "Yes" if more than 2 such instances

If "yes," on separate signed sheets of paper identify the claim(s) individually by providing the project name, date of the claim, name of the claimant, a brief description of the nature of the claim, the court in which the case was filed and a brief description of the status of the claim (pending, or if resolved, a brief description of the resolution).

17. In the past ten (10) years has your firm made any claim against a project owner concerning work on a project or payment for a contract and **filed that claim in court or arbitration**?

☐ Yes ☐ No

5 points "No"

1 point for "Yes" indicating 1 such instance

Subtract 5 points for "Yes" if more than 2 such instances

If "yes," on separate signed sheets of paper identify the claim by providing the

project name, date of the claim, name of the entity (or entities) against whom the claim was filed, a brief description of the nature of the claim, the court in which the case was filed and a brief description of the status of the claim (pending, or if resolved, a brief description of the resolution).

18. At any time during the past ten (10) years, has any surety company made any payments on your firm's behalf as a result of a default, to satisfy any claims made against a performance or payment bond issued on your firm's behalf, in connection with a construction project, either public or private?

☐ Yes ☐ No

If "yes," explain on a separate signed page the amount of each such claim, the name and telephone number of the claimant, the date of the claim, the grounds for the claim, the present status of the claim, the date of resolution of such claim if resolved, the method by which such was resolved if resolved, the nature of the resolution and the amount, if any, at which the claim was resolved.

5 points for either "No" or "Yes" indicating 1 such claim

0 points for "Yes" indicating no more than 2 such claims

Subtract 5 points for "Yes" if more than 2 such claims

19. In the last ten (10) years has any insurance carrier, for any form of insurance, refused to renew the insurance policy for your firm?

☐ Yes ☐ No

If "yes," explain on a separate signed page. Name the insurance carrier, the form of insurance and the year of the refusal.

5 points for either "No" or "Yes" indicating 1 such instance
0 points for "Yes" indicating 2 such instances

Subtract 5 points for "Yes" if more than 2 such instances

Criminal Matters and Related Civil Suits

20. Has your firm or any of its owners, officers or partners ever been found liable in a civil suit or found guilty in a criminal action for making any false claim or material misrepresentation to any public agency or entity?

☐ Yes ☐ No

If "yes," explain on a separate signed page, including identifying who was involved, the name of the public agency, the date of the investigation and the grounds for the finding.

"No" = 5 points "Yes" = subtract 5 points

21. Has your firm or any of its owners, officers or partners ever been convicted of a crime involving any federal, state, or local law related to construction?

☐ Yes ☐ No

If "yes," explain on a separate signed page, including identifying who was involved, the name of the public agency, the date of the conviction and the grounds for the conviction.

"No" = 5 points "Yes" = <u>subtract</u> 5 points

22. Has your firm or any of its owners, officers or partners ever been convicted of a federal or state crime of fraud, theft, or any other act of dishonesty?

☐ Yes ☐ No

If "yes," identify on a separate signed page the person or persons convicted, the court (the county if a state court, the district or location of the federal court), the year and the criminal conduct.

"No" = 5 points "Yes" = <u>subtract</u> 5 points

Bonding

23. Bonding capacity: _____

Provide documentation from your surety identifying the following:
Name of bonding company/surety: _

_____

Name of surety agent, address and telephone number:

_____
_____
_____

24. If your firm was required to pay a premium of more than one percent (1%) for a performance and payment bond on any project(s) on which your firm worked at any time during the last five (5) years, state the percentage that your firm was required to pay. You may provide an explanation for a percentage rate higher than one percent (1%), if you wish to do so.

_____
_____
_____

5 points if the rate is no more than one per cent
3 points if the rate was no higher than 1.10 per cent
0 points for any other answer

25. List all other sureties (name and full address) that have written bonds for your firm during the last five (5) years, including the dates during which each wrote the bonds:

_____
_____
_____
_____
_____

26. During the last ten (10) years, has your firm ever been denied bond coverage by a surety company, or has there ever been a period of time when your firm had no surety bond in place during a public construction project when one was required?

☐ Yes ☐ No

If yes, provide details on a separate signed sheet indicating the date when your firm was denied coverage and the name of the company or companies which denied coverage; and the period during which you had no surety bond in place.

"No" = 5 points

"Yes" = 0 points

Section C. Compliance with Regulatory Requirements

1. Has CAL OSHA cited and assessed penalties against your firm for any "serious," "willful" or "repeat" violations of its safety or health regulations in the past ten (10) years?

NOTE: If you have filed an appeal of a citation, and the Occupational Safety and Health Appeals Board has not yet ruled on your appeal, you need not include information about it.

☐ Yes ☐ No

If "yes," attach a separate signed page describing the citations, including information about the dates of the citations, the nature of the violation, the project on which the citation(s) was or were issued, the amount of penalty paid, if any. If the citation was appealed to the Occupational Safety and Health Appeals Board and a decision has been issued, state the case number and the date of the decision.

5 points for either "No" or "Yes" indicating 1 such instance

3 points for "Yes" indicating 2 such instances

0 points for "Yes" if more than 2 such instances

2. Has the Federal Occupational Safety and Health Administration cited and assessed penalties against your firm in the past ten (10) years?

NOTE: If you have filed an appeal of a citation and the Appeals Board has not yet ruled on your appeal, or if there is a court appeal pending, you need not include information about the citation.

☐ Yes ☐ No

If "yes," attach a separate signed page describing each citation.

5 points for either "No" or "Yes" indicating 1 such instance
3 points for "Yes" indicating 2 such instances
0 points for "Yes" or if more than 2 such instances

3. Has the EPA or any Air Quality Management District or any Regional Water Quality Control Board cited and assessed penalties against either your firm or the owner of a project on which your firm was the contractor, in the past ten (10) years?

NOTE: If you have filed an appeal of a citation and the Appeals Board has not yet ruled on your appeal, or if there is a court appeal pending, you need not include information about the citation.

☐ Yes ☐ No

If "yes," attach a separate signed page describing each citation.

5 points for either "No" or "Yes" indicating 1 such instance
3 points for "Yes" indicating 2 such instances
0 points for "Yes" or if more than 2 such instances

4. List your firm's Experience Modification Rate (EMR) (California workers' compensation insurance) for each of the past three premium years:

NOTE: An Experience Modification Rate is issued to your firm annually by your workers' compensation insurance carrier.

Current year: _____

Previous year: _____

Year prior to previous year: _____

5 points for three-year average EMR of .95 or less
3 points for three-year average of EMR of more than .95 but no more than 1.00
0 points for any other EMR

If your EMR for any of these three years is or was 1.00 or higher you may, if you wish, attach a letter of explanation.

5. Within the last ten (10) years has there ever been a period when your firm had employees but was without workers' compensation insurance or state-approved self- insurance?

☐Yes ☐No

If "yes," please explain the reason for the absence of workers' compensation insurance on a separate signed page. If "No," please provide a statement by your current workers' compensation insurance carrier that verifies periods of workers' compensation insurance coverage for the last five years. (If your firm has been in the construction business for less than five years, provide a statement by your workers' compensation insurance carrier verifying continuous workers' compensation insurance coverage for the period that your firm has been in the construction business.)

5 points for either "No" or "Yes" indicating 1 such instance

0 points for any other answer

Prevailing Wage Compliance Record

6. Has there been any occasion during the last ten (10) years in which your firm was required to pay either back wages or penalties for your own firm's failure to comply with the **State's** prevailing wage laws?

NOTE: This question refers only to your own firm's violation of prevailing wage laws, not to violations of the prevailing wage laws by a subcontractor.

☐Yes ☐No

3 points for "No"

0 points for "Yes"

If "yes", attach a separate signed page or pages, describing the nature of each violation, identifying the name of the project, the date of its completion, the public agency for which it was constructed; the number of employees who were initially underpaid and the amount of back wages and penalties that you were required to pay.

7. During the last ten (10) years, has there been any occasion in which your own firm has been penalized or required to pay back wages for failure to comply with the **Federal** Davis-Bacon prevailing wage requirements?

☐Yes ☐No

3 points for "No"

0 points for "Yes" and more than 6 such instances

If "yes," attach a separate signed page or pages describing the nature of the violation, identifying the name of the project, the date of its completion, the public agency for which it was constructed; the number of employees who were initially underpaid, the amount of back wages you were required to pay along with the amount of any penalty paid.

Section D. REFERENCE INTERVIEWS AND COMPLETED PROJECTS

A. Interview Questions

The following questions will be used to interview reference contacts for at least three of the four reference projects submitted by the contractor in Part III. City will conduct the interviews. No action on the Contractor's part is necessary.

The interviewer should identify himself/herself, state the purpose of the interview, confirm project information and indicate the expected length of the interview, the total number of questions to be asked and describe the scoring system. For example:

The Project known as _____

has been listed as a reference by _____ in connection with the contractor's prequalification submission for the **Eastvale Civic Center**. This interview should take about 5 to 15 minutes and involves **six (6)** questions that will be scored according to the following scale:

Scoring System:

Unacceptable = 1

Below Average = 2

Average = 3

Above Average = 4

Exceptional = 5

Total Maximum Points: 30 (5 points for each of 6 questions)

In addition to the numeric score, I would like you to provide some specific information or details to support the score. I will also ask you some factual information to determine relevancy.

CITY OF EASTVALE CIVIC CENTER PROJECT
PRE-QUALIFICATION OF GENERAL CONTRACTORS

Name of Project: _____

Contact person/interviewee: _____

Date of interview: _____

First, please give a brief description of the project.

Question #	Description	Score #
1.	On a scale of 1-5, with 5 being the best, did the contractor provide adequate personnel, supervision and equipment? (Max. 5 points)	
2.	On a scale of 1-5, with 5 being the best, was the contractor timely in providing reports and other paperwork, including change order paperwork, scheduling and cost estimate updates, operation and maintenance manuals and as-built drawings? (Max. 5 points)	
3.	Was the project completed on time? (5 points if the answer is "Yes.") If the answer is "no," to what extent was the contractor responsible for the delay in completion on a scale of 1-5, where 5 indicates that the contractor was not responsible at all. (Max. 5 points)	
4.	On a scale of 1-5, with 5 being the best, rate the contractor on whether there were an unusually high number of change orders or claims, given the nature of the project, or unusual difficulty in resolving them. (Max. 5 points)	
5.	On a scale of 1-5, with 5 being the best, how would you rate the quality of the work overall? (Max. 5 points)	

6. Would you use this contractor again? (-5 points for “No”, 0 points for “No Comment” and +5 points for “Yes”) (Max. 5 points)

[See next page for project relevancy information]

CONTRACTOR INTEVIEW SCORE:

MAXIMUM POINTS: 30

PART III RELEVANT PROJECT EXPERIENCE QUESTIONNAIRE

Part III is a verification of the answer provided in Part I Essential Requirements, Question 6. Respondents whose experience is not verifiable according to the following criteria shall be disqualified as failing to meet the Essential Requirements.

Contractor shall provide information about its four (4) most recent comparable projects, all of which must have been successfully completed within the last eight (8) years. All 4 projects must meet the minimum criteria:

1. Minimum project value of $40,000,000

2. Projects must be similar in size or complexity to the subject Project and of any combination of the following project types:

   A. Public Sector: City Hall, Public Safety Facility, Library, Senior Center, High School, Risk Category IV building, or Higher Education facility.

   B. Private Sector: Community Center, Hotels, Mixed Use Developments, Class A Office, Regional Retail.

3. Of the four (4) projects listed at least one (1) of the projects must have a Public Safety or Risk Category IV component similar to the Project.

4. Of the four (4) projects listed at least one (1) of the projects must have a single contract value of $150,000,000

5. Submitted projects must have included site Improvements including grading, wet and dry utilities, site landscape, parking, site concrete, structural steel framing, metal fabrication, masonry, and finishes similar to that of proposed Civic Center.

General Contractor Experience Requirements: Reference 1

Project Name: _____

Location:_____

Owner:_____

Owner Representative, address, email and phone number: _____

_____

Architect or Engineer, address, email and phone number:_____

_____

Description of Project, Scope of Work Performed: _____

_____

_____

_____

Percentage of Base Contract subcontracted: _____

Total Value of Construction breakdown with initial contract award/final

contract sum: _____

Original Scheduled Completion Date:_____

Initial Contract time in days:_____

Time Extensions granted in Days:_____

Days Liquidated damages assessed:_____

Actual Date of Completion: _____

LEED (Yes / No):_____

General Contractor Experience Requirements: Reference 2

Project Name: _____

Location:_____

Owner:_____

Owner Representative, address, email and phone number: _____

_____

Architect or Engineer, address, email and phone number:_____

_____

Description of Project, Scope of Work Performed: _____

_____

_____

_____

Percentage of Base Contract subcontracted: _____

Total Value of Construction breakdown with initial contract award/final

contract sum: _____

Original Scheduled Completion Date:_____

Initial Contract time in days:_____

Time Extensions granted in Days:_____

Days Liquidated damages assessed:_____

Actual Date of Completion: _____

LEED (Yes / No):_____

General Contractor Experience Requirements: Reference 3

Project Name: _____

Location:_____

Owner:_____

Owner Representative, address, email and phone number: _____

_____

Architect or Engineer, address, email and phone number:_____

_____

Description of Project, Scope of Work Performed: _____

_____

_____

_____

Percentage of Base Contract subcontracted: _____

Total Value of Construction breakdown with initial contract award/final

contract sum: _____

Original Scheduled Completion Date:_____

Initial Contract time in days:_____

Time Extensions granted in Days:_____

Days Liquidated damages assessed:_____

Actual Date of Completion: _____

LEED (Yes / No):_____

General Contractor Experience Requirements: Reference 4

Project Name: _____

Location:_____

Owner:_____

Owner Representative, address, email and phone number: _____

_____

Architect or Engineer, address, email and phone number:_____

_____

Description of Project, Scope of Work Performed: _____

_____

_____

_____

Percentage of Base Contract subcontracted: _____

Total Value of Construction breakdown with initial contract award/final

contract sum: _____

Original Scheduled Completion Date:_____

Initial Contract time in days:_____

Time Extensions granted in Days:_____

Days Liquidated damages assessed:_____

Actual Date of Completion: _____

LEED (Yes / No):_____

PART IV ORGANIZATIONAL RESOURCES

Staff Roster/Functions

1. Contractor shall furnish an organization chart that includes all supervisory positions anticipated to be assigned to the Project. Indicate therein which ones are full time on site and which are part time.

List key members of your staff whom you consider candidates to be assigned to work as a full-time team member resident on this Project and complete all requested information as shown below.

Key, full-time candidate team members must include, without limitation:
1. Project Manager and 2. Superintendent. Use separate sheets of paper that contain all of the following information:

Name: _____

Job Title:_____

Number of Years with Firm: _____

Proposed Function on the Project: _____

Number of Years in Current Position: _____

Number of Projects (in job function) Completed:_____

Number of Years in Construction Industry: _____

Include a minimum of two (2) projects, in a supervisory role, of similar type and scale as described in Section III: Relevant Project Experience Questionnaire. On separate sheet provide project description, value, dates of construction, references and reference contact information for each project.

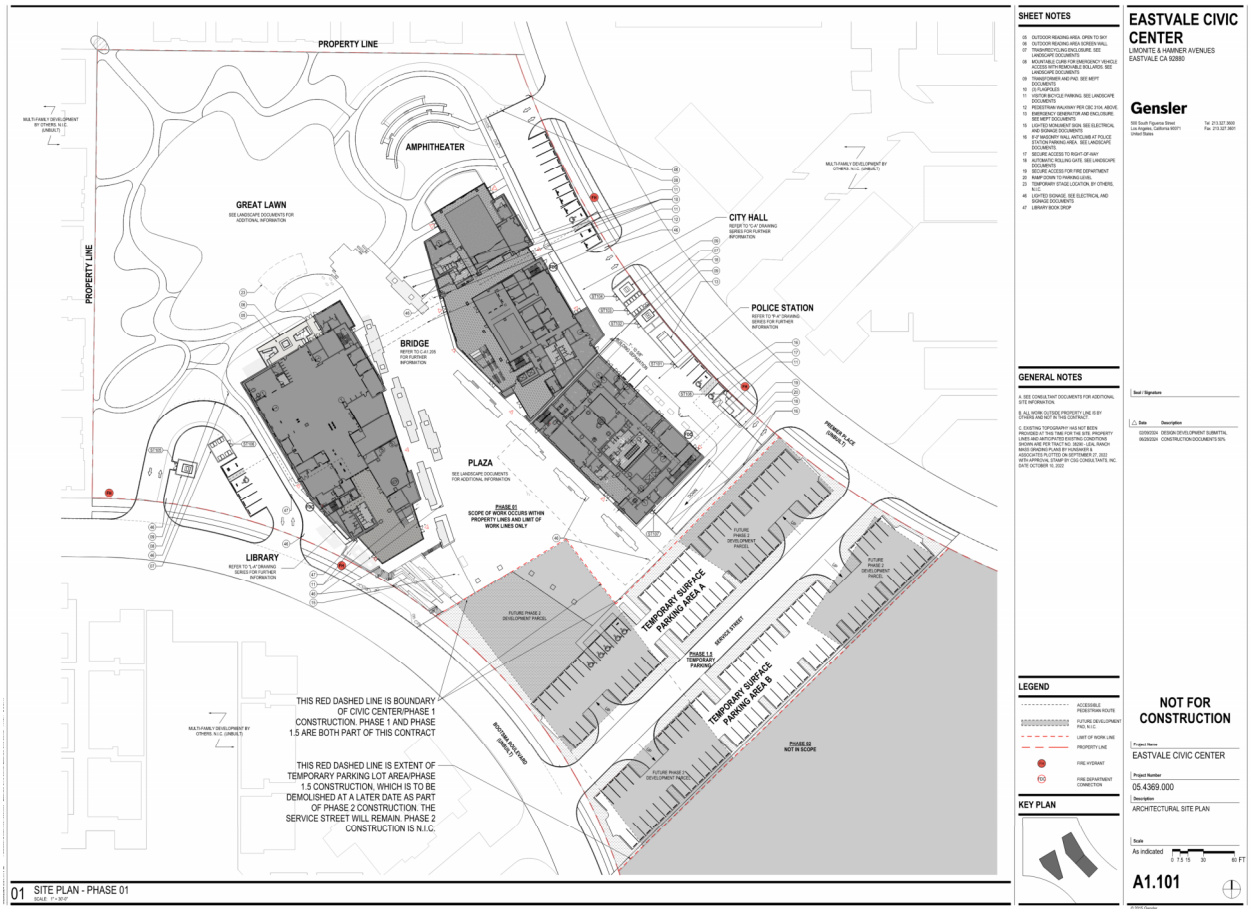
I, the undersigned, certify and declare that I have read all the foregoing answers to this pre-qualification questionnaire and know their contents. The matters stated in the questionnaire answers are true of my own knowledge and belief, except as to those matters stated on information and belief, and as to those matters I believe them to be true. I declare under penalty of perjury under the laws of the State of California, that the foregoing is correct.

_____ _____
Signature Date

_____
Print Name

ATTACHMENT A

PROJECT SITE PLAN AND RENDERINGS



ATTACHMENT B

City of Eastvale Insurance Requirements

DOCUMENT 00 7316

SUPPLEMENTAL CONDITIONS – INSURANCE AND INDEMNIFICATION

ARTICLE 1 INSURANCE

1.01 At or before the date specified in Document 00 2113 (Instructions to Bidders), Contractor shall furnish to City of Eastvale satisfactory proof that Contractor has taken out for the entire period covered by the Contract the following classes of insurance in the form and with limits and deductibles specified below, unless otherwise specified in Contract Documents:

A. Commercial General Liability (CGL): Insurance Services Office (ISO) Form CG 00 01 covering CGL on an "occurrence" basis, including products and completed operations, property damage, bodily injury, and personal & advertising injury with limits no less than $5,000,000 per occurrence. If a general aggregate limit applies, either the general aggregate limit shall apply separately to this project/location (ISO CG 25 03 or 25 04) or the general aggregate limit shall be twice the required occurrence limit.

B. Comprehensive Automobile Liability Insurance covering all owned, non-owned, and hired vehicles. Such insurance shall provide coverage not less than the standard Comprehensive Automobile Liability policy with limits not less than **[$5,000,000]** each person Bodily Injury, **[$5,000,000]** each occurrence Bodily Injury, and **[$5,000,000]** each occurrence Property Damage.

C. All-Risk Course of Construction Insurance including damage to property owned by City of Eastvale, Contractor or third parties caused by any and all perils excluding earthquakes. Insurance shall be in the amount of 110 percent of the completed value of the Work to be performed under this Contract. Deductible shall not exceed **[$10,000]**. Each loss shall be borne by Contractor. City of Eastvale will be named as a loss payee.

D. Workers' Compensation Insurance for all persons whom the Contractor may employ in carrying out Work contemplated under Contract Documents, in accordance with the Act of Legislature of State of California, known as "Workers' Compensation Insurance and Safety Act," approved May 26, 1913, and all acts amendatory or supplemental thereto, in the statutory amount.

E. **[Option]** Environmental Impairment Liability Insurance covering bodily injury and property damage utilizing an occurrence policy form, in an amount no less than **[$1,000,000]** combined single limit for each occurrence.

F. Contractors Pollution Liability and/or Asbestos Pollution Liability and/or Errors & Omissions applicable to the work being performed, with a limit no less than $2,000,000 per claim or occurrence and $4,000,000 aggregate per policy period of one year.

G. **[Option]** Maritime Employers Liability Insurance. The Contractor shall provide and maintain insurance under the United States Longshore and Harbor Workers' Compensation Act if the work covered by the Contract Agreement includes activities subject to that Act (work whole or in part upon the navigable waters of the United States, including any adjoining pier, wharf, dry dock,

terminal, building way, marine railway, or adjoining areas) throughout the duration of the Contract Agreement.

The Contractor shall provide and maintain insurance under the Jones Act in the event that the work covered by the Contract Agreement includes activities covered by the Jones Act (including, but not limited to, work from ships, vessels, barges, or dredges) throughout the duration of the Contract Agreement.

H. Any deductibles or self-insured retentions must be declared to and approved by City of Eastvale. At the option of City of Eastvale, either the insurer shall reduce or eliminate such deductibles or self-insured retentions as respects the City of Eastvale, its officers, officials, employees, and volunteers, or the Contractor shall provide a financial guarantee satisfactory to City of Eastvale guaranteeing payment of losses and related investigations, claim administration, and defense expenses.

1.02 If Contractor normally carries insurance in an amount greater than the minimum amounts required by City of Eastvale in Paragraph 1.01 above, that greater amount shall become the minimum required amount of insurance for purposes of the Contract. Therefore, Contractor hereby acknowledges and agrees that all insurance carried by it shall be deemed liability coverage for all actions it performs in connection with the Contract.

1.03 All policies of insurance shall be placed with insurers acceptable to City of Eastvale. The insurance underwriter(s) for all insurance policies except Workers' Compensation shall have an A. M. Best Company rating of **[A-, VIII]** or better, unless otherwise specified in Contract Documents. Required minimum amounts of insurance may be increased should conditions of Work, in opinion of City of Eastvale, warrant such increase. Contractor shall increase required insurance amounts upon direction by City of Eastvale.

1.04 Required Endorsements: The policies required under Document 00 7200 (General Conditions) and this Document 00 7316 (including any umbrella or excess liability policy(ies)) shall be endorsed as follows and provided prior to execution of the Contract Documents.

A. Commercial General Liability Endorsement

Contractor shall furnish to City of Eastvale the "Commercial General Liability Endorsement" as provided in this Document 00 7316. The preferred form is a CG 20 10 11 85 or equivalent, but the Contractor may substitute an alternative endorsement, with prior approval by City of Eastvale, provided the endorsement references "your work" and contains the following minimum specific components:

1. The insurance policy number.

2. A statement that includes the following language: "The City of Eastvale, including its officers, officials, employees, and volunteers, are included as insureds."

3. A statement acknowledging the insured's insurance as primary as respects the City of Eastvale and that any other insurance maintained by the City of Eastvale shall be in excess of the insured's insurance and shall not be called upon to contribute with it.

4. A statement that the policy shall not be canceled except after thirty (30) days prior written notice to the City of Eastvale. Contractor shall provide a special endorsement from the carrier.

5. An original, authorized signature.

6. Coverage shall be at least as broad as Insurance Services Office Commercial General Liability coverage (occurrence form CG 0001).

An alternative to the submission of a CG 20 10 11 85 form is available. A CG 20 10 10 01 or a CG 20 33 10 01 (or similarly worded document) along with a CG 20 37 10 01 will be acceptable in lieu of a CG 20 10 11 85 form.

Note: Policies that include endorsement numbers CG 22 94 10 01 and/or CG 22 95 10 01, or have the endorsement wording written into the policy language, are not acceptable.

B. Automobile Liability Special Endorsement

Contractor shall furnish to City of Eastvale the "Automobile Liability Special Endorsement" as provided in this Document 00 7316. The Contractor may substitute an alternative endorsement with prior approval by City of Eastvale, provided the endorsement contains the following minimum specific components:

1. The insurance policy number.
2. A statement that includes the following language: "The City of Eastvale, including its officers, officials, employees, and volunteers, are included as insureds."
3. A statement acknowledging the insured's insurance as primary as respects the City of Eastvale and that any other insurance maintained by the City of Eastvale shall be in excess of the insured's insurance, and shall not be called upon to contribute with it.
4. A statement that the policy shall not be canceled except after thirty days prior written notice to the City of Eastvale.
5. An original, authorized signature.
6. Coverage shall be at least as broad as Insurance Services Office form number CA 0001 (Ed. 1/87) covering Automobile Liability, Code 1 (any auto).

C. Workers' Compensation and Employer's Liability Special Endorsement

Contractor shall furnish to City of Eastvale the "Workers' Compensation and Employer's Liability Special Endorsement" as provided in this Document 00 7316. The Contractor may substitute an alternative endorsement with prior approval by City of Eastvale, provided the endorsement contains the following minimum specific components:

1. A waiver of subrogation clause which states the following:

   "This insurance company agrees to waive all rights of subrogation against the City of Eastvale, its officers, officials, employees, and volunteers for losses paid under the terms of this policy which arise from the work performed by the named insured for the City."
2. The insurance policy number.
3. A statement that the policy shall not be canceled except after thirty days prior written notice to the City of Eastvale.
4. An original, authorized signature.
5. Contractor shall maintain limits for employer's liability no less than $1,000,000 per accident for bodily injury or disease.

As an alternative, City of Eastvale will accept State Compensation Insurance Fund endorsement documentation in lieu of the form of endorsement provided in this Document 00 7316, provided that the documentation contains State Fund endorsement numbers 2065 and 2570.

D. Each such policy shall apply separately to each insured against whom claim is made or suit is brought, except with respect to the limit of the insurance company's liability required hereunder. Should any of the policies identified herein contain a "cross-suits" exclusion, such exclusion must not apply to any additional insureds.

E. Builder's All Risk: Completed Value of the Project with no Coinsurance Penalty.

1. During the term of this Contract, Contractor will provide Builder's Risk/Course of Construction insurance, insuring on an "all risk" basis, subject to policy(s) exclusions, equal to the maximum probable loss and covering the Project and all materials and equipment to be incorporated therein, including property in transit or elsewhere and insuring the interests of the Contractor and City. This includes any providing equipment, materials, or services for the project.

F. Contractor or its insurance broker shall submit to City of Eastvale a copy of the "Declarations Page" for each policy identified under Paragraph 1.01 above. The Declarations Page shall include the name of the insurance carrier, the applicable policy number, the types of coverage and limits of insurance provided, the effective date(s) of the policy, the insurance broker's name and license number, and a list of all coverage forms and endorsements.

G. Any available insurance proceeds broader than or in excess of the specified minimum insurance coverage requirements and/or limits shall be available to the City of Eastvale as an additional insured. The requirements for coverage and limits shall be the greater of either the minimum coverage and limits specified in this Agreement or the broader coverage and maximum limits of coverage of any insurance policy or proceeds available to the named insured.

1.05 Certificates of insurance and endorsements shall have clearly typed thereon City of Eastvale Contract Number and title of Contract Documents. Written notice of cancellation, non-renewal, or reduction in coverage of any policy shall be mailed to City of Eastvale (Attention: City of Eastvale Risk Manager / Purchasing Agent) at the address listed in Document 00 5200 (Agreement), 60 Days in advance of the effective date of the cancellation, non-renewal, or reduction in coverage. Written notice of cancellation for non-payment shall be mailed within 10 Days of cancellation. Contractor shall maintain all insurance in full force and effect during entire period of performance of Contract Documents, including warranty and guarantee periods. However, Contractor may discontinue All-Risk Course of Construction Insurance after Final Payment, and shall maintain General Liability Insurance throughout the entire Extended Term specified Paragraph 1.01 above. At time of making application for extension of time, and during all periods exceeding the Contract Time resulting from any cause, Contractor shall submit evidence that insurance policies will be in effect during requested additional period of time. Upon City of Eastvale's request, Contractor shall submit to City of Eastvale, within 30 Days, copies of the actual insurance policies or renewals or replacements.

1.06 Contractor shall pay all insurance premiums, including any charges for required waivers of subrogation or the endorsement of additional insureds. If Contractor fails to maintain insurance, City of Eastvale may take out comparable insurance, and deduct and retain amount of premium from any sums due Contractor under Contract Documents.

1.07 If injury occurs to any employee of Contractor, Subcontractor or sub-subcontractor for which the employee, or the employee's dependents in the event of employee's death, is entitled to compensation from City of Eastvale under provisions of the Workers' Compensation Insurance and Safety Act, as amended, or for which compensation is claimed from City of Eastvale, City of Eastvale may retain out of sums due Contractor under Contract Documents, amount sufficient to cover such compensation, as fixed by the Act, as amended, until such compensation is paid, or until it is determined that no compensation is due. If City of Eastvale is compelled to pay compensation, City of Eastvale may, in its discretion, either deduct and retain from the Contract Sum the amount so paid, or require Contractor to reimburse City of Eastvale.

1.08 Nothing herein shall be construed as limiting in any way the extent to which Contractor or any Subcontractor may be held responsible for payment of damages resulting from their operations.

1.09 Except for Comprehensive General Liability Insurance, of which Subcontractors need only obtain **[$1,000,000]** in coverage, all Subcontractors shall maintain the same insurance required to be maintained by Contractor with respect to their portions of the Work unless otherwise indicated in Contract Documents, and Contractor shall cause the Subcontractors to furnish proof thereof to City of Eastvale within ten Days of City of Eastvale's request.

1.10 The following provisions apply to any licensed professional engaged by Contractor to perform portions of the Work (Professional).

A. Each Professional shall maintain the following insurance, unless otherwise specified in Contract Documents:

B. Professional Liability Insurance, insuring against professional errors and omissions arising from Professional's Work on the Project, in an amount not less than **[$2,000,000]** combined single limit for each occurrence. If Professional cannot provide an occurrence policy, Professional shall provide insurance covering claims made as a result of performance of Work on this Project and shall maintain such insurance in effect for not less than two years following Final Completion of the Project.

1. Professional shall satisfy all other provisions of this Document 00 7316 relating to that insurance, including without limitation providing required insurance certificates (containing the required endorsements) before commencing its Work on the Project.

ARTICLE 2 RESPONSIBILITY OF CONTRACTOR AND INDEMNIFICATION

2.01 City of Eastvale and each of its officers, employees, consultants and agents including, without limitation, the Board, Project Manager and each City of Eastvale's Representative, shall not be liable or accountable in any manner for loss or damage that may happen to any part of the Work; loss or damage to materials or other things used or employed in performing the Work; injury, sickness, disease, or death of any person; or damage to property resulting from any cause whatsoever except their sole negligence, willful misconduct or active negligence, attributable to performance or character of the Work, and Contractor releases all of the foregoing persons and entities from any and all such claims.

2.02 To the furthest extent permitted by law (including, without limitation, Civil Code Section 2782), Contractor shall defend, indemnify, and hold harmless, City of Eastvale and each of its officers, officials, employees, consultants and agents including, without limitation, the governing board, Project Manager and each City of Eastvale's Representative, from claims, suits, actions, losses and liability of every kind, nature and description including, without limitation, claims and fines of regulatory agencies and attorney's fees and consultant's fees, directly or indirectly arising out of, connected with, or resulting from performance of the Work, failure to perform the Work, or condition of the Work that is caused in whole or part by any act or omission of Contractor, Subcontractors, anyone directly or indirectly employed by any of them, or anyone for whose acts any of them may be liable, resulting from any cause whatsoever except for liability for loss, damage, or expense arising from City of Eastvale's sole negligence, willful misconduct, or active negligence.

2.03 With respect to third-party claims against Contractor, Contractor waives any and all rights to any type of express or implied indemnity including, without limitation, costs of defense, against City of Eastvale and each of its officers, officials, employees, consultants and agents including, without limitation, City of Eastvale, the governing board, Project Manager and each City of Eastvale's Representative. City of Eastvale shall provide timely notice to Contractor of any third-party claim relating to the Contract Documents, in accordance with Public Contract Code Section 9201.

2.04 Approval or purchase of any insurance contracts or policies shall in no way relieve from liability nor limit the liability of Contractor, its Subcontractors of any tier, or the officers or agents of any of them.

2.05 To the furthest extent permitted by law (including, without limitation, Civil Code §2782), the indemnities, releases of liability and limitations of liability, claims procedures, and limitations of

remedy expressed throughout Contract Documents shall apply even in the event of breach of Contract, passive negligence, fault or strict liability of the party(ies) indemnified, released, or limited in liability, and shall survive the termination, rescission, breach, abandonment, or completion of the Work or the terms of the Contract Documents. If Contractor fails to perform any of these defense or indemnity obligations, City of Eastvale may in its discretion back charge Contractor for City of Eastvale's costs and damages resulting therefrom and withhold such sums from progress payments or other Contract moneys which may become due

(CONTRACT AGREEMENT PACKAGE)

(Attach completed Contractor's Commercial General Liability “Certificate of Insurance” to this page)

(CONTRACT AGREEMENT PACKAGE)

(Attach completed Contractor's “Commercial General Liability Endorsement” to this page.)

(CONTRACT AGREEMENT PACKAGE)

(Attach completed Contractor's “Automobile Liability Special Endorsement” to this page.)

REV. 2/08

(CONTRACT AGREEMENT PACKAGE)

(Attach completed Contractor's “Workers' Compensation and Employer's Liability Special Endorsement” to this page.)

END OF DOCUMENT

CITY OF EASTVALE

ADDENDUM NO. 1

Date of Addendum: November 5, 2024

EASTVALE CIVIC CENTER

GENERAL CONTRACTOR

PRE-QUALIFICATION QUESTIONNAIRE

NOTICE TO INTERESTED GENERAL CONTRACTORS
The pre-qualification questionnaire for the above-referenced Project is modified as set forth in this Addendum. The original pre-qualification questionnaire document and any previously issued addenda remain in full force and effect, except as modified by this Addendum, which is hereby made part of the Pre-Qualification Documents. Interested general contractors shall take this Addendum into consideration when preparing and submitting a Statement of Qualification Pre-Qualification Questionnaire Submittal Questionnaire package.

The Statement of Qualification Pre-Qualification Questionnaire Submittal Questionnaire package due date has been changed. The pre-qualification schedule dates have been modified to the following:

Advertisement Inviting Pre-Qualification Submittals:……Oct 28, 2024

Final Date for Submission of Bidder Questions:…..…….Nov 9, 2024

City response to Bidder Questions – Final Addendum.… Nov 16, 2024

Submissions Due:…….Dec 6, 2024 @ 5:00 PM PST

Selection Notification……..…….....Dec 20, 2024

1. **<u>CHANGES, CORRECTIONS, AND CLARIFICATIONS</u>**
   Revisions to the Pre-Qualification Questionnaire package are listed below. Changes have been bolded/*italicized*.

<u>Item No. 1 – Addition to PROJECT DESCRIPTION AND SUBMITTAL INSTRUCTION "GENERAL" section (Page 5)</u>

Answers to all questions contained in the attached questionnaire, information about current bonding capacity, notarized statement from surety, and ***for two consecutive years*** most recent reviewed or audited financial statements, with accompanying notes and supplemental information, are required.

2. RESPONSE TO QUESTIONS

Q1. What is the delivery method of the project. Is it CMAR or Design-Bid-Build?

A1: The delivery method for the project is "Design-Bid-Build". The award of the contract shall be made to the lowest, responsible bidder submitting the lowest, responsive bid.

Q2. Regarding Part 1 "Important Note" on Page 11, please confirm a "YES" answer to Question 7 will not result in an immediate disqualification.

A2. Confirmed, a "Yes" answer to Question 7 will not result in immediate disqualification.

Q3. Regarding Part 1 Question 4: Due to the sensitive and private nature of our financial information, will the City accept a certified financial letter in lieu of certified/audited financial statements?

A3. Yes, a certified financial letter is acceptable in lieu of a certified/audited financial statement. However, it must include the company's Cash Position Summary, P&L Statement, and Certification Statement as outlined below, for two most recent consecutive fiscal years.

- **Annual Cash Position**: Details about the cash balance, net cash flow, and other relevant cash metrics.
  - Fiscal Year beginning date, end date
  - Beginning cash balance, ending cash balance
  - Net cash flow
- **Profit and Loss Statement**: Summary of total revenue, expenses, gross profit, and net income.
  - Fiscal Year beginning date, end date
  - Total revenue
  - Gross profit
  - Operating expenses
  - Net income before tax
  - Net income
- **Certification Statement**
  - A formal statement certifying the accuracy and completeness of the information provided.
  - Identification of the accounting standards used (e.g., GAAP, IFRS).

Q4. Please provide the City's official definition of a Public Safety Facility.

A4. The City's definition of a Public Safety Facility is:

A **public safety facility** is a building or site used primarily to provide services aimed at ensuring the safety, protection, and well-being of the community. These facilities are typically operated by government agencies or authorized organizations focused on law enforcement, emergency response, and public health. Examples include:

- **Police stations**: for law enforcement and public safety operations.
- **Fire stations**: for fire prevention, firefighting, and emergency medical response.

- **EMS (Emergency Medical Services) stations**: where paramedics and ambulances are based for rapid response to medical emergencies.
- **Emergency operation centers (EOCs)**: command centers for coordinating response during disasters or large-scale emergencies.

Public safety facilities are equipped to handle urgent situations and support the community by responding to accidents, natural disasters, criminal activities, and other incidents that threaten public health and safety.

Q5. Please provide the City's official definition of a Risk Category IV building.

A5. The City's definition of a Risk Category IV building is:

A **Risk Category IV** building is a classification given to structures that are considered essential for maintaining safety, emergency response, and essential services during and after natural or human-made disasters. According to the *International Building Code (IBC)*, Risk Category IV buildings are designated as *"Essential Facilities"* because of their critical role in protecting lives and supporting recovery efforts in emergency situations. Examples of these buildings include:

- **Hospitals and healthcare facilities**: needed for medical care and emergency services.
- **Fire stations, police stations, and emergency operation centers**: to provide immediate emergency response.
- **Emergency shelters**: used to house and protect displaced people during disasters.
- **Power-generating stations and water treatment facilities**: critical for maintaining utility services during emergencies.
- **Communication centers**: to maintain communication capabilities for emergency services.

Buildings in Risk Category IV are designed to higher structural and safety standards to ensure that they can withstand extreme events like earthquakes, floods, or high winds. This enhanced resilience is intended to keep these facilities operational or quickly return them to service in times of crisis, supporting the community's recovery and continuity of essential services.

Q6. Wondering if there is a draft (or final) construction contract available for review ahead of the formal bid process.

A6: The City of Eastvale does not have a draft construction contract available for review at this point.

Date: 11/5/2024 By: _____

Jimmy Chung
Public Works Director/City Engineer

CITY OF EASTVALE
12363 Limonite Avenue | Suite 910 | Eastvale, CA 91752
951.361.0900

ADDENDUM NO. 2

Date of Addendum: November 7, 2024

EASTVALE CIVIC CENTER

GENERAL CONTRACTOR

PRE-QUALIFICATION QUESTIONNAIRE

NOTICE TO INTERESTED GENERAL CONTRACTORS
The pre-qualification questionnaire for the above-referenced Project is modified as set forth in this Addendum. The original pre-qualification questionnaire document and any previously issued addenda remain in full force and effect, except as modified by this Addendum, which is hereby made part of the Pre-Qualification Documents. Interested general contractors shall take this Addendum into consideration when preparing and submitting a Statement of Qualification Pre-Qualification Questionnaire Submittal Questionnaire package.

The Statement of Qualification Pre-Qualification Questionnaire Submittal Questionnaire package due date has been changed. The pre-qualification schedule dates have been modified to the following:

Advertisement Inviting Pre-Qualification Submittals:……Oct 28, 2024

Final Date for Submission of Bidder Questions:….……Nov 15, 2024

City response to Bidder Questions – Final Addendum.… Nov 18, 2024

Submissions Due:…….Dec 6, 2024 @ 5:00 PM PST

Selection Notification……..…….....Dec 20, 2024

1. **CHANGES, CORRECTIONS, AND CLARIFICATIONS**
   None

2. **RESPONSE TO QUESTIONS**
   None

Date: 11/7/2024

By: _____
Jimmy Chung
Public Works Director/City Engineer

CITY OF EASTVALE
12363 Limonite Avenue | Suite 910 | Eastvale, CA 91752
951.361.0900

ADDENDUM NO. 3

Date of Addendum: November 18 2024

EASTVALE CIVIC CENTER

GENERAL CONTRACTOR

PRE-QUALIFICATION QUESTIONNAIRE

NOTICE TO INTERESTED GENERAL CONTRACTORS
The pre-qualification questionnaire for the above-referenced Project is modified as set forth in this Addendum. The original pre-qualification questionnaire document and any previously issued addenda remain in full force and effect, except as modified by this Addendum, which is hereby made part of the Pre-Qualification Documents. Interested general contractors shall take this Addendum into consideration when preparing and submitting a Statement of Qualification Pre-Qualification Questionnaire Submittal Questionnaire package.

The Statement of Qualification Pre-Qualification Questionnaire Submittal Questionnaire package due date has NOT been changed. The pre-qualification schedule remains as stated in Addendum No. 2 and as identified below:

Advertisement Inviting Pre-Qualification Submittals:……Oct 28, 2024

Final Date for Submission of Bidder Questions:….…….Nov 15, 2024

City response to Bidder Questions – Final Addendum.… Nov 18, 2024

Submissions Due:…….Dec 6, 2024 @ 5:00 PM PST

Selection Notification……..…….....Dec 20, 2024

1. **<u>CHANGES, CORRECTIONS, AND CLARIFICATIONS</u>**

Revisions to the Pre-Qualification Questionnaire package are listed below. Changes have been bolded/*italicized*.

PART I: <u>ESSENTIAL REQUIREMENTS FOR QUALIFICATION</u>

IMPORTANT NOTE:

Contractor will be immediately disqualified if the answer to any of questions 1 through 6 is “no.”

Contractor will be immediately disqualified if the answer to any of ***questions 7 through 11 is "yes."*** If the answer to question 10 is "yes," and if debarment would be the sole reason for denial of pre-qualification, any pre-qualification issued will exclude the debarment period.

2. RESPONSE TO QUESTIONS

Q7. Page 11 of prequalification questionnaire, Part I states: "Contractor will be immediately disqualified if the answer to any of Questions 1 through 7 is 'no.'" However, for Question 7 (regarding contractor license revocation), it seems that a "yes" would result in disqualification, not a "no." Please confirm that this is a typographical error to avoid confusion among bidders.

A7: Confirmed, please refer to revised language as stated above in Section 1. CHANGES, CORRECTIONS, AND CLARIFICATIONS

Q8. Page 11 of prequalification questionnaire, Part I states: "Contractor will be immediately disqualified if the answer to any of Questions 8 through 12 is 'yes.'" However, Question 12 does not exist in Part I. Please confirm that this should refer to Questions 8 through 11 only.

A8: Confirmed, please refer to revised language as stated above in Section 1. CHANGES, CORRECTIONS, AND CLARIFICATIONS

Q9. Page 19 of prequalification questionnaire, for Question 13 of Section B: Is it acceptable to round the firm's gross revenue for any one of the last three (3) years to meet the $500 million threshold if it is over $495 million.

A9. General Contractor to list actual amounts and the scoring team will use discretion on how to interpret

Date: 11/18/2024

By: _____
Jimmy Chung
Public Works Director/City Engineer

CITY OF EASTVALE

AGENDA STAFF REPORT

City Council/Eastvale Public Financing Authority/Eastvale Parking Authority Meeting
PUBLIC HEARING(S)
Agenda Item No. 12.1
January 22, 2025

PLN24-20102 – Change of Zone from SP – Specific Plan Zone (I-15 Corridor Specific Plan) to R-3 – General Residential Zone for the southernmost 10.01-acre portion of APN 152-640-004 (Vernola)

Prepared By:

David Murray, City Planner

Recommended Action(s)

Staff recommends that the City Council take the following actions:

1. Determine that the proposed Change of Zone was previously contemplated and fully evaluated under the City of Eastvale Housing Element and Addendum to the Eastvale General Plan Final EIR (State Clearinghouse No. 2011111061) adopted by the Eastvale City Council in April 2022 and the City of Eastvale 2040 General Plan Environmental Impact Report (State Clearinghouse No. 2022080090) adopted and certified by the Eastvale City Council in March 2024, and that no further environmental review pursuant to CEQA is required; and
2. Introduce an Ordinance entitled: AN UNCODIFIED ORDINANCE OF THE CITY COUNCIL OF T CITY OF EASTVALE, CALIFORNIA, AMENDING THE OFFICIAL ZONING MAP FROM SP – SPE PLAN ZONE (I-15 CORRIDOR SPECIFIC PLAN) TO R-3 – GENERAL RESIDENTIAL ZONE FOR SOUTHERNMOST 10.01 ACRES OF APN 152-640-004 CONSISTENT WITH THE CITY OF EATV SIXTH CYCLE HOUSING ELEMENT AND 2040 GENERAL PLAN

Summary

The proposed project is a City-initiated change of zone from SP – Specific Plan (I-15 Corridor Specific Plan) to R-3 – General Residential for the southernmost 10.01 acres of Assessor Parcel Number 152-640-004 located on the south side of Limonite Avenue, west of the I-15 freeway corridor and east of

Planetary Road for consistency with the City's Sixth Cycle Housing Element, the 2040 General Plan, and state law. The remaining 8.6 acres of the subject property will remain within the SP – Specific Plan Zone.

Background

On April 10, 2022, the City Council adopted the City of Eastvale Sixth Cycle Housing Element. The Housing Element was then certified by the California Department of Housing and Community Development (HCD) on June 21, 2022. The City Council adopted the Eastvale 2040 General Plan on March 27, 2024, which incorporated and built upon the Housing Element.

The Housing Element is a State mandated chapter of the Eastvale General Plan that sets forth an eight-year plan ("housing cycle") to address the City's identified housing needs. The Housing Element describes, identifies, and analyzes the City's Regional Housing Needs Assessment (RHNA) and addresses the maintenance and expansion of the housing supply to accommodate the households that currently live and/or are expected to live in Eastvale in the housing cycle. Through research and analysis, the Housing Element identifies available candidate housing sites and establishes a Housing Policy Program to accommodate the RHNA, as determined by the Southern California Association of Governments (SCAG) and approved by the California State Department of Housing and Community Development (HCD). For the Sixth Cycle Housing Element (2021-2029), the City of Eastvale was allocated a RHNA of 3,028 residential units, divided into the following income categories in relation to Area Median Income (AMI):

- Very Low Income - 1,145 units
- Low Income - 672 units
- Moderate Income - 635 units
- Above Moderate Income - 576 units

Per state law, the Housing Element must demonstrate adequate sites to accommodate at least 3,028 residential units. The City is also required to have zoning in place with densities of at least 30 dwelling units per acre to accommodate units for very low- and low-income households. Due to the limited availability of vacant land within residential zones throughout the City, a number of sites were identified and approved as candidate rezoning sites to fill the gap in accommodating the full RHNA obligation. These included properties within the Leal Master Plan area and the Eastvale Gateway areas.

One of the properties identified in the Sixth Cycle Housing Element as a candidate rezoning sites is an approximately 10-acre portion of Assessor Parcel Number (APN) 152-640-004 (Vernola). Further, Strategy HE-1A within the Housing Element commits the City to amending the land use designation of the subject property to R-3 zoning to accommodate at least 320 units of the City's lower income RHNA obligation.

Policy LU-4.5 of the 2040 General Plan further identifies the southern portion of the subject site as a location for residential uses. The rezoning of this property would streamline the process for a future residential development consistent with California Government Code Section 65583, subdivision (c) (1) and 65583.2 subdivisions (h) and (i).

<u>Timeliness Requirement</u>:

Typically, jurisdictions that successfully adopt and obtain HCD certification for their Housing Elements by the statutory deadline must complete their identified rezonings within one year of the due date. However, Senate Bill (SB) 197, signed by the Governor on June 30, 2022, extended the rezoning deadline to 3 years and 120 days from the statutory deadline. The statutory deadline for Housing Element certification for the Sixth Cycle was October 15, 2021, after an automatic time extension. Therefore, the rezonings identified within the City's Housing Element must be approved and in place no later than February 15, 2025, pursuant to SB 197.

Analysis

The subject site (APN 152-640-004) is an 18.61-acre undeveloped site located on the south side of Limonite Avenue west of the I-15 freeway corridor and east of Planetary Road. Adjacent uses include commercial development to the west and north, multiple-family residential to the west, and a single-family residential neighborhood to the south.

The site is currently zoned SP – Specific Plan and is located within Planning Area 1 of the I-15 Corridor Specific Plan. Planning Area 1 of the I-15 Corridor Specific Plan has a CR – Commercial Retail designation and does not permit residential uses. As such, the existing Zoning is inconsistent with the Housing Element and the 2040 General Plan.

Pursuant to the Housing Element, Staff is recommending a change of zone from SP – Specific Plan (I-15 Corridor Specific Plan) Zone to R-3 – General Residential Zone for the southernmost 10.01 acres of Assessor Parcel Number (APN) 152-640-004 (Vernola). **Attachment 1** includes a map identifying the location of the proposed Change of Zone to R-3. The R-3 Zone would allow up to 320 units on the 10.01-acre property. The remaining 8.6 acres will remain in the SP – Specific Plan Zone under the Commercial Retail designation. The proposed Change of Zone is consistent with Strategy HE-1A of the Housing Element as well as Policy LU-4.5 of the 2040 General Plan. Any future residential development will be subject to the required application and approval processes outlined in the Zoning Code at the time of application submittal.

Environmental

Pursuant to the provisions of the California Environmental Quality Act (CEQA Public Resources Code, Section 21084 et. seq.), the proposed Change of Zone was contemplated and fully evaluated under the City of Eastvale Housing Element and Addendum to the Eastvale General Plan Final EIR (State Clearinghouse No. 2011111061) adopted by the Eastvale City Council in April 2022 and the City of Eastvale 2040 General Plan Environmental Impact Report (State Clearinghouse No. 2022080090) adopted and certified by the Eastvale City Council in March 2024. This action is an implementation of the City of Eastvale Housing Element and Eastvale 2040 General Plan and would allow for residential development of up to 32 units per acre. No development is proposed as part of this action. No further environmental review pursuant to CEQA is required.

Strategic Plan Action - Priority Level: N/A | Target #: N/A | Goal #: N/A

Not Applicable

Fiscal Impact

There is no fiscal impact to the City associated with the adoption of this Change of Zone, as staff time to prepare this report and draft ordinance is included in the FY 2024/25 Community Development Department budget.

Prior City Council/Commission Action

On April 10, 2022, the City Council adopted the City of Eastvale Sixth Cycle Housing Element which was then certified by the California Department of Housing and Community Development (HCD) on June 21, 2022. The City Council adopted the Eastvale 2040 General Plan on March 27, 2024, which incorporated and built upon the Housing Element.

On December 18, 2024, the Planning Commission adopted Resolution 24-14 recommending that the City Council approve Change of Zone PLN24-20102 from SP – Specific Plan (I-15 Corridor Specific Plan) Zone to R-3 – General Residential Zone for the southernmost 10.01 acres of Assessor Parcel Number (APN) 152-640-004 (Vernola) consistent with the City of Eastvale Sixth Cycle Housing Element.

Attachment(s)

Attachment 1 - Figures and Exhibits
Attachment 2 - Draft Ordinance - Vernola (Change of Zone)
Attachment 3 - Exhibit A to Draft Ordinance
Attachment 4 - PC Resolution 24-14
Attachment 5 - Proof of Publication

Figure 1: Vicinity Map

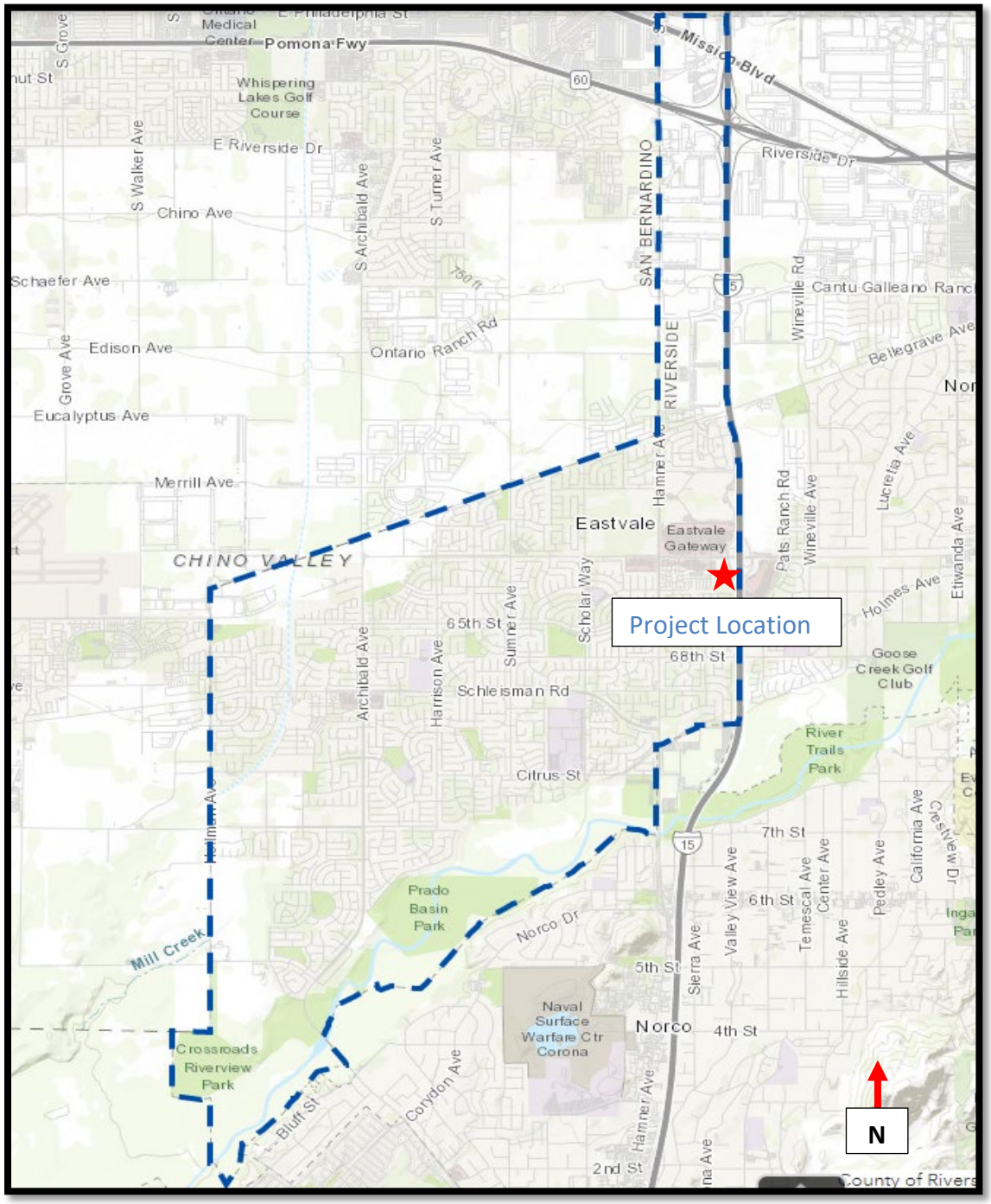


Figure 2: Site Map

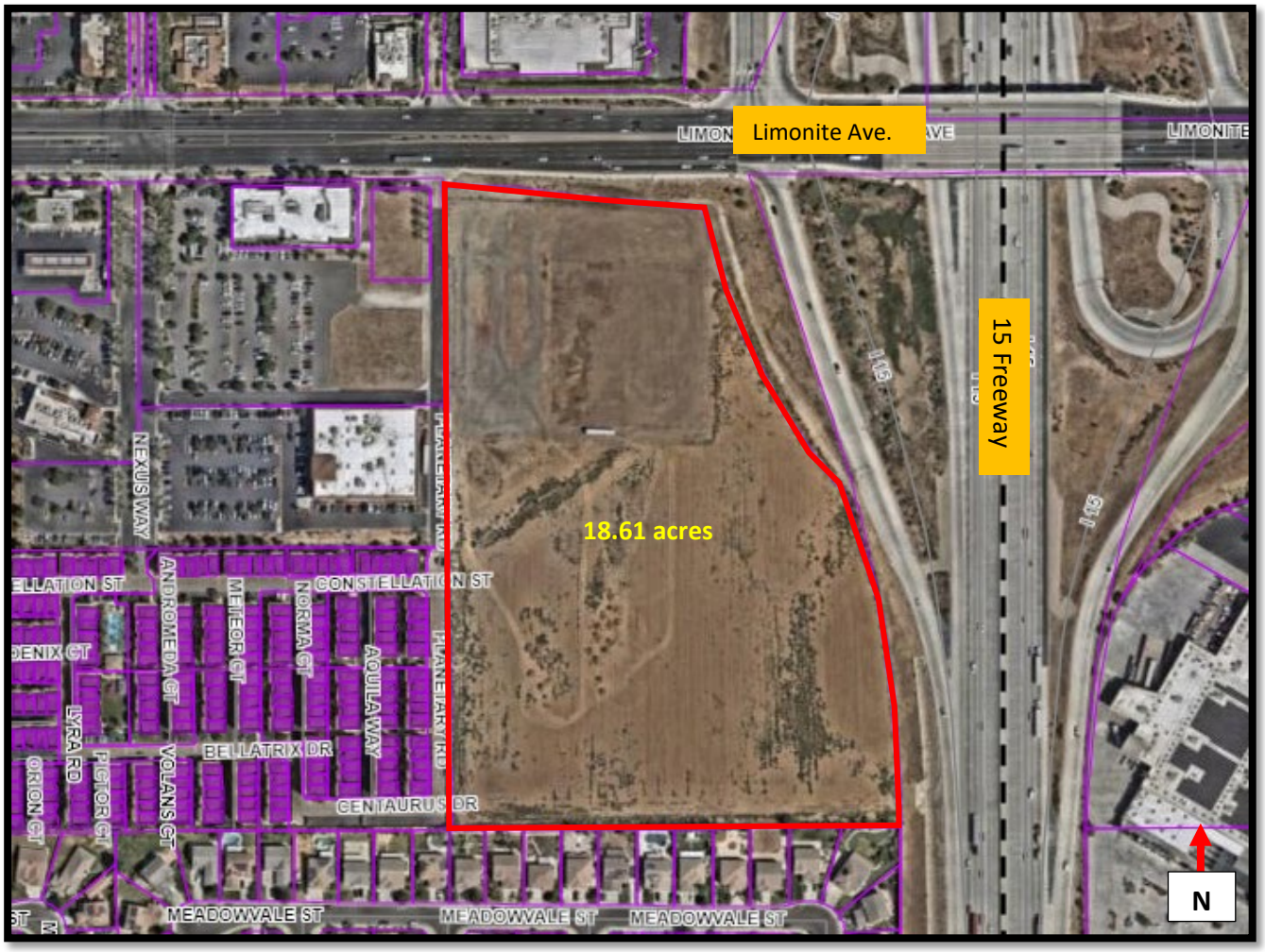


Figure 3: Zoning

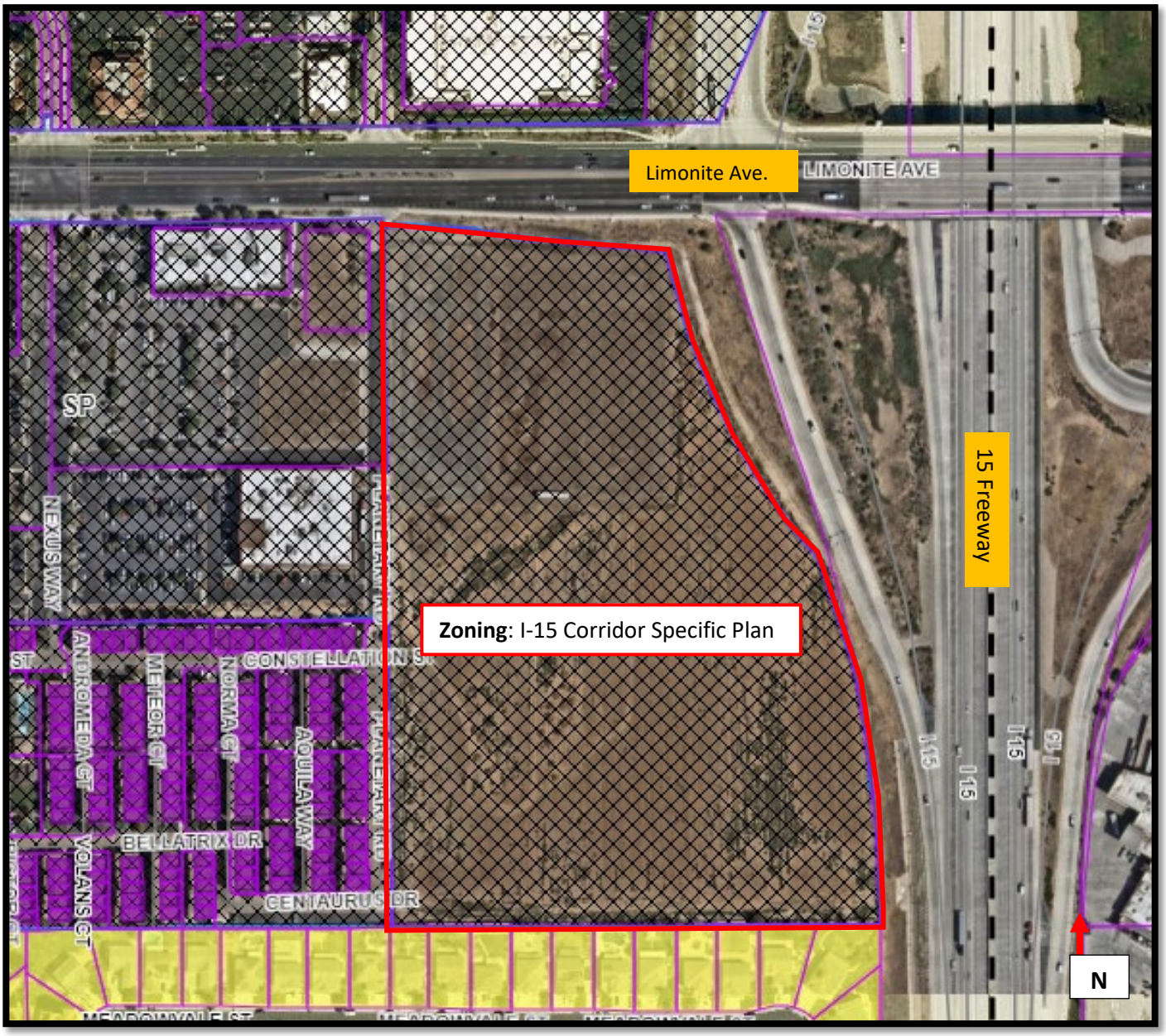


Figure 4: General Plan

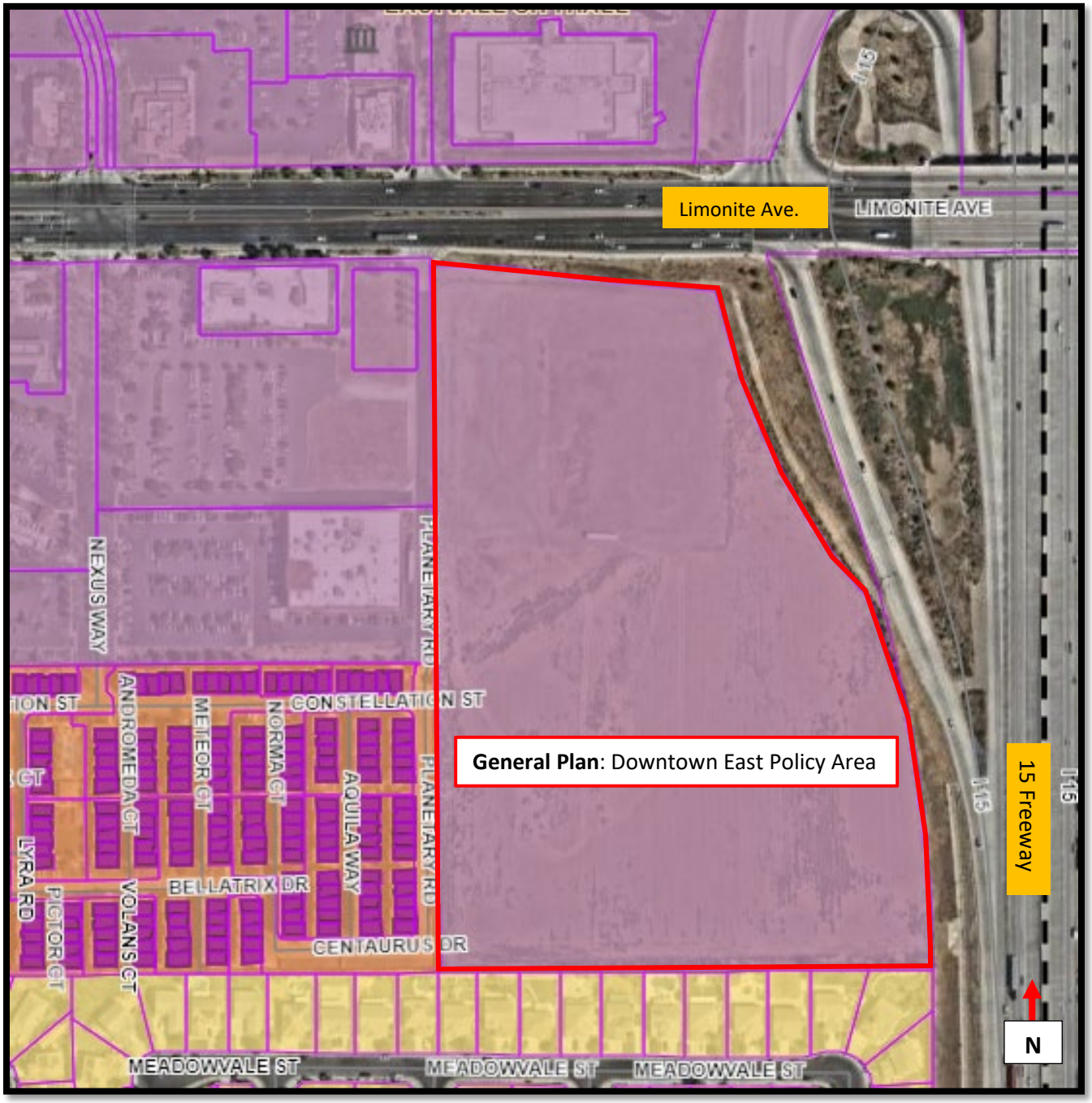
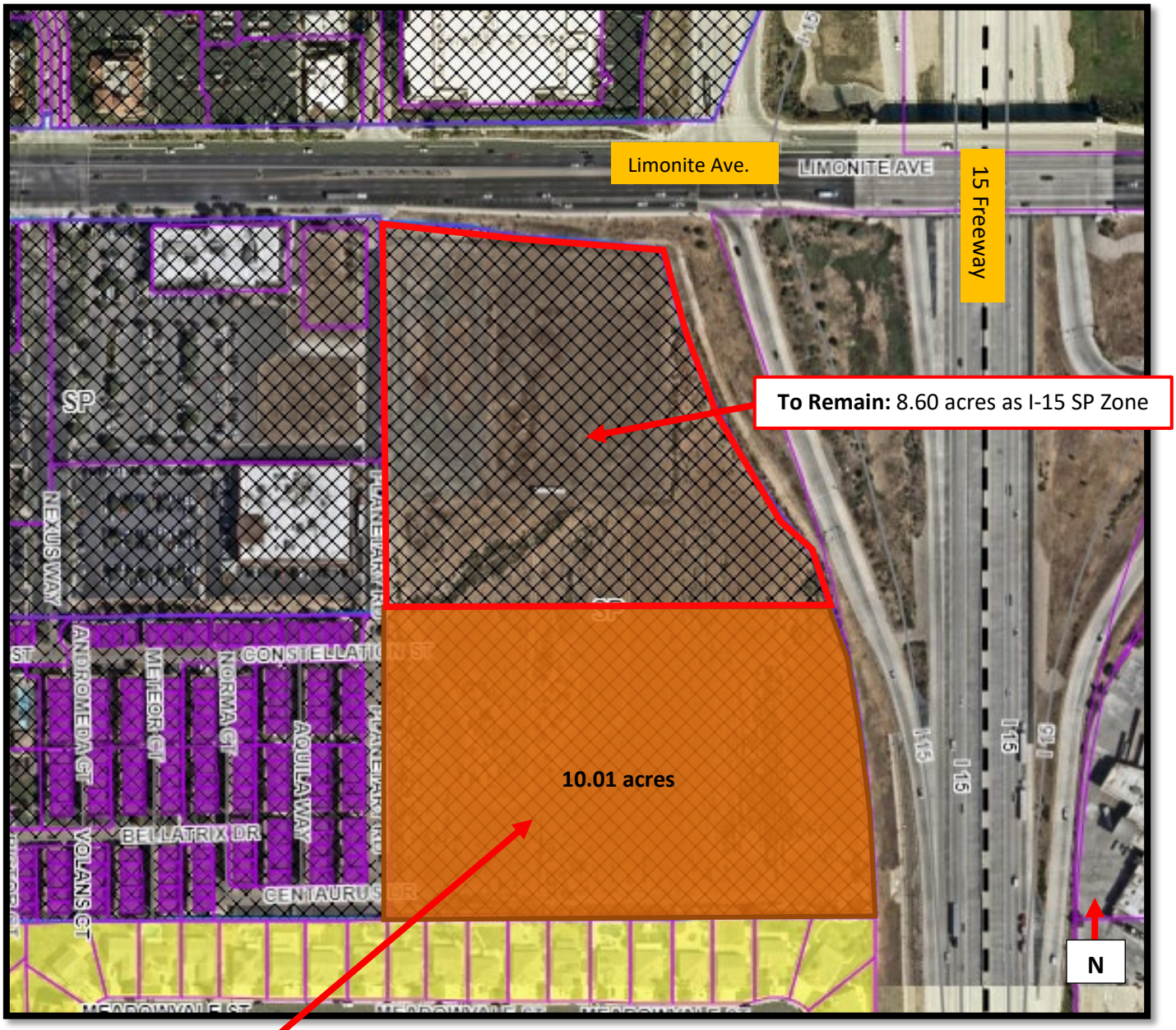


Figure 5: Proposed Change of Zone



Proposed: 10.01 acres as General Residential (R-3) Zone

ORDINANCE NO. 25-XX

AN UNCODIFIED ORDINANCE OF THE CITY COUNCIL OF THE CITY OF EASTVALE, CALIFORNIA, AMENDING THE OFFICIAL ZONING MAP FROM SP – SPECIFIC PLAN ZONE (I-15 CORRIDOR SPECIFIC PLAN) TO R-3 – GENERAL RESIDENTIAL ZONE FOR THE SOUTHERNMOST 10.01 ACRES OF APN 152-640-004 CONSISTENT WITH THE CITY OF EATVALE SIXTH CYCLE HOUSING ELEMENT AND 2040 GENERAL PLAN

THE CITY COUNCIL OF THE CITY OF EASTVALE ORDAINS AS FOLLOWS:

SECTION 1: ENVIRONMENTAL FINDINGS

Pursuant to the provisions of the California Environmental Quality Act (CEQA Public Resources Code, Section 21084 et. seq.), the proposed Change of Zone was contemplated and fully evaluated under the City of Eastvale Housing Element and Addendum to the Eastvale General Plan Final EIR (State Clearinghouse No. 2011111061) adopted by the Eastvale City Council in April 2022 and the City of Eastvale 2040 General Plan Environmental Impact Report (State Clearinghouse No. 2022080090) adopted and certified by the Eastvale City Council in March 2024. This action is an implementation of the City of Eastvale Housing Element and Eastvale 2040 General Plan and would allow for residential development of up to 32 units per acre. No development is proposed as part of this action. No further environmental review pursuant to CEQA is required.

SECTION 2: FINDINGS FOR THE CHANGE OF ZONE

Finding 1: The change is consistent with the General Plan goals, policies, and implementation programs.

Evidence: The 18.61-acre undeveloped site is currently zoned SP – Specific Plan and is located within Planning Area 1 of the I-15 Corridor Specific Plan. Planning Area 1 of the I-215 Corridor Specific Plan has a CR – Commercial Retail designation and does not permit residential uses. The City of Eastvale Sixth Cycle Housing Element, adopted by City Council on April 20, 2022 and certified by the California Department of Housing and Community Development (HCD) on June 21, 2022 identified 10 acres of Assessor Parcel Number (APN) 152-640-004 as one of the candidate rezoning sites to accommodate the City's assigned share of the Regional Housing Needs Assessment (RHNA). The adopted Housing Element includes Strategy HE-1A, which commits the City to amending the General Plan land use designation and zoning of 10 acres of the subject property (known as Vernola) to the Highest Residential Density land use designation and R-3 zoning to accommodate at least 320 units of the City's lower income RHNA. The City completed the land use designation change with the adoption of the Eastvale 2040 General Plan. The existing Zoning is inconsistent with the Housing Element of the 2040 General Plan.

The proposed Change of Zone is consistent with Strategy HE-1A of the Housing Element as well as Policy LU-4.5 of the 2040 General Plan, which further identifies the southern portion of the subject site as residential. The rezoning of this property would streamline the process for a future residential development consistent with Government Code Section 65583, subdivision (c)(1) and 65583.2 subdivisions (h) and (i).

Finding 2: The amendment is consistent with the most recent adopted version of the Chino Airport land Use Compatibility Plan.

Evidence: The project site is not located within the Chino Airport influence area and is not subject to a consistency determination with the Airport Land Use Compatibility Plan (ALUCP).

SECTION 3. CHANGE OF ZONE

The Official Zoning Map for the City of Eastvale is hereby amended to change the southernmost 10.1 acres of Assessor Parcel Number 152-640-004 from SP – Specific Plan (I-15 Corridor Specific Plan) to R-3 – General Residential, as shown within Exhibit A attached hereto and incorporated herein by reference.

SECTION 4. SEVERABILITY

If any Chapter, subsection, subdivision, sentence, clause, phrase, or portion of this ordinance, is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision will not affect the validity of the remaining portions of this ordinance. The City Council hereby declares that it would have adopted this ordinance, and each Chapter, subsection, subdivision, sentence, clause, phrase, or portion thereof, irrespective of the fact that any one or more Sections, subsections, subdivisions, sentences, clauses, phrases, or portions thereof be declared invalid or unconstitutional.

SECTION 5. EFFECTIVE DATE

This ordinance shall take effect thirty (30) days after its passage by the City Council.

SECTION 7. CITY CLERK ACTION

The City Clerk is authorized and directed to cause this Ordinance to be published within fifteen (15) days after its passage in a newspaper of general circulation and circulated within the City in accordance with Government Code Chapter 36933(a) or, to cause this Ordinance to be published in the manner required by law using the alternative summary and pasting procedure authorized under Government Code Chapter 39633(c).

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

_____
Mike McMinn
Mayor

APPROVED AS TO FORM:

_____
Erica Vega
City Attorney

ATTEST:

_____
Marc A. Donohue, MMC
Government Services Director/City Clerk

(STATE OF CALIFORNIA)
(COUNTY OF RIVERSIDE) §
(CITY OF EASTVALE)

I, Marc A. Donohue, City Clerk of the City of Eastvale, California, do hereby certify that the foregoing City Council Resolution No. 25-XX, was duly adopted by the City Council of the City of Eastvale, California, at a meeting held on the XX day of _____ 2025, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

_____
Marc A. Donohue, MMC
Government Services Director/City Clerk

EXHIBIT "A"
RESIDENTIAL ZONE
LEGAL DESCRIPTION

THAT PORTION OF THE NORTH HALF OF SECTION 30, TOWNSHIP 2 SOUTH, RANGE 6 WEST, IN THE JURUPA RANCHO, AS SHOWN BY MAP OF SECTIONIZED SURVEY OF SAID RANCHO ON FILE IN BOOK 9 PAGE 33 OF MAPS, RECORDS OF SAN BERNARDINO COUNTY, CALIFORNIA, BEING DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF LOT 1 OF TRACT NO. 36696, AS SHOWN BY MAP ON FILE IN BOOK 446 OF MAPS, AT PAGES 1 THROUGH 5, INCLUSIVE, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA;

THENCE NORTH 0° 39' 36" EAST, ALONG THE EASTERLY LINE OF SAID LOT 1 AND THE EASTERLY LINE OF PARCEL 2 OF PARCEL MAP NO. 36592, AS SHOWN BY MAP ON FILE IN BOOK 235 OF PARCEL MAPS, AT PAGES 88 THROUGH 91, INCLUSIVE, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, A DISTANCE OF 539.84 FEET;

THENCE LEAVING SAID EASTERLY LINE, SOUTH 89° 20' 24" EAST, A DISTANCE OF 765.74 FEET TO THE WESTERLY LINE OF PARCEL 0393-005A AS DESCRIBED IN THAT FINAL ORDER OF CONDEMNATION, RECORDED MARCH 7, 2019, AS DOCUMENT NO. 2019-0087758, O.R., RIVERSIDE COUNTY, CALIFORNIA;

THENCE SOUTH 15° 31' 12" EAST, ALONG SAID WEST LINE, A DISTANCE OF 88.84 FEET TO THE MOST SOUTHERLY CORNER OF SAID PARCEL 0393-005A, BEING ON THE WESTERLY LINE OF PARCEL 7492-1 AS DESCRIBED IN THAT FINAL ORDER OF CONDEMNATION, RECORDED FEBRUARY 1, 1988, AS DOCUMENT NO. 28620, O.R., RIVERSIDE COUNTY, CALIFORNIA, SAID POINT BEING THE BEGINNING OF A NON-TANGENT CURVE, CONCAVE WESTERLY, HAVING A RADIUS OF 2,500.00 FEET, A RADIAL LINE TO SAID POINT BEARS NORTH 80° 07' 35" WEST;

THENCE SOUTHERLY ALONG SAID CURVE TO THE RIGHT, THROUGH A CENTRAL ANGEL OF 10° 21' 36", AN ARC DISTANCE 452.04, TO THE NORTHEAST CORNER OF LOT 48 OF TRACT NO. 31496-2 AS SHOWN BY MAP ON FILE IN BOOK 383 OF MAPS, AT PAGES 13 THROUGH 19, INCLUSIVE, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA;

EXHIBIT "A"
RESIDENTIAL ZONE
LEGAL DESCRIPTION

THENCE NORTH 89° 41' 19" WEST ALONG THE NORTHERLY LINE OF SAID TRACT 31496-2, A DISTANCE OF 832.36 FEET TO THE **POINT OF BEGINNING**.

CONTAINING 10.01 ACRES, MORE OR LESS.

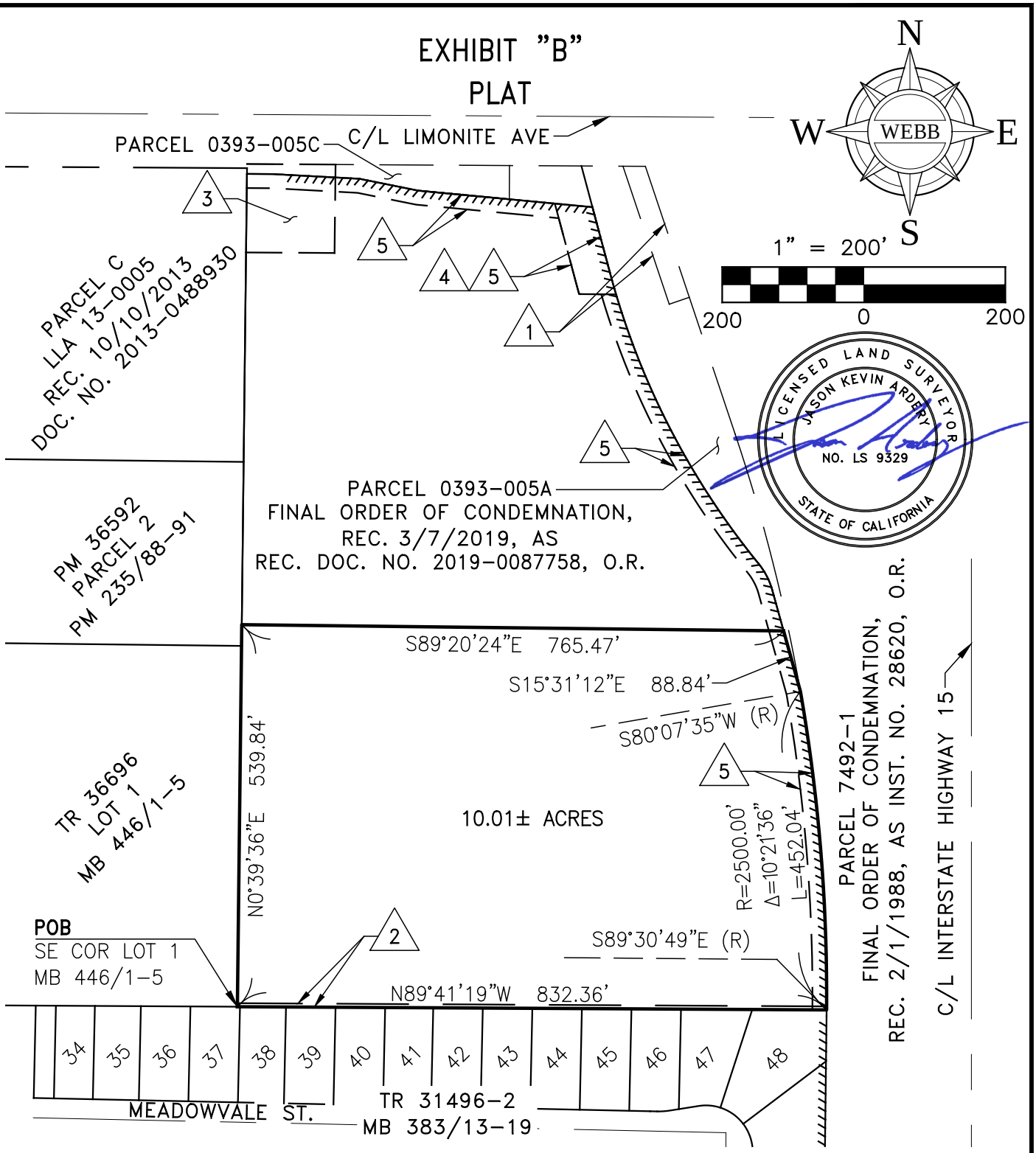
SEE PLAT ATTACHED HERETO AS EXHIBIT "B" AND MADE A PART HEREOF.
PREPARED UNDER MY SUPERVISION

Jason Ardery, L.S. 9329 — Date: 11/26/2024

LICENSED LAND SURVEYOR
JASON KEVIN ARDERY
NO. L 9329
STATE OF CALIFORNIA

Prepared By: JKA
Checked By: MJ

EXHIBIT "B"
PLAT



SEC. 30, T2S, R6W, SBM

SEE SHEET 2 FOR EASEMENT NOTES & LEGEND

ALBERT A. WEBB ASSOCIATES

CITY OF EASTVALE

H:\2022\22-0179\Drawings\Mapping\Legals & Plats\Residential Zone\22-0179-V-RESIDENTIAL PLAT.dwg 11/26/2024 4:48 PM Jason

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. 22-0179

SCALE: 200'

DRWN BY JKA DATE 11/26/2024
CHKD BY MJ DATE 11/26/2024

SUBJECT: ZONING PLAT

EXHIBIT "B"
EASEMENT NOTES & LEGEND

EASEMENT NOTES

1 – EASEMENT AND RIGHTS INCIDENTAL THERETO FOR CONSTRUCT, RECONSTRUCT, ALTER, EXPAND, ENLARGE, REPLACE, USE OPERATE, INSPECT, MAINTAIN, REPAIR AND REMOVE WATER PIPELINES TO SANTA ANA WATERSHED PROJECT AUTHORITY, AS SET FORTH IN A DOCUMENT RECORDED OCTOBER 9, 1997 AS INSTRUMENT NO. 367307 OF OFFICIAL RECORDS.

2 – 5' WIDE GRADING LICENSE IN FAVOR OF DPDG FUND IX, LLC, A CALIFORNIA LIMITED LIABILITY COMPANY, AS SET FORTH IN DOCUMENT ENTITLED LICENSE AN CONSTRUCTION AGREEMENT RECORDED FEBRUARY 10, 2005 AS INSTRUMENT NO. 118023 OF OFFICIAL RECORDS.

3 – A LEASE BETWEEN PAT VERNOLA AND THE UNITED STATES OF AMERICA FOR INSTALLATIONS AND MAINTENANCE OF AN OUTER MARKER AND COMPASS LOCATOR TO SERVE RIVERSIDE AND CHINO AIRPORTS RECORDED JANUARY 15, 1986, AS INSTRUMENT NO. 9941 OF OFFICIAL RECORDS.

4 – EASEMENT AND RIGHTS INCIDENTAL THERETO FOR A PERMANENT WATER EASEMENT TO THE CHINO BASIN DESALTER AUTHORITY, AS SET FORTH IN A DOCUMENT RECORDED MARCH 15, 2019 AS DOCUMENT NO. 2019–0087758 OF OFFICIAL RECORDS. (PARCEL 0393–005G)

5 – EASEMENT AND RIGHTS INCIDENTAL THERETO FOR NON–EXCLUSIVE TEMPORARY CONSTRUCTION TO COUNTY OF RIVERSIDE, AS SET FORTH IN A DOCUMENT RECORDED MARCH 15, 2019 AS DOCUMENT NO. 2019–0087758 OF OFFICIAL RECORDS. (PARCEL 0393–005H)

LEGEND

/////// RIGHTS OF ACCESS TO OR FROM THE PUBLIC ROAD OR STREET, HIGHWAY OR FREEWAY ADJACENT TO THE LAND, AS RELINQUISHED OR SEVERED IN DEED RECORDED MARCH 15, 2019 AS DOCUMENT NO. 2019–0087758 OF OFFICIAL RECORDS.

LICENSED LAND SURVEYOR
JASON KEVIN ARDERY
NO. LS 9329
STATE OF CALIFORNIA

SEC. 30, T2S, R6W, SBM

ALBERT A. WEBB ASSOCIATES

CITY OF EASTVALE

H:\2022\22–0179\Drawings\Mapping\Legals & Plats\Residential Zone\22–0179–V–RESIDENTIAL PLAT.dwg 11/26/2024 4:48 PM Jason

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. 22–0179

SCALE: N/A

DRWN BY JKA DATE 11/26/2024
CHKD BY MJ DATE 11/26/2024

SUBJECT: EASEMENT NOTES & LEGEND

RESOLUTION NO. 24-14

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF EASTVALE, CALIFORNIA, RECOMMENDING THAT THE CITY COUNCIL APPROVE PLN24-20102, AMENDING THE OFFICIAL ZONING MAP FROM SP – SPECIFIC PLAN ZONE (I-15 CORRIDOR SPECIFIC PLAN) TO R-3 – GENERAL RESIDENTIAL ZONE FOR THE SOUTHERNMOST 10.01 ACRE PORTION OF APN 152-640-004 CONSISTENT WITH THE CITY OF EASTVALE SIXTH CYCLE HOUSING ELEMENT

WHEREAS, the City of Eastvale is initiating a change of zone from SP – Specific Plan (I-15 Corridor Specific Plan) to R-3 – General Residential for the southernmost 10.01 acres of Assessor Parcel Number 152-640-004 located on the south side of Limonite Avenue, west of the I-15 freeway corridor and east of Planetary Road; and

WHEREAS, Change of Zone PLN24-20102 is considered a "Project" as defined by the California Environmental Quality Act (CEQA), Public Resources Code Section 21000 et seq.; and

WHEREAS, pursuant to the provisions of the California Environmental Quality Act (CEQA Public Resources Code, Section 21084 et. seq.), the proposed Change of Zone was contemplated and fully evaluated under the City of Eastvale Housing Element and Addendum to the Eastvale General Plan Final EIR (State Clearinghouse No. 2011111061) adopted by the Eastvale City Council in April 2022 and the City of Eastvale 2040 General Plan Environmental Impact Report (State Clearinghouse No. 2022080090) adopted and certified by the Eastvale City Council in March 2024; and

WHEREAS, this action is an implementation of the City of Eastvale Housing Element and Eastvale 2040 General Plan and would allow for residential development of up to 32 units per acre; and

WHEREAS, no development is proposed as part of this action and no further environmental review pursuant to CEQA is required; and

WHEREAS, the City of Eastvale Planning Commission conducted a duly noticed public hearing on December 18, 2024 at which public testimony was received concerning Change of Zone PLN24-20102, and at which time the Planning Commission considered the proposed request and recommended City Council approval of Change of Zone PLN24-20102; and

WHEREAS, on December 8, 2024, the City of Eastvale City Clerk published a legal notice in compliance with state law concerning Change of Zone PLN24-20102 in the Press Enterprise, a local newspaper of general circulation, regarding the Planning Commission meeting on December 18, 2024. In addition, on December 5, 2024 a public hearing notice was mailed to each property owner and commercial tenant within a 300-foot radius of the project site, indicating time, date, and place of the public hearing for Change of Zone PLN24-20102.

NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF EASTVALE DOES HEREBY RESOLVE, DETERMINE, AND ORDER AS FOLLOWS:

SECTION 1. FINDINGS FOR CEQA:

Pursuant to the provisions of the California Environmental Quality Act (CEQA Public Resources Code, Section 21084 et. seq.), the proposed Change of Zone was contemplated and fully evaluated under the City of Eastvale Housing Element and Addendum to the Eastvale General Plan Final EIR (State Clearinghouse No. 2011111061) adopted by the Eastvale City Council in April 2022 and the City of Eastvale 2040 General Plan Environmental Impact Report (State Clearinghouse No. 2022080090) adopted and certified by the Eastvale City Council in March 2024. This action is an implementation of the City of Eastvale Housing Element and Eastvale 2040 General Plan and would allow for residential development of up to 32 units per acre. No development is proposed as part of this action. No further environmental review pursuant to CEQA is required.

SECTION 2: FINDINGS FOR THE CHANGE OF ZONE

Finding 1: The changes are consistent with the General Plan goals, policies, and implementation programs.

Evidence:
The 18.61-acre undeveloped site is currently zoned SP – Specific Plan and is located within Planning Area 1 of the I-15 Corridor Specific Plan. Planning Area 1 of the I-15 Corridor Specific Plan has a CR – Commercial Retail designation and does not permit residential uses. The City of Eastvale Sixth Cycle Housing Element, adopted by City Council on April 20, 2022 and certified by the California Department of Housing and Community Development (HCD) on June 21, 2022 identified 10 acres of Assessor Parcel Number (APN) 152-640-004 as one of the candidate rezoning sites to accommodate the City's assigned share of the Regional Housing Needs Assessment (RHNA). The adopted Housing Element includes Strategy HE-1A, which commits the City to amending the land use designation of 10 acres of the subject property (known as Vernola) to R-3 zoning to accommodate at least 320 units of the City's lower income RHNA. As such, the existing Zoning is inconsistent with the Housing Element of the 2040 General Plan.

The proposed Change of Zone is consistent with Strategy HE-1A of the Housing Element as well as Policy LU-4.5 of the 2040 General Plan, which further identifies the southern portion of the subject site as residential. The rezoning of this property would streamline the process for a future residential development consistent with Government Code Section 65583, subdivision (c)(1) and 65583.2 subdivisions (h) and (i).

Finding 2: The amendment is consistent with the most recent adopted version of the Chino Airport land Use Compatibility Plan.

Evidence: The project site is not located within the Chino Airport influence area and is not subject

to a consistency determination with the Airport Land Use Compatibility Plan (ALUCP).

SECTION 3. MULTIPLE SPECIES HABITAT CONSERVATION PLAN

Finding: The project is found to be consistent with the Multiple Species Habitat Conservation Plan (MSHCP).

Evidence: The project is located outside of any MSHCP criteria area, and mitigation is provided through payment of the MSHCP mitigation fee at the time of development.

SECTION 4. RECORD OF PROCEEDING

The documents and other materials that constitute the record of the proceedings upon which the Planning Commission's decision is based, which include but are not limited to the environmental documents, staff reports, as well as all materials that support the staff reports for the proposed project, are located in the City Clerk's office of the City of Eastvale at 12363 Limonite Avenue, Suite 910, Eastvale, CA 91752. The custodian of these documents is the City Clerk of the City of Eastvale.

SECTION 5. DETERMINATION

Based upon the findings outlined in Sections 1 through 3, the Planning Commission of the City of Eastvale hereby recommends that the City Council approve Change of Zone PLN24-20102 for the southernmost 10.01 acres of Assessor Parcel Number 152-640-004 located on the south side of Limonite Avenue, west of the I-15 freeway corridor and east of Planetary Road from the SP – Specific Plan Zone (I-15 Corridor Specific Plan) to the R-3 General Residential Zone, consistent with the City of Eastvale Sixth Cycle Housing Element and 2040 General Plan.

PASSED, APPROVED AND ADOPTED this 18th day of December, 2024.

Josh Lee
Vice Chair

APPROVED AS TO FORM:

Chad Herrington
Assistant City Attorney

ATTEST:

for Jessica Cooper, MMC
Senior Management Analyst

STATE OF CALIFORNIA)
COUNTY OF RIVERSIDE) §
CITY OF EASTVALE)

I, Jessica Cooper, Senior Management Analyst of the City of Eastvale, California, do hereby certify that the foregoing Planning Commission Resolution No. 24-14, was duly adopted by the Planning Commission of the City of Eastvale, California, at a meeting held on the 18th day of December 2024, by the following vote:

AYES: Commissioners Hove, Rodriguez-Plott, and Vice-Chair Lee

NOES:

ABSENT: Commissioner Lomeli, and Chair Rochelle

ABSTAIN:

FOR Jessica Cooper, MMC
Senior Management Analyst

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3512 14 Street
Riverside, California 92501
(951) 368-9229

CITY OF EASTVALE
12363 LIMONITE AVE , STE 910
MIRA LOMA, California 91752

Publication: The Press-Enterprise

PROOF OF PUBLICATION OF

Ad Desc: 0011713184

FILE NO. 0011713184

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:

01/12/2025

I certify (or declare) under the penalty of perjury that the foregoing is true and correct.

Date: January 12, 2025.
At: Riverside, California

Signature

CITY OF EASTVALE
CITY COUNCIL NOTICE OF PUBLIC HEARING
PROJECT NO. PLN24-20102 – CHANGE OF ZONE FROM SP – SPECIFIC PLAN ZONE (I-15 CORRIDOR SPECIFIC PLAN) TO R-3 – GENERAL RESIDENTIAL ZONE FOR A 10.01-ACRE PORTION OF APN 152-640-004

NOTICE IS HEREBY GIVEN that the City of Eastvale City Council will hold a public hearing on **Wednesday, January 22, 2025** , at 6:30 p.m. at the Eastvale City Hall Council Chambers located at 12363 Limonite Avenue, Suite 910, Eastvale, CA 91752, to consider **Project No. 24-20102 Change of Zone from SP – Specific Plan Zone (I-15 Corridor Specific Plan) to R-3 – General Residential Zone for the southernmost 10.01-acre portion of APN 152-640-004 located on the southeast corner of Limonite Avenue and Planetary Road.**

PROJECT DESCRIPTION: Pursuant to California Government Code Section 65583.4, the City of Eastvale is proposing a Change of Zone of a 10.01-acre portion of an 18.61 acre property located at the southeast corner of Limonite Avenue and Planetary Road (APN 152-640-004) from SP – Specific Plan Zone to R-3 – General Residential to implement the City of Eastvale Sixth Cycle Housing Element adopted by the Eastvale City Council on April 20, 2022 and certified by the California Department of Housing and Community Development (HCD) on June 21, 2022. As part of the City's compliance with state law and the Regional Housing Needs Assessment (RHNA), the Housing Element identified the site as one of the candidate rezoning sites to accommodate the City's assigned share of the regional housing needs. No development is proposed as part of this Change of Zone. The remaining 8.6 acres will remain within the SP – Specific Plan Zone.

PROJECT LOCATION: Southernmost 10.01 acres of APN 152-640-004 located on the southeast corner of Limonite Avenue and Planetary Road.

ENVIRONMENTAL: Pursuant to the provisions of the California Environmental Quality Act (CEQA Public Resources Code, Section 21084 et. seq.), the proposed Change of Zone was contemplated and fully evaluated under the City of Eastvale Housing Element and Addendum to the Eastvale General Plan Final EIR (State Clearinghouse No. 2011111061) adopted by the Eastvale City Council in April 2022 and the City of Eastvale 2040 General Plan Environmental Impact Report (State Clearinghouse No. 2022080090) adopted and certified by the Eastvale City Council in March 2024. This action is an implementation of the City of Eastvale Housing Element and Eastvale 2040 General Plan and would allow for residential development of up to 32 units per acre. No development is proposed as part of this action. No further environmental review pursuant to CEQA is required.

Any person may submit written comments prior to the public hearing or may appear in person before the City Council to be heard. Written comments may be mailed to the City of Eastvale Planning Division located at 12363 Limonite Avenue, Suite 910, Eastvale, CA 91752 or via email to David Murray at dmurray@eastvaleca.gov . **For the comments to be presented to the City Council at the meeting, all comments made in writing or via e-mail prior to the public hearing must be received by the City of Eastvale Planning Division no later than Wednesday, January 22, 2025 at 5:30 p.m.** Oral and written comments may be submitted directly to the City Council at the public hearing. If you challenge the project in court, you may be limited to raising only those issues raised at the public hearing as described in this notice or in written correspondence delivered to the Eastvale City Council prior to or at the public hearing.

If you have any questions on the project, contact David Murray at (951) 703-0488 or dmurrary@eastvaleca.gov .
The Press-Enterprise
Published: 1/12/25

CITY OF EASTVALE

AGENDA STAFF REPORT

City Council/Eastvale Public Financing Authority/Eastvale Parking Authority Meeting
PUBLIC HEARING(S)
Agenda Item No. 12.2
January 22, 2025

PLN24-20103 and PLN24-20104 - Zoning Code Amendment to establish the Residential Opportunity (RO) Overlay Zone and Change of Zone to apply the Residential Opportunity Overlay Zone to the approximately 20.46 acres of the Eastvale Gateway 1 (North) property

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Prepared By:
David Murray, City Planner

Recommended Action(s)
Staff recommends that the City Council take the following actions:

1. Determine that the proposed Zoning Code Text Amendment (PLN24-20103) and proposed Change of Zone to apply the Residential Opportunity Overlay Zone (PLN24-20104) were contemplated and fully evaluated under the City of Eastvale Housing Element and Addendum to the Eastvale General Plan Final EIR (State Clearinghouse No. 2011111061) adopted by the Eastvale City Council in April 2022 and the City of Eastvale 2040 General Plan Environmental Impact Report (State Clearinghouse No. 2022080090) adopted and certified by the Eastvale City Council in March 2024, and that no further environmental review pursuant to CEQA is required;
2. Introduce an Ordinance entitled: AN ORDINANCE OF THE CITY COUNCIL OF THE CITY EASTVALE, CALIFORNIA, AMENDING TITLE 120 (PLANNING AND ZONING) OF THE EAST MUNICIPAL CODE TO ADD CHAPTER 120.10 ESTABLISHING THE RESIDENTIAL OPPORTU OVERLAY ZONE; and
3. Introduce an Ordinance entitled: AN UNCODIFIED ORDINANCE OF THE CITY COUNCIL OF T CITY OF EASTVALE, CALIFORNIA, AMENDING THE OFFICIAL ZONING MAP TO APPLY

RESIDENTIAL OPPORTUNITY (RO) OVERLAY ZONE TO APPROXIMATELY 20.46 ACRES OF GATEWAY 1 (NORTH) PROPERTIES LOCATED ON THE NORTHEAST CORNER OF LIMON AVENUE AND HAMNER AVENUE, CONSISTENT WITH THE CITY OF EASTVALE SIXTH C HOUSING ELEMENT AND 2040 GENERAL PLAN.

Summary

The proposed project includes a City-initiated Zoning Code Amendment to add Chapter 120.10 establishing the Residential Opportunity (RO) Overlay Zone and change of zone to apply the RO Overlay Zone 20.46 acres of the Eastvale Gateway 1 (North) property located on the northeast corner of Limonite Avenue and Hamner Avenue for consistency with the City's adopted Sixth Cycle Housing Element, the 2040 General Plan, and state law.

Background

On April 10, 2022, the City Council adopted the City of Eastvale Sixth Cycle Housing Element. The Housing Element was then certified by the California Department of Housing and Community Development (HCD) on June 21, 2022. The City Council adopted the Eastvale 2040 General Plan on March 27, 2024 which incorporated and built upon the Housing Element.

The Housing Element is a State mandated chapter of the Eastvale General Plan that sets forth an eight-year plan ("housing cycle") to address the City's identified housing needs. The Housing Element describes, identifies, and analyzes the City's Regional Housing Needs Assessment (RHNA) and addresses the maintenance and expansion of the housing supply to accommodate the households that currently live and/or are expected to live in Eastvale in the housing cycle. Through research and analysis, the Housing Element identifies available candidate housing sites and establishes a Housing Policy Program to accommodate the RHNA, as determined by the Southern California Association of Governments (SCAG) and approved by the California State Department of Housing and Community Development (HCD). For the Sixth Cycle Housing Element (2021-2029), the City of Eastvale was allocated a RHNA of 3,028 residential units, divided into the following income categories in relation to Area Median Income (AMI):

- Very Low Income - 1,145 units
- Low Income - 672 units
- Moderate Income - 635 units
- Above Moderate Income - 576 units

Per state law, the Housing Element must demonstrate adequate sites to accommodate at least 3,028 residential units. The City is also required to have zoning in place with densities of at least 30 dwelling units per acre to accommodate units for very low- and low-income households. Due to the limited availability of vacant land within residential zones throughout the City, a number of sites were identified and approved as candidate rezoning sites to fill the gap in accommodating the full RHNA obligation. These included properties within the Leal Master Plan area and the Eastvale Gateway areas.

One of the properties identified in the Sixth Cycle Housing Element as a candidate rezoning site includes six parcels within the Eastvale Gateway 1 (North) shopping center, totaling 20.46 acres. To accomplish the rezoning to allow residential uses, Housing Element Strategy HE-1B provides that the

City will establish a Residential Opportunity (RO) Overlay Zone and apply it to a minimum of 5.5 acres of these six parcels within the Gateway 1 (North) property to accommodate 176 units of the City's lower income RHNA. Per Strategy HE-1B, the RO Overlay Zone must allow at least 30 units per acre and comply with the requirements of Government Code Section 65583, subdivision (c)(1) and 65583.2 subdivisions (h) and (i) as listed:

- Permit owner-occupied and rental multifamily uses by right and will not require a conditional use permit or other discretionary review or approval for developments in which 20 percent or more of the units are affordable to lower income households;
- Permit the development of at least 16 units per site and a minimum of 20 dwelling units per acre;
- Ensure at least 50 percent of the shortfall of low- and very low-income regional housing need can be accommodated on sites designated for exclusively residential uses;
- Ensure sites will be available for development during the planning period where water and sewer can be provided; and
- Ensure sites encouraging proximity to employment, schools, and other resources.

Applying the RO Overlay Zone to 20.46 acres of the Gateway 1 (North) property is intended to accommodate at least 176 units of the City's lower income RHNA obligation. Staff is recommending applying the RO Overlay Zone to the entire 20.46 acres, more than the minimum of 5.5 acres required by Housing Element Strategy HE-1B to provide flexibility in the siting of potential future residences within the shopping center.

Policy LU-4.4 of the 2040 General Plan further identifies the Gateway 1 (North) property as a location for residential uses. Applying the RO Overlay Zone to this property would streamline the process for a future residential development consistent with California Government Code Section 65583, subdivision (c)(1) and 65583.2 subdivisions (h) and (i).

Timeliness Requirement

Typically, jurisdictions that successfully adopt and obtain HCD certification for their Housing Elements by the statutory deadline must complete their identified rezonings within one year of the due date. However, Senate Bill (SB) 197, signed by the Governor on June 30, 2022, extended the rezoning deadline to 3 years and 120 days from the statutory deadline. The statutory deadline for Housing Element certification for the Sixth Cycle was October 15, 2021 after an automatic time extension. Therefore, the rezonings identified within the City's Housing Element must be approved and in place no later than February 15, 2025, pursuant to SB 197.

Analysis

Gateway 1 (North) is an approximately 74.1-acre site fully developed as a regional shopping center located at the northeast corner of Limonite Avenue and Hamner Avenue. Adjacent uses include Swan Lake mobile home park to the north, the Leal Master Plan development area to the west, the Gateway South commercial shopping center to the south, and the I-15 freeway corridor to the east.

The site is currently zoned SP - Specific Plan and is located within Planning Areas 2 and 22 of the I-15 Corridor Specific Plan. Planning Areas 2 and 22 of the I-15 Corridor Specific Plan have a CR - Commercial Retail designation and do not permit residential uses. As such, the existing Zoning is inconsistent with the Housing Element and the 2040 General Plan.

Per the Housing Element, Staff is recommending a Zoning Code Amendment (PLN24-20103) to add Chapter 120.10 establishing the Residential Opportunity (RO) Overlay Zone and a Change of Zone (PLN24-20104) to apply the RO Overlay Zone to 20.46 acres of the Gateway 1 (North) property located on the northeast corner of Limonite Avenue and Hamner Avenue for consistency with the City's Sixth Cycle Housing Element, the 2040 General Plan, and state law. The proposed project components are consistent with Strategy HE-1B of the Housing Element as well as Policy LU-4.4 of the 2040 General Plan.

Attachment 2 includes the proposed language to be added to the Zoning Code in order to establish the Residential Opportunity Overlay Zone. If at some point in the future, the current property owner wishes to replace some of the parking area with residential uses based on market demand, the new residential development would need to comply with the regulations of this chapter. As drafted, the chapter refers to the development standards and permitted uses of the R-3 - General Residential Zone and the parking requirements within the Zoning Code. Additionally, the density and number of units must be consistent with any minimums or maximums established within the General Plan and Housing Element.

Attachment 3 includes the list of Assessor Parcel Numbers (APNs) that the Residential Opportunity Overlay Zone would be applied to, along with a corresponding location map. The underlying Specific Plan Zoning and designation as Commercial Retail will remain as the primary land use designation. The RO Overlay Zone would not impact any existing or future commercial businesses within the Eastvale Gateway Shopping Center. The utilization of the RO Overlay Zone would be subject to the request of the property owner if they wish to take advantage of the ability to develop residential uses on underutilized areas of the shopping center. Any future residential development will be subject to the required application and approval processes outlined in the Zoning Code at the time of application submittal.

Environmental

Pursuant to the provisions of the California Environmental Quality Act (CEQA Public Resources Code, Section 21084 et. seq.), the proposed project was contemplated and fully evaluated under the City of Eastvale Housing Element and Addendum to the Eastvale General Plan Final EIR (State Clearinghouse No. 2011111061) adopted by the Eastvale City Council in April 2022 and the City of Eastvale 2040 General Plan Environmental Impact Report (State Clearinghouse No. 2022080090) adopted and certified by the Eastvale City Council in March 2024. This action is an implementation of the City of Eastvale Housing Element and Eastvale 2040 General Plan and would allow for residential development with a minimum density of 30 units per acre. No development is proposed as part of this action. No further environmental review pursuant to CEQA is required.

Strategic Plan Action - Priority Level: N/A | Target #: N/A | Goal #: N/A

Not Applicable

Fiscal Impact

There is no fiscal impact to the City associated with the adoption of this Change of Zone, as staff time to prepare this report and draft ordinance is included in the FY 2024/25 Community Development Department budget.

Prior City Council/Commission Action

On April 10, 2022, the City Council adopted the City of Eastvale Sixth Cycle Housing Element which was then certified by the California Department of Housing and Community Development (HCD) on June 21, 2022. The City Council adopted the Eastvale 2040 General Plan on March 27, 2024 which incorporated and built upon the Housing Element.

On December 18, 2024, the Planning Commission adopted Resolution 24-15 recommending that the City Council approve Zoning Code Amendment PLN24-20103 to add Chapter 120.10 establishing the Residential Opportunity (RO) Overlay Change of Zone and Change of Zone PLN24-20104 to apply the Residential Opportunity Zone to 20.46 acres of the Eastvale Gateway 1 property consistent with the City of Eastvale Sixth Cycle Housing Element.

Attachment(s)

Attachment 1 - Figures and Exhibits
Attachment 2 - Draft Ordinance - Residential Opportunity Overlay Zone
Attachment 3 - Draft Ordinance - Change of Zone - Gateway North
Attachment 4 - Proof of Publication
Attachment 5 - PC Resolution 24-15

Figure 1: Vicinity Map

Return to Agenda

Figure 2: Site Map

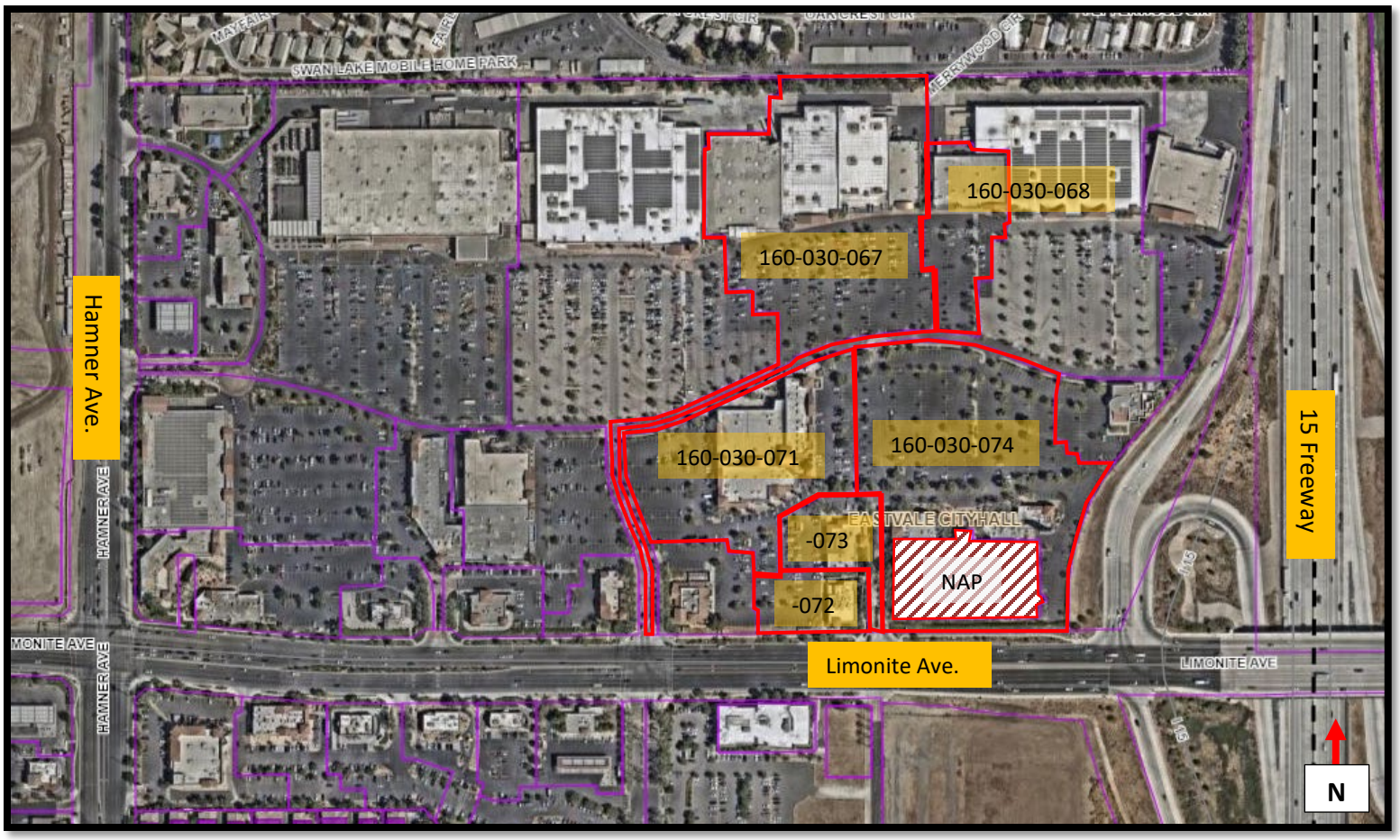


Figure 3: Zoning

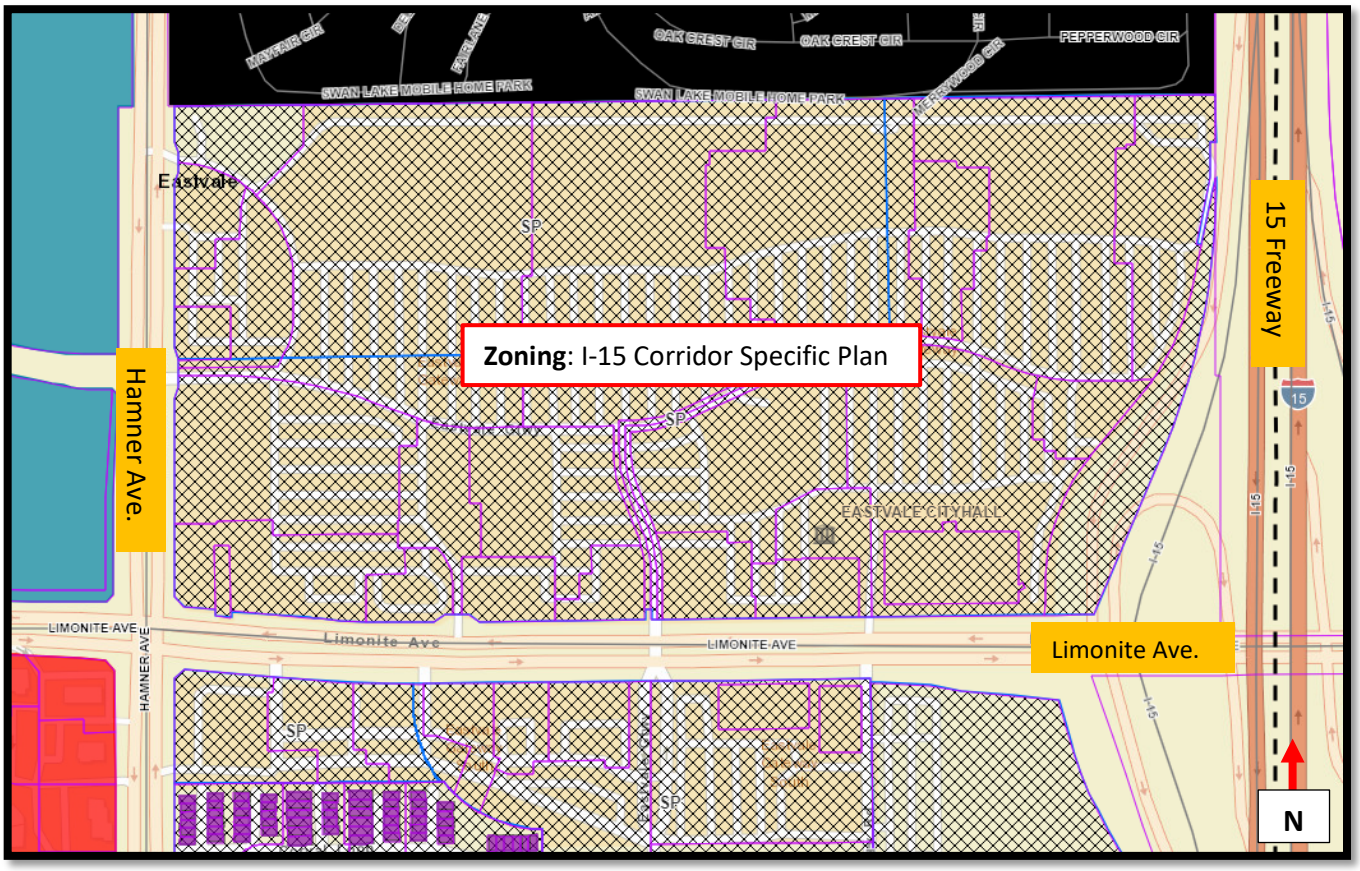


Figure 4: General Plan

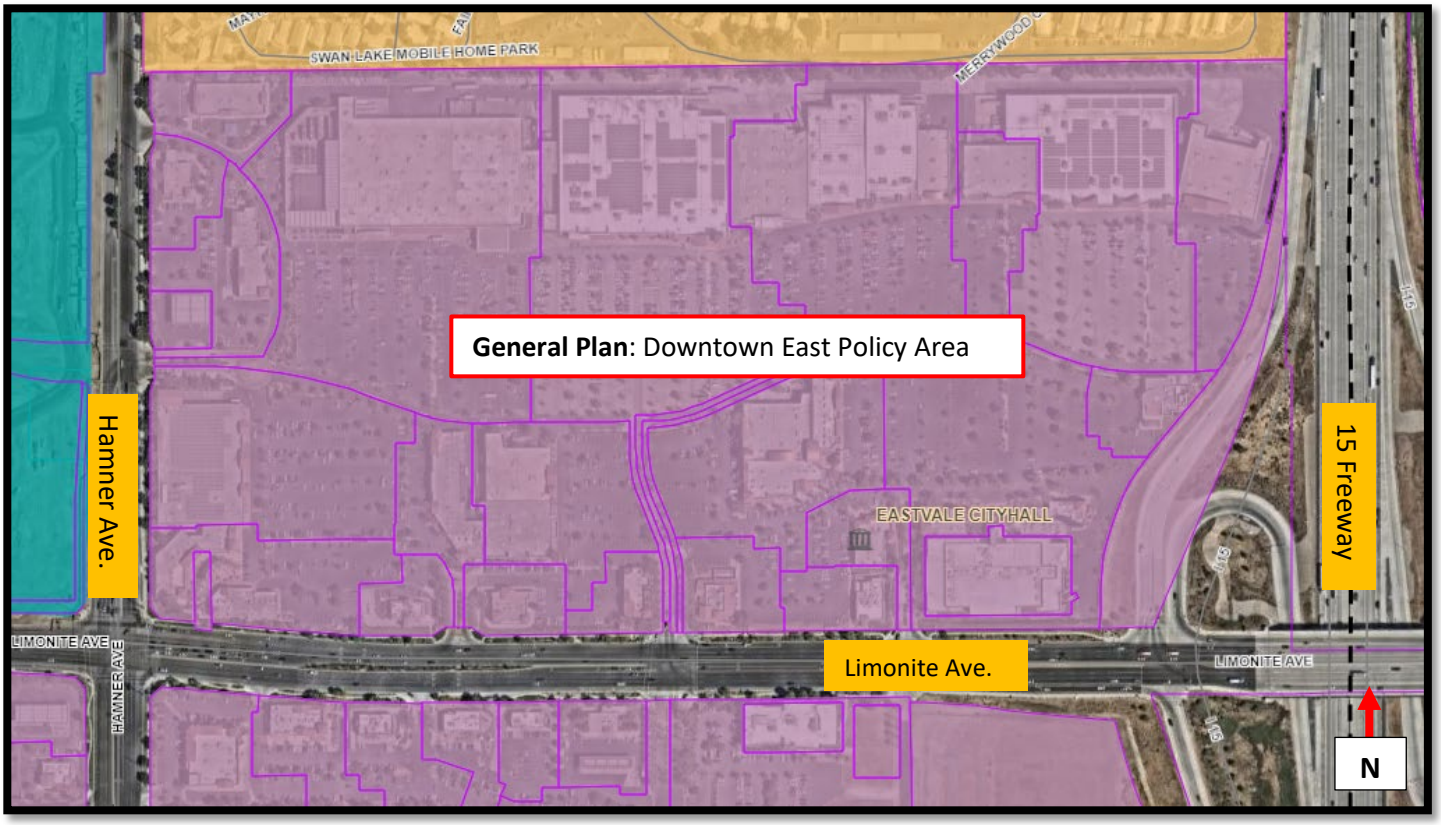
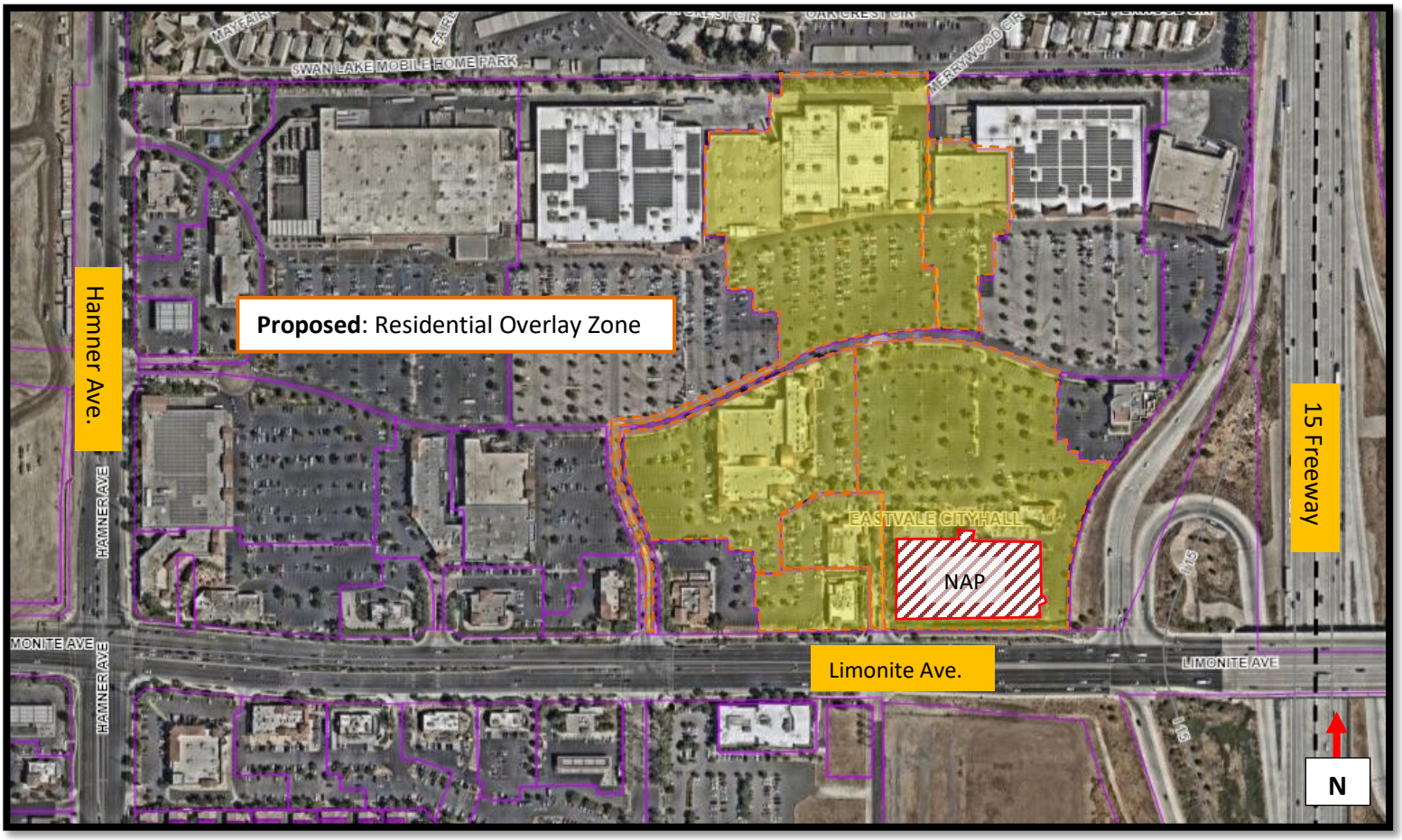


Figure 5: Proposed Residential Overlay



ORDINANCE NO. 25-__

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF EASTVALE, CALIFORNIA, AMENDING TITLE 120 (PLANNING AND ZONING) OF THE EASTVALE MUNICIPAL CODE TO ADD CHAPTER 120.10 ESTABLISHING THE RESIDENTIAL OPPORTUNITY OVERLAY ZONE

WHEREAS, the Eastvale City Council adopted the City of Eastvale Sixth Cycle Housing Element on April 20, 2022; and

WHEREAS, the California Department of Housing and Community Development (HCD) certified the City of Eastvale Housing Element on June 21, 2022; and

WHEREAS, as part of the City's compliance with state law and the Regional Housing Needs Assessment (RHNA), the Housing Element identified the need to establish a Residential Opportunity Overlay Zone to then be applied to candidate rezoning sites to accommodate the City's assigned share of the regional housing needs; and

WHEREAS, the Residential Opportunity Overlay Zone would allow for residential development with a minimum density of 30 units per acre on underutilized parking areas of existing shopping centers to accommodate residential uses; and

WHEREAS, pursuant to California Government Code Section 65583.4, the City of Eastvale is proposing an amendment to the Zoning Code (Title 120 of the Eastvale Municipal Code) to add Chapter 120.10 establishing the Residential Opportunity Overlay Zone consistent with the adopted Housing Element; and

WHEREAS, the Residential Opportunity Overlay Zone may be applied, by action of the City Council, to qualifying properties to meet the RHNA obligations and state law.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF EASTVALE DOES ORDAIN AS FOLLOWS:

SECTION 1. Findings. As required by Section 120.01.070(e) of the Eastvale Municipal Code, the City Council finds that the changes contained in this ordinance are consistent with the General Plan goals, policies, and implementation programs. Specifically, Housing Element Strategy HE-1B provides the City will establish a Residential Opportunity Overlay Zone that will allow at least 30 units per acre and comply with the requirements of Government Code Section 65583, subdivision (c)(1) and 65583.2 subdivisions (h) and (i) as listed:

- Permit owner-occupied and rental multifamily uses by right and will not require a conditional use permit or other discretionary review or approval for developments in which 20 percent or more of the units are affordable to lower income households;

- Permit the development of at least 16 units per site and a minimum of 20 dwelling units per acre;

- Ensure at least 50 percent of the shortfall of low- and very low-income regional housing need can be accommodated on sites designated for exclusively residential uses;

- Ensure sites will be available for development during the planning period where water and sewer can be provided; and

- Ensure sites encouraging proximity to employment, schools, and other resources.

SECTION 2. Amendment of Title 120. Chapter 120.10 (Residential Opportunity Overlay Zone) is added in its entirety to the Eastvale Municipal Code and shall read as shown in Exhibit "A" to this Ordinance.

SECTION 3. Severability. If any chapter, subsection, subdivision, sentence, clause, phrase, or portion of this ordinance, is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision will not affect the validity of the remaining portions of this ordinance. The City Council hereby declares that it would have adopted this ordinance, and each Chapter, subsection, subdivision, sentence, clause, phrase, or portion thereof, irrespective of the fact that any one or more Sections, subsections, subdivisions, sentences, clauses, phrases, or portions thereof be declared invalid or unconstitutional.

SECTION 4. Effective Date. This ordinance shall take effect thirty (30) days after its passage by the City Council.

SECTION 5. City Clerk Action. The City Clerk is authorized and directed to cause this Ordinance to be published within fifteen (15) days after its passage in a newspaper of general circulation and circulated within the City in accordance with Government Code Chapter 36933(a) or, to cause this Ordinance to be published in the manner required by law using the alternative summary and pasting procedure authorized under Government Code Chapter 39633(c).

PASSED, APPROVED AND ORDAINED this __ day of _____, 2025.

_____
Mike McMinn
Mayor

APPROVED AS TO FORM:

_____
Erica L. Vega

ATTEST:

_____
Marc A. Donohue, MMC

City Attorney City Clerk/Communications Director

STATE OF CALIFORNIA)
COUNTY OF RIVERSIDE) §
CITY OF EASTVALE)

I, Marc A. Donohue, City Clerk/Communications Director of the City of Eastvale, California, do hereby certify that the foregoing Ordinance No. 25-__, was introduced at a regular meeting of the City Council of the City of Eastvale held on the __ day of _____, 2025, and was passed by the City Council of the City of Eastvale at a regular meeting held on the __ day of _____, 2025, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

_____
Marc A. Donohue, MMC
City Clerk/Communications Director

EXHIBIT "A"

Chapter 120.10. - Residential Opportunity (RO) Overlay Zone

Sec. 120.10.010. - Purpose

(a) The Residential Opportunity Overlay Zone is intended to designate parcels for the development of multiple-family residential units where the underlying zone does not otherwise allow residential or where there is an existing non-residential use that may transition to a residential or mixed use over time as market demands dictate.

(b) The Residential Opportunity Overlay Zone may be applied to non-residentially zoned properties to facilitate new residential development on undeveloped or underdeveloped land.

(c) The Residential Opportunity Overlay Zone is intended to provide a meaningful blend of residential and nonresidential uses that enhances and builds upon the City's commercial base.

(d) The Residential Opportunity Overlay Zone is intended to facilitate the development of housing on sites identified in the City's Housing Element as available for the development of housing affordable to lower income households.

Sec. 120.10.020 – Implementation

(a) Except as specified within this chapter, all provisions of the underlying zoning district applicable to a property within the Residential Opportunity Overlay Zone shall continue to apply to the property.

(b) Notwithstanding the underlying zoning district, parcels designated as part of the Residential Opportunity Overlay Zone may be developed with residential uses in accordance with the provisions set forth herein.

(c) Residential development proposed on a parcel within the Residential Opportunity Overlay shall be subject to the permitted land uses and development standards applicable within the R-3 zoning district.

(d) Residential development within the Residential Opportunity Overlay zone shall not create or exacerbate nonconforming conditions for existing non-residential development with respect to parking or any other development standards applicable to the existing non-residential development.

Sec. 120.10.040. – Density

The density of a residential development within the Residential Opportunity Overlay Zone shall be between 20.1 and 40 dwelling units per acre.

ORDINANCE NO. 25-XX

AN UNCODIFIED ORDINANCE OF THE CITY COUNCIL OF THE CITY OF EASTVALE, CALIFORNIA, AMENDING THE OFFICIAL ZONING MAP TO APPLY THE RESIDENTIAL OPPORTUNITY (RO) OVERLAY ZONE TO APPROXIMATELY 20.46 ACRES OF THE GATEWAY 1 (NORTH) PROPERTIES LOCATED ON THE NORTHEAST CORNER OF LIMONITE AVENUE AND HAMNER AVENUE, CONSISTENT WITH THE CITY OF EASTVALE SIXTH CYCLE HOUSING ELEMENT AND 2040 GENERAL PLAN

THE CITY COUNCIL OF THE CITY OF EASTVALE ORDAINS AS FOLLOWS:

SECTION 1: ENVIRONMENTAL FINDINGS

Pursuant to the provisions of the California Environmental Quality Act (CEQA Public Resources Code, Section 21084 et. seq.), the proposed Change of Zone (PLN24-20104) was contemplated and fully evaluated under the City of Eastvale Housing Element and Addendum to the Eastvale General Plan Final EIR (State Clearinghouse No. 2011111061) adopted by the Eastvale City Council in April 2022 and the City of Eastvale 2040 General Plan Environmental Impact Report (State Clearinghouse No. 2022080090) adopted and certified by the Eastvale City Council in March 2024. This action is an implementation of the City of Eastvale Housing Element and Eastvale 2040 General Plan and would allow for residential development at a density of at least 30 units per acre. No development is proposed as part of this action. No further environmental review pursuant to CEQA is required.

SECTION 2: FINDINGS FOR THE CHANGE OF ZONE

Finding 1: The change is consistent with the General Plan goals, policies, and implementation programs.

Evidence: The 74.1-acre site Gateway 1 (North) site is currently zoned SP – Specific Plan and is located within Planning Areas 2 and 22 of the I-15 Corridor Specific Plan. Planning Areas 2 and 22 of the I-215 Corridor Specific Plan have a CR – Commercial Retail designation and do not permit residential uses. The City of Eastvale Sixth Cycle Housing Element, adopted by City Council on April 20, 2022 and certified by the California Department of Housing and Community Development (HCD) on June 21, 2022 identified six of the twenty-five parcels within the Gateway 1 (North) shopping center as candidate rezoning sites to accommodate the City's assigned share of the Regional Housing Needs Assessment (RHNA). The adopted Housing Element includes Strategy HE-1B, which provides that the City will establish a Residential Opportunity (RO) Overlay Zone that will allow at least 30 units per acre and apply it to the six Gateway 1 (North) parcels to create opportunities for infill residential development on underutilized commercial surface parking areas. The Residential Opportunity Overlay Zone must facilitate a minimum of 176 units

to accommodate the lower income RHNA and comply with the requirements of Government Code Section 65583, subdivision (c)(1) and 65583.2 subdivisions (h) and (i) as listed:

- Permit owner-occupied and rental multifamily uses by right and will not require a conditional use permit or other discretionary review or approval for developments in which 20 percent or more of the units are affordable to lower income households;
- Permit the development of at least 16 units per site and a minimum of 20 dwelling units per acre;
- Ensure at least 50 percent of the shortfall of low- and very low-income regional housing need can be accommodated on sites designated for exclusively residential uses;
- Ensure sites will be available for development during the planning period where water and sewer can be provided; and
- Ensure sites encouraging proximity to employment, schools, and other resources.

The proposed Change of Zone to apply the Residential Opportunity Overlay Zone is consistent with Strategy HE-1B of the Housing Element as well as Policy LU-4.4 of the 2040 General Plan, which calls for developing a plan for introducing residential development into the Gateway 1 (North) property.

Finding 2: The amendment is consistent with the most recent adopted version of the Chino Airport land Use Compatibility Plan.

Evidence: The project site is not located within the Chino Airport influence area and is not subject to a consistency determination with the Airport Land Use Compatibility Plan (ALUCP).

SECTION 3. CHANGE OF ZONE

The Official Zoning Map for the City of Eastvale is hereby amended to apply the Residential Opportunity Overlay Zone to the Assessor Parcel Number (APNs) listed and shown within Exhibit A attached hereto and incorporated herein by reference. The Residential Opportunity Overlay Zone shall be in addition to the existing underlying zoning of Commercial Residential (CR) on said parcels and shall not supplant or supersede the existing CR zoning.

SECTION 4. SEVERABILITY

If any Chapter, subsection, subdivision, sentence, clause, phrase, or portion of this ordinance, is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision will not affect the validity of the remaining portions of this ordinance.

The City Council hereby declares that it would have adopted this ordinance, and each Chapter, subsection, subdivision, sentence, clause, phrase, or portion thereof, irrespective of the fact that any one or more Sections, subsections, subdivisions, sentences, clauses, phrases, or portions thereof be declared invalid or unconstitutional.

SECTION 5. EFFECTIVE DATE

This ordinance shall take effect thirty (30) days after its passage by the City Council.

SECTION 7. CITY CLERK ACTION

The City Clerk is authorized and directed to cause this Ordinance to be published within fifteen (15) days after its passage in a newspaper of general circulation and circulated within the City in accordance with Government Code Chapter 36933(a) or, to cause this Ordinance to be published in the manner required by law using the alternative summary and pasting procedure authorized under Government Code Chapter 39633(c).

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

_____
Mike McMinn
Mayor

APPROVED AS TO FORM:

_____
Erica Vega
City Attorney

ATTEST:

_____
Marc A. Donohue, MMC
Government Services Director/City Clerk

(STATE OF CALIFORNIA)
(COUNTY OF RIVERSIDE) §
(CITY OF EASTVALE)

I, Marc A. Donohue, City Clerk of the City of Eastvale, California, do hereby certify that the foregoing City Council Resolution No. 25-XX, was duly adopted by the City Council of the City of Eastvale, California, at a meeting held on the XX day of _____ 2025, by the following vote:

AYES:

NOES:

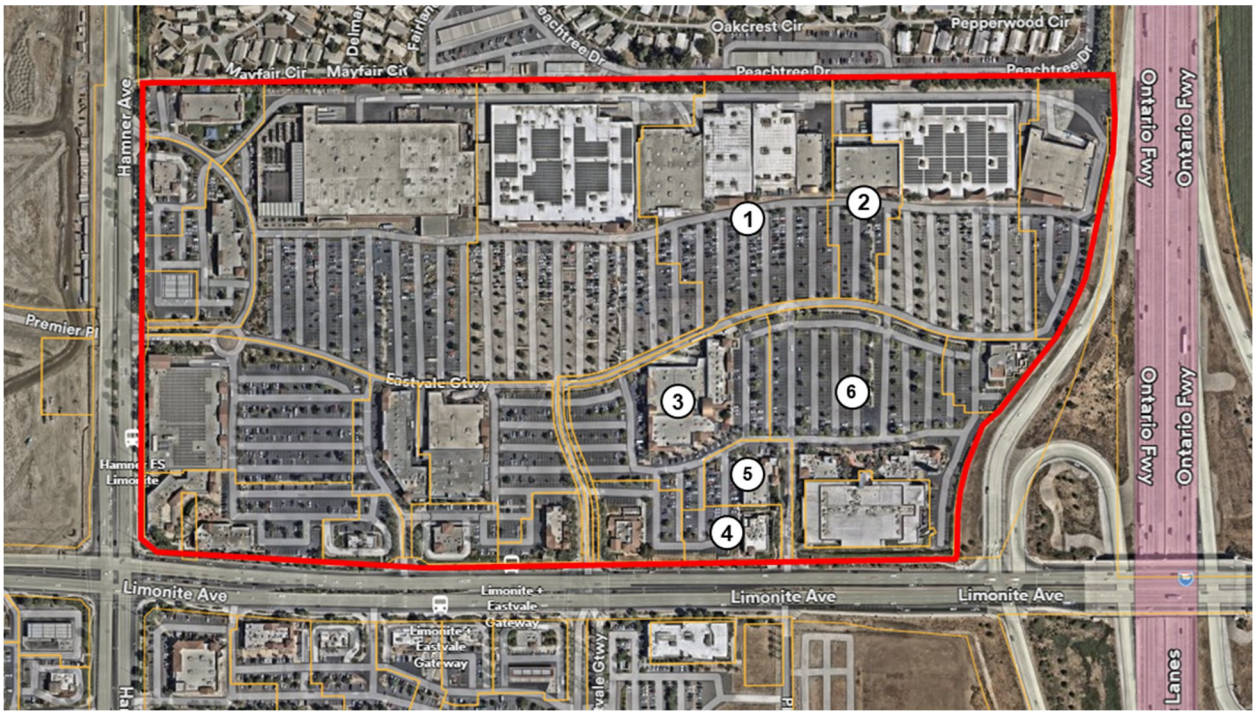
ABSENT:

ABSTAIN:

_____
Marc A. Donohue, MMC
Government Services Director/City Clerk

EXHIBIT A

PLN 24-20104 Change of Zone to apply the Residential Opportunity (RO) Overlay Zone to Gateway 1 (North) Property – Applicable Assessor Parcel Numbers (APNs)



Map Location	APN	Acres
1	160-030-067	6.93
2	160-030-068	1.61
3	160-030-071	4.02
4	160-030-072	0.92
5	160-030-073	1.02
6	160-030-074	5.96
	Total Acreage	20.46

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Riverside, California 92501
(951) 368-9229

CITY OF EASTVALE
12363 LIMONITE AVE , STE 910
MIRA LOMA, California 91752

Publication: The Press-Enterprise

PROOF OF PUBLICATION OF

Ad Desc: 0011713186

FILE NO. 0011713186

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:

01/12/2025

I certify (or declare) under the penalty of perjury that the foregoing is true and correct.

Date: January 12, 2025.
At: Riverside, California

Christine Gonzalez

Signature

CITY OF EASTVALE
CITY COUNCIL NOTICE OF PUBLIC HEARING
PROJECT NO. PLN24-20103 – ZONING CODE AMENDMENT TO ADD CHAPTER 120.10 ESTABLISHING THE RESIDENTIAL OPPORTUNITY (RO) OVERLAY ZONE AND PLN24-20104 – CHANGE OF ZONE TO APPLY THE RESIDENTIAL OPPORTUNITY OVERLAY ZONE TO 20.46 ACRES OF THE EASTVALE GATEWAY 1 (NORTH) PROPERTY

NOTICE IS HEREBY GIVEN that the City of Eastvale City Council will hold a public hearing on **Wednesday, January 22, 2025** , at 6:30 p.m. at the Eastvale City Hall Council Chambers located at 12363 Limonite Avenue, Suite 910, Eastvale, CA 91752, to consider **Project No. PLN24-20103 – Zoning Code Amendment to add Chapter 120.10 establishing the Residential Opportunity (RO) Overlay Zone and PLN24-20104 – Change of Zone to apply the Residential Opportunity Overlay Zone to 20.46 acres of the Eastvale Gateway 1 (North) property located on the northeast corner of Limonite and Hamner Avenues, consistent with the City of Eastvale Sixth Cycle Housing Element and 2040 General Plan1.**

PROJECT DESCRIPTION: Pursuant to California Government Code Section 65583.4, the City of Eastvale is proposing an amendment to the Zoning Code (Title 120 of the Eastvale Municipal Code) to add Chapter 120.10 establishing the Residential Opportunity (RO) Overlay Zone and a Change of Zone to apply the Residential Opportunity Overlay Zone to 20.46 acres of the Eastvale Gateway 1 (North) property located at the northeast corner of Limonite and Hamner Avenues. The purpose of these actions is to implement the City of Eastvale Sixth Cycle Housing Element adopted by the Eastvale City Council on April 20, 2022 and certified by the California Department of Housing and Community Development (HCD) on June 21, 2022. As part of the City's compliance with state law and the Regional Housing Needs Assessment (RHNA), the Housing Element identified the site as one of the candidate rezoning sites to accommodate the City's assigned share of the regional housing needs. This change would allow for residential development at a density of at least 30 units per acre on underutilized parking areas of the shopping center by replacing surface parking with a structure and expanding the existing commercial zoning to accommodate residential uses. This overlay would not preclude the existing commercial uses from continuing to exist. No development or change of existing uses is proposed as part of this Change of Zone to apply the Residential Opportunity Overlay Zone.

PROJECT LOCATION:
PLN24-20103 – The Zoning Code Amendment establishing the Residential Opportunity (RO) Overlay Zone would create a zoning classification that could be applied to qualifying properties throughout the City on a case-by-case basis and subject to City Council approval.

PLN24-20104 – The Residential Opportunity Overlay Zone would be applied to the approximately 20.46 acres of the Eastvale Gateway 1 (North) property located at the northeast corner of Limonite and Hamner Avenues.

ENVIRONMENTAL: Pursuant to the provisions of the California Environmental Quality Act (CEQA Public Resources Code, Section 21084 et. seq.), the proposed Zoning Code Text Amendment (PLN24-20103) and proposed Change of Zone to apply the Residential Opportunity Overlay Zone (PLN24-20104) were contemplated and fully evaluated under the City of Eastvale Housing Element and Addendum to the Eastvale General Plan Final EIR (State Clearinghouse No. 2011111061) adopted by the Eastvale City Council in April 2022 and the City of Eastvale 2040 General Plan Environmental Impact Report (State Clearinghouse No. 2022080090) adopted and certified by the Eastvale City Council in March 2024. This action is an implementation of the City of Eastvale Housing Element and Eastvale 2040 General Plan and would allow for residential development at a density of at least 30 units per acre. No development is proposed as part of this action. No further environmental review pursuant to CEQA is required.

Any person may submit written comments prior to the public hearing or may appear in person before the City Council to be heard. Written comments may be mailed to the City of Eastvale Planning Division located at 12363 Limonite Avenue, Suite 910, Eastvale, CA 91752 or via email to David Murray at dmurray@eastvaleca.gov . **For the comments to be presented to the City Council at the meeting, all comments made in writing or via e-mail prior to the public hearing must be received by the City of Eastvale Planning Division no later than Wednesday, January 22, 2025 at 5:30 p.m.** Oral and written comments may be submitted directly to the City Council at the public hearing. If you challenge the project in court, you may be limited to raising only those issues raised at the public hearing as described in this notice or in written correspondence delivered to the Eastvale City Council prior to or at the public hearing.

If you have any questions on the project, contact David Murray at (951) 703-0488 or dmurrary@eastvaleca.gov .
The Press-Enterprise

RESOLUTION NO. 24-15

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF EASTVALE, CALIFORNIA, RECOMMENDING THAT THE CITY COUNCIL APPROVE PLN24-20103, AMENDING TITLE 120 (PLANNING AND ZONING) OF THE EASTVALE MUNICIPAL CODE TO ADD CHAPTER 120.10 ESTABLISHING THE RESIDENTIAL OPPORTUNITY OVERLAY ZONE AND PLN24-20104 AMENDING THE OFFICIAL ZONING MAP TO APPLY THE RESIDENTIAL OPPORTUNITY (RO) OVERLAY ZONE TO THE APPROXIMATELY 74.1-ACRE GATEWAY 1 (NORTH) PROPERTIES LOCATED ON THE NORTHEAST CORNER OF LIMONITE AVENUE AND HAMNER AVENUE, CONSISTENT WITH THE CITY OF EASTVALE SIXTH CYCLE HOUSING ELEMENT AND 2040 GENERAL PLAN

WHEREAS, the Eastvale City Council adopted the City of Eastvale Sixth Cycle Housing Element on April 20, 2022; and

WHEREAS, the California Department of Housing and Community Development (HCD) certified the City of Eastvale Housing Element on June 21, 2022; and

WHEREAS, as part of the City's compliance with state law and the Regional Housing Needs Assessment (RHNA), the Housing Element identified the need to establish a Residential Opportunity Overlay Zone to then be applied to candidate rezoning sites to accommodate the City's assigned share of the regional housing needs; and

WHEREAS, the Residential Opportunity Overlay Zone would allow for residential development with a minimum density of 30 units per acre on underutilized parking areas of existing shopping centers to accommodate residential uses; and

WHEREAS, pursuant to California Government Code Section 65583.4, the City of Eastvale is proposing an amendment to the Zoning Code (Title 120 of the Eastvale Municipal Code) to add Chapter 120.10 establishing the Residential Opportunity Overlay Zone consistent with the adopted Housing Element; and

WHEREAS, the Residential Opportunity Overlay Zone may be applied, by action of the City Council, to qualifying properties to meet the RHNA obligations and state law; and

WHEREAS, the adopted Housing Element includes Strategy HE-1B, which provides that the City will apply the Residential Opportunity (RO) Overlay Zone to the Gateway 1 (North) property; and

WHEREAS, the City of Eastvale is initiating a change of zone to apply the Residential Opportunity Overlay Zone to the 74.1-acre Gateway 1 (North) property located at the northeast corner of Limonite Avenue and Hamner Avenue; and

WHEREAS, Zoning Code Amendment PLN24-20103 and Change of Zone PLN24-20104 are considered a "Project" as defined by the California Environmental Quality Act (CEQA), Public Resources Code Section 21000 et seq.; and

WHEREAS, pursuant to the provisions of the California Environmental Quality Act (CEQA Public Resources Code, Section 21084 et. seq.), the proposed project was contemplated and fully evaluated under the City of Eastvale Housing Element and Addendum to the Eastvale General Plan Final EIR (State Clearinghouse No. 2011111061) adopted by the Eastvale City Council in April 2022 and the City of Eastvale 2040 General Plan Environmental Impact Report (State Clearinghouse No. 2022080090) adopted and certified by the Eastvale City Council in March 2024; and

WHEREAS, this action is an implementation of the City of Eastvale Housing Element and Eastvale 2040 General Plan and would allow for residential development with a minimum density of 30 units per acre; and

WHEREAS, no development is proposed as part of this action and no further environmental review pursuant to CEQA is required; and

WHEREAS, the City of Eastvale Planning Commission conducted a duly noticed public hearing on December 18, 2024 at which public testimony was received concerning Zoning Code Amendment PLN24-20103 and Change of Zone PLN24-20102, and at which time the Planning Commission considered the proposed request and recommended City Council approval of Zoning Code Amendment PLN24-20103 and Change of Zone PLN24-20102; and

WHEREAS, on December 8, 2024, the City of Eastvale City Clerk published a legal notice in compliance with state law concerning Zoning Code Amendment PLN24-20103 and Change of Zone PLN24-20102 in the Press Enterprise, a local newspaper of general circulation, regarding the Planning Commission meeting on December 18, 2024. In addition, on December 5, 2024 a public hearing notice was mailed to each property owner and commercial tenant within a 300-foot radius of the project site, indicating time, date, and place of the public hearing for Zoning Code Amendment PLN24-20103 and Change of Zone PLN24-20102.

NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF EASTVALE DOES HEREBY RESOLVE, DETERMINE, AND ORDER AS FOLLOWS:

SECTION 1. FINDINGS FOR CEQA:

Pursuant to the provisions of the California Environmental Quality Act (CEQA Public Resources Code, Section 21084 et. seq.), the proposed project was contemplated and fully evaluated under the City of Eastvale Housing Element and Addendum to the Eastvale General Plan Final EIR (State Clearinghouse No. 2011111061) adopted by the Eastvale City Council in April 2022 and the City of Eastvale 2040 General Plan Environmental Impact Report (State Clearinghouse No. 2022080090) adopted and certified by the Eastvale City Council in March 2024. This action is an

implementation of the City of Eastvale Housing Element and Eastvale 2040 General Plan and would allow for residential development with a minimum density of 30 units per acre. No development is proposed as part of this action. No further environmental review pursuant to CEQA is required.

SECTION 2: FINDINGS FOR THE ZONING CODE AMENDMENT (PLN24-20103)

Finding 1: The changes are consistent with the General Plan goals, policies, and implementation programs.

Evidence: As required by Section 120.01.070(e) of the Eastvale Municipal Code, the City Council finds that the changes contained in this ordinance are consistent with the General Plan goals, policies, and implementation programs. Specifically, Housing Element Strategy HE-1B provides that the City will establish a Residential Opportunity Overlay Zone that will allow at least 30 units per acre and comply with the requirements of Government Code Section 65583, subdivision (c)(1) and 65583.2 subdivisions (h) and (i) as listed:

- Permit owner-occupied and rental multifamily uses by right and will not require a conditional use permit or other discretionary review or approval for developments in which 20 percent or more of the units are affordable to lower income households;
- Permit the development of at least 16 units per site and a minimum of 20 dwelling units per acre;
- Ensure at least 50 percent of the shortfall of low- and very low-income regional housing need can be accommodated on sites designated for exclusively residential uses;
- Ensure sites will be available for development during the planning period where water and sewer can be provided; and
- Ensure sites encouraging proximity to employment, schools, and other resources.

SECTION 3: FINDINGS FOR THE CHANGE OF ZONE (PLN24-20104)

Finding 1: The changes are consistent with the General Plan goals, policies, and implementation programs.

Evidence: The 74.1-acre site is currently zoned SP – Specific Plan and is located within Planning Areas 2 and 22 of the I-15 Corridor Specific Plan. Planning Areas 2 and 22 of the I-15 Corridor Specific Plan have a CR – Commercial Retail designation and do not permit residential uses. The City of Eastvale Sixth Cycle Housing Element, adopted by City Council on April 20, 2022 and certified by the California Department of Housing and Community Development (HCD) on June

21, 2022 identified the Gateway 1 (North) shopping center as a candidate rezoning sites to accommodate the City's assigned share of the Regional Housing Needs Assessment (RHNA). The adopted Housing Element includes Strategy HE-1B, which provides that the City will establish a Residential Opportunity (RO) Overlay Zone that will allow at least 30 units per acre and apply it to the Gateway 1 (North) property to create opportunities for infill residential development on underutilized commercial surface parking areas. The Residential Opportunity Overlay Zone must facilitate a minimum of 176 units to accommodate the lower income RHNA and comply with the requirements of Government Code Section 65583, subdivision (c)(1) and 65583.2 subdivisions (h) and (i) as listed:

- Permit owner-occupied and rental multifamily uses by right and will not require a conditional use permit or other discretionary review or approval for developments in which 20 percent or more of the units are affordable to lower income households;

- Permit the development of at least 16 units per site and a minimum of 20 dwelling units per acre;

- Ensure at least 50 percent of the shortfall of low- and very low-income regional housing need can be accommodated on sites designated for exclusively residential uses;

- Ensure sites will be available for development during the planning period where water and sewer can be provided; and

- Ensure sites encouraging proximity to employment, schools, and other resources.

As such, the existing Commercial Retail land use designation within the I-15 Corridor Specific Plan is inconsistent with the Housing Element and the 2040 General Plan. The proposed Change of Zone to apply the Residential Opportunity Overlay Zone is consistent with Strategy HE-1B of the Housing Element as well as Policy LU-4.4 of the 2040 General Plan, which further identifies the Gateway 1 (North) property as residential.

Finding 2: The amendment is consistent with the most recent adopted version of the Chino Airport land Use Compatibility Plan.

Evidence: The project site is not located within the Chino Airport influence area and is not subject to a consistency determination with the Airport Land Use Compatibility Plan (ALUCP).

SECTION 4. MULTIPLE SPECIES HABITAT CONSERVATION PLAN

Finding: The project is found to be consistent with the Multiple Species Habitat Conservation Plan (MSHCP).

Evidence: The project is located outside of any MSHCP criteria area, and mitigation is provided through payment of the MSHCP mitigation fee at the time of development.

SECTION 5. RECORD OF PROCEEDING

The documents and other materials that constitute the record of the proceedings upon which the Planning Commission's decision is based, which include but are not limited to the environmental documents, staff reports, as well as all materials that support the staff reports for the proposed project, are located in the City Clerk's office of the City of Eastvale at 12363 Limonite Avenue, Suite 910, Eastvale, CA 91752. The custodian of these documents is the City Clerk of the City of Eastvale.

SECTION 5. DETERMINATION

Based upon the findings outlined in Sections 1 through 4, the Planning Commission of the City of Eastvale hereby recommends that the City Council approve PLN24-20103, amending Title 120 (Planning and Zoning) of the Eastvale Municipal Code to add Chapter 120.10 establishing the Residential Opportunity Overlay Zone and PLN24-20104 amending the official zoning map to apply the Residential Opportunity (RO) Overlay Zone to the approximately 74.1-acre Gateway 1 (North) properties located on the northeast corner of Limonite Avenue and Hamner Avenue, consistent with the City of Eastvale Sixth Cycle Housing Element and 2040 General Plan.

PASSED, APPROVED AND ADOPTED this 18th day of December, 2024.

Josh Lee
Vice Chair

APPROVED AS TO FORM:

Chad Herrington
Assistant City Attorney

ATTEST:

FOR Jessica Cooper, MMC
Senior Management Analyst

STATE OF CALIFORNIA)
COUNTY OF RIVERSIDE) §
CITY OF EASTVALE)

I, Jessica Cooper, Senior Management Analyst of the City of Eastvale, California, do hereby certify that the foregoing Planning Commission Resolution No. 24-15, was duly adopted by the Planning Commission of the City of Eastvale, California, at a meeting held on the 18th day of December 2024, by the following vote:

AYES: Commissioners Hove, Rodriguez-Plott, and Vice-Chair Lee

NOES:

ABSENT: Commissioner Lomeli, and Chair Rochelle

ABSTAIN:

FOR Jessica Cooper, MMC
Senior Management Analyst

CITY OF EASTVALE

AGENDA STAFF REPORT

City Council/Eastvale Public Financing Authority/Eastvale Parking Authority Meeting
CITY COUNCIL/EASTVALE PUBLIC FINANCING AUTHORITY/EASTVALE PARKING AUTHORITY BUSINESS
Agenda Item No. 13.1
January 22, 2025

Annual Comprehensive Financial Report (ACFR) and Related Letters and Reports for the Fiscal Year Ended June 30, 2024

Prepared By:

Luis De La Hoya, Finance Manager

Recommended Action(s)

Staff recommends that the City Council receive and file the Annual Comprehensive Financial Report and accompanying letters and reports the for fiscal year ended June 30, 2024

Summary

In order to meet guidelines set forth in the Government Accounting Standards Board (GASB) statement number 34, the City enters into contracts with auditing firms in order to perform annual audits and compile the City's Annual Comprehensive Financial Report (ACFR). The audit process typically begins in July and concludes in December with the preparation of the financial statements. The audit helps to identify whether significant matters exist that should be addressed by the City in order to strengthen internal controls and ensure accuracy in financial reporting.

Background

The City's independent auditor, Rogers, Anderson, Malody and Scott, LLP, have completed their annual audit of the City's general ledger for the fiscal year ending June 30, 2024. The services provided for this audit fulfill the first year of a three-year contract. The City's annual financial statements were prepared by the audit firm in accordance with Generally Accepted Accounting Principles (GAAP), Government Accounting Standards, and comply with other rules and regulations applicable to government entities.

At the conclusion of the audit test work, the audit firm issues an opinion as to the fairness of presentation of the financial position of City activities. The City received an unmodified opinion from the independent auditors. An unmodified opinion is an independent auditor's judgement that a company or organization's financial records and statements are fairly and appropriately presented and in accordance with GAAP. In addition, the audit firm is required to issue reports related to internal controls and communicate with the Council regarding how the audit was planned and conducted. All reports and letters are attached.

The ACFR consists of three parts, Management's Discussion and Analysis (MDA), the basic financial statements, and required supplementary information. The MDA serves as an introduction to the basic financial statements. The basic financial statements include three components: the government-wide financials statements, the fund financials statements, and notes to the financial statements. The required supplementary information provides additional financial information regarding the City not provided in the basic financial statements. The City prepares the Transmittal Letter and Management Discussion and Analysis and the City's audit firm prepares the basic financial statements and compiles the final ACFR document.

Environmental

Government financial statements are not considered a Project as defined by the California Environmental Quality Act (CEQA) and no environmental review is required.

Strategic Plan Action - Priority Level: N/A | Target #: N/A | Goal #: N/A

The annual audit and subsequent issuance of financial statements is a basic requirement of the city's daily functions. Without the completion of an annual audit and issuance of annual financial statements the city would be unable ensure receipt of vital state, federal, and grant funding, issue debt, and safeguard public funds.

Fiscal Impact

There is no fiscal impact associated with this report. Costs associated with the annual audit were included in the fiscal year 2024-25 adopted budget.

Prior City Council/Commission Action

Not applicable.

Attachment(s)

Attachment 1 - Annual Comprehensive Financial Report 2024
Attachment 2 - Independent Accountant's Report GANN 2024

CITY OF EASTVALE

CALIFORNIA

ANNUAL COMPREHENSIVE FINANCIAL REPORT

FOR FISCAL YEAR
ENDING ON JUNE 30, 2024

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City of Eastvale, California

ANNUAL COMPREHENSIVE
FINANCIAL REPORT

FOR THE FISCAL YEAR ENDED JUNE 30, 2024

Prepared by:
Finance Department

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Introductory Section

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CITY OF EASTVALE
12363 Limonite Avenue | Suite 910 | Eastvale, CA 91752
951.361.0900

Michael McMinn
Mayor

Jocelyn Yow
Mayor Pro Tem

Christian Dinco
Council Member

Clint Lorimore
Council Member

Todd Rigby
Council Member

Mark Orme
City Manager

December 18, 2024

Honorable Mayor, Council Members and Residents of the City of Eastvale,

I am pleased to present the 2023-2024 Annual Comprehensive Financial Report (ACFR) for the City of Eastvale, California for the fiscal year ended June 30, 2024. State Law requires the city to prepare an annual financial report and this report fulfills that obligation. The city's independent audit firm in conjunction with staff prepared the report in conformity with generally accepted accounting principles (GAAP) and with the financial reporting requirements prescribed by the Governmental Accounting Standards Board (GASB).

The ACFR is intended to provide relevant financial information to residents of the City of Eastvale, city staff, creditors, investors, businesses, and other concerned readers. This letter of transmittal is designed to complement the Management Discussion and Analysis (MD&A) and should be read in conjunction with it. The City of Eastvale's MD&A can be found immediately following the report of the independent auditors in the financial section of the ACFR. We encourage all readers to contact the Finance Department with any questions or comments regarding the ACFR.

Purpose and Management Responsibility

The ACFR consists of management representations concerning the finances of the City of Eastvale in its fourteenth year of incorporation. Consequently, management assumes full responsibility for the completeness and reliability of all information presented in this report. To provide a reasonable basis for making these representations, management of the City of Eastvale established a comprehensive internal control framework that is designed both to protect the government's assets from loss, theft, or misuse and to compile sufficient reliable information for the preparation of the City of Eastvale's financial statements in conformity with generally accepted accounting principles (GAAP). The cost of internal controls should not outweigh their benefits; therefore, the City of Eastvale's comprehensive framework of internal controls is designed to provide reasonable rather than absolute assurance that the financial statements will be free from material misstatement. As management, we assert that, to the best of our knowledge and belief, this financial report is complete and reliable in all material respects.

Audited Financial Statements

The City of Eastvale's financial statements have been audited by Rogers, Anderson, Malody & Scott, LLP, a firm of certified public accountants and consultants. The goal of the independent audit was to provide reasonable assurance that the financial statements of the City of Eastvale for the fiscal year ended June 30, 2024, are free of material misstatement. The independent audit involved examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements; assessing the accounting principles used and significant estimates made by management; and evaluating the overall financial statement presentation. The independent auditor's report is presented as the first component of the financial section of the ACFR. GAAP requires that management provide a narrative of introductions, overview, and analysis to

accompany the basic financial statements in the form of Management's Discussion and Analysis (MD&A).

Profile of the Government

Eastvale is a young and dynamic community in Western Riverside County. Eastvale is the most northwest city in Riverside County and is surrounded by the Cities of Chino and Ontario in San Bernardino County on the west and north and the Riverside County Cities of Jurupa Valley, Norco, and Corona on the east and south. Eastvale was incorporated on October 1, 2010, as a General Law city. The California Department of Finance lists the city's population as 68,884 as of January 2024. The city operates under a Council/Manager form of government and has a five-member City Council comprised of members elected by district. Each Council Member is elected for four years with staggered terms. The Council selects one of its members each year in December to serve as Mayor and another to serve as Mayor Pro Tem.

The Council is responsible for enacting ordinances, resolutions, and regulations governing the city, as well as the appointment of members of various statutory and advisory boards, in addition to the City Manager and City Attorney. As Chief Administrative Officer, the City Manager has the responsibility of administering programs in accordance with policies established by the City Council and within the guidelines of the annual budget adopted by the Council.

The ACFR includes all funds of the city. It includes all governmental organizations and activities for which the City of Eastvale's City Council is financially accountable. The city provides a wide range of services including City Clerk, Communications, Planning, Economic Development, Public Works, Engineering, Building, Code Enforcement, Community Services and Recreation, and internal administrative services including Finance, Human Resources, and Risk Management. Animal control, library, and public safety (fire and police) services are provided to the City and its residents through contracts with the County of Riverside. Other services are provided directly through other agencies, water and sewer through the Jurupa Community Services District, parks and recreation through the Jurupa Community Services District and Jurupa Area Recreation and Parks District, and public transit through the Riverside Transit Agency. The city has franchise agreements for electricity service through Southern California Edison, natural gas through SoCalGas, refuse collection through Waste Management and cable service through state franchise agreements with Charter Communications, DirecTV, and Frontier.

The Budget Process & Relevant Financial Policies

Beginning at incorporation, and continuing each year thereafter, the city embarks on budget planning process which begins in late winter with a discussion of the City Council goals and priorities and ends with the adoption of the budget prior to July 1st. In February 2024, the Council updated the City of Eastvale Strategic Plan and Priority Goals. The adopted Strategic Plan includes seven targets: Public Safety, Economic Development, Financial Planning, Inclusion, Infrastructure, Innovation and Technology, and Organizational Development. With these seven targets driving the future of the city, the City Council established "priority" goals to provide short- and long-term goals for the community. The fiscal year 2024-2025 budget was the sixth budget to be aligned with the city's Strategic Plan goals and priorities. The annual budget serves as the foundation for the City of Eastvale's financial planning and control. The development of the budget is completed as two separate projects: the development of the governmental activities operating budget, and the development of the capital improvement program (CIP) focusing on short and long-term capital projects.

The city abides by a set of financial policies and staff continually enhances and adds relevant policies as formal financial systems are developed. As of June 30, 2024, the city had $101.9 million in committed reserves set aside for future Civic Center, which would include City Hall, Library, Police Station, and a 3rd Fire Station. In addition, the city maintains two assigned reserves: General Fund emergency contingency of $15.5 million and Fire Fund emergency contingency of $4.8 million. These contingency reserves are assigned reserves, set by policy, at 50% and 75% respectively of the operating budget for the fiscal year.

Local Economy

The information presented in the financial statements is best understood when it is considered from the broader perspective of the specific environment within which the City of Eastvale operates. In fiscal year 2023-2024, the City of Eastvale was in its fourteenth year of incorporation. The city developed in a significantly different fashion in comparison to older cities; residential properties developed throughout the city before a downtown commercial center was developed. Several major development projects are underway, including the Goodman Commerce Center at Hamner and Cantu Galleano, Hamner Place on Hamner Avenue and Schleisman, and a development anchored by Walmart at Archibald

and Limonite. The development of Eastvale Square, the 160-acre former Leal ranch at Hamner and Limonite Avenues, is also underway and will host the Civic Center and downtown commercial retail. Additionally, several small areas are currently under development in the city including commercial development along Limonite at Hellman, commercial development on the west side of Hamner avenue near Schleisman, Magnolia Ranch residential development near Scholar and Schleisman. These new developments will bring a mix of commercial retail and industrial to the city and attract new businesses and restaurants in addition to residential at the Eastvale Square and Magnolia Ranch.

Sales tax continues to be the largest source of revenue for the general fund. A few years ago, a local business changed business structure; as a result, county pool sales tax revenue was reallocated to host cities. This significantly boosted sales tax revenues and staff expects the increased revenues to continue for the next several fiscal years. Fiscal year 2023-2024 was the highest grossing year for the city as it relates to sales tax, generating over $58 million in sales tax revenue. The City Council committed the budget surplus for the future Civic Center project. The city expects positive revenue generation to continue in the General Fund, however, as positive pandemic impacts to revenue pools continue to fade and economic uncertainty comes into question, it is unknown how long revenue will continue to increase. Additionally, a specific property tax levied for fire services is the only source of revenue for the fire fund and continues to be a concern regarding the city's future ability to fund and expand fire services without a General Fund subsidy. Additional details regarding the city's revenues can be found in the Management Discussion and Analysis.

Current Year and Future Initiatives

For fiscal year 2023-2024, initiatives focused on increasing internal staffing levels by continuing to convert contracted services such as Building Safety, Planning, and Engineering to in-house services, as well as filling vacant positions. In addition, the City Council expanded law enforcement services via contract with Riverside County Sheriff by adding a Commercial Enforcement program designed to enforce regulatory requirements for multi axel vehicles, protecting city roads and drivers. In addition, the city funded additional Community Service Officers in the patrol division and enhanced the city's automatic license plate reader system throughout the city. City Council also adopted a comprehensive user fee study that established fixed fees for many permits that were previously developer deposit based and posed a revenue collection challenge for staff.

Major CIP projects for the 2024-2025 fiscal year include the Civic Center project and the completion of the Limonite Gap Bridge project. Staff are nearing completion of the Civic Center infrastructure planning process and construction is expected to begin sometime in the spring of 2025. The project includes City Hall, Library, Police Station, open space, parks, and other public infrastructure. The city will be issuing lease revenue bonds to close the funding gap. The 2024-2025 budget also included continuing the funding of five capital replacement reserves to mitigate future maintenance costs and strain to the General Fund operating budget. The reserve funds include information technology capital replacement, fleet capital replacement, street maintenance, facility maintenance, and catch basin and storm drain maintenance.

Long-Range Financial Planning and Initiatives

The city will continue to focus its emphasis on strategic investments and fiscally balanced growth. The City is in the process of completing financial planning for the Civic Center infrastructure project and working towards issuing construction bonds. The City Council has taken many steps to preserve the city's financial integrity, maintain critical service levels, and sustain fund balance and strategic reserves to support the city into the coming years. Central to the city's long-range financial planning is the city's Strategic Plan, which is annually incorporated into the budget process, culminating in an adopted budget each year by July 1st.

Long-Term Liabilities

As of June 30, 2024, the city only has a few types of long-term liabilities. These include employee accrued leave, leases, subscription-based IT agreements, and retirement benefits including CalPERS pension and other post-employment benefits (OPEB). The city provides retirement pension benefits to employees through the California Public Employee Retirement System (CalPERS). The city pays 100% of the required employer contributions and employees are responsible for paying employee contributions. As of June 30, 2023, the city's two plans are funded at 91.6% for classic members and 87.2% for Public Employees' Pension Reform Act (PEPRA) members. The city currently houses a $2.5 million pension liability reserve to help offset future pension costs.

The city provides postemployment health care benefits through the CalPERS healthcare program, Public Employees' Medical and Welfare Trust Medical Plan (PEMHCA). The city has elected to join the CalPERS OPEB Trust in accordance with GASB No. 75, which provides a means to fund future retiree healthcare costs. The independently prepared actuarial valuation for the city's OPEB determined that the trust is funded at 133.6% as of June 30, 2022. The city annually funds the actuarially determined contribution.

Additional details regarding the city's long-term liabilities can be found in the MD&A and Note 7 of the financial statements.

Risk Management

General liability and workers compensation are housed within the city's General Fund. The city is a member of the Public Entity Risk Management Authority (PERMA) for general liability and workers compensation insurance. PERMA is a joint powers authority that was established to pool resources, share risks, purchase excess insurance, and share costs for professional risk management and claims administration. PERMA is a member of California State Association of Counties (CSAC) Excess Insurance Authority and Local Agency Workers' Compensation Excess Joint Powers Authority (LAWCX) for excess liability coverage. Additionally, the city is a member of Employment Risk Management Authority (ERMA) for employment practices liability.

Awards and Acknowledgments

Government Finance Officers Association of the United States and Canada (GFOA) awarded a Certificate of Achievement for Excellence in Financial Reporting to the City of Eastvale for its annual comprehensive financial report for the fiscal year ended June 30, 2023. This was the 13th consecutive year that the government has achieved this prestigious award. In order to be awarded a Certificate of Achievement, a government must publish an easily readable and efficiently organized annual comprehensive financial report. This report must satisfy both generally accepted accounting principles and applicable legal requirements. A Certificate of Achievement is valid for a period of one year only. We believe that our current annual comprehensive financial report continues to meet the Certificate of Achievement Program's requirements and we are submitting it to GFOA to determine its eligibility for another certificate.

The preparation and publication of this report could not have been accomplished without the efficient and dedicated service of the Finance Department. Appreciation is also extended to the City Manager and each city department for their contributions to planning and conducting the fiscal functions of the city through the commitment of all city employees. Commendations to the Mayor and City Council for their vision, direction, and support toward achieving and maintaining the highest standards for the management of the City of Eastvale's finances.

The city has achieved a great deal in transitioning from County support services and establishing its own culture and approach to local governance. This fourteenth year provided the city the opportunity to continue the implementation of its long-range oriented policies and procedures. Building on these experiences, the forthcoming fifteenth year of operation is poised to continue to refine and enhance these activities, which will provide the needed foundation for future successful operations and service delivery consistent with City Council's Strategic Plan goals and priorities.

Respectfully submitted,

Amanda Wells
Finance Director / City Treasurer

CITY OF EASTVALE, CALIFORNIA
LIST OF PRINCIPAL OFFICIALS
JUNE 30, 2024

CITY COUNCIL

CHRISITAN DINCO
Mayor

MIKE McMINN
Mayor Pro Tempore

CLINT LORIMORE, Councilmember
TODD RIGBY, Councilmember
JOCELYN YOW, Councilmember

CITY ADMINISTRATION

MARK ORME
City Manager

ERICA VEGA
City Attorney

AMANDA WELLS, Finance Director/City Treasurer

ORGANIZATIONAL CHART

City Manager
- City Manager
  - Assistant to the City Manager
  - Intern (PT)

Human Resources
- Assistant Human Resources/Risk Management Director
  - Human Resources & Risk Management Analyst
    - Payroll Coordinator
    - Human Resources Specialist
    - Intern (PT)

Government Services Department
- City Clerk/Communications Director
  - Senior Management Analyst
    - Deputy City Clerk
    - Administrative Specialist
  - Communications Officer
    - Communications Specialist

Community Services
- Assistant Community Services and Recreation Director
  - Management Analyst
  - Community Services Coordinator (2)
  - Community Services Leader (2-PT)

Finance Department
- Finance Director/City Treasurer
  - Finance Manager
    - Principal Accountant
    - Accountant
    - Senior Accounting Technician
    - Accounting Technician (2)
  - Purchasing Manager
    - Senior Accounting Technician

Public Works Department
- City Engineer
  - Principal Engineer (2)
    - Senior Engineer
    - Associate Engineer
    - Assistant Engineer
    - Management Analyst
    - Engineering Technician
    - Management Assistant
    - Administrative Assistant
  - Maintenance and Operations Manager
    - Maintenance Coordinator
    - Landscape & Facility Maintenance Worker
  - Public Works Manager
    - Senior Construction Inspector
      - Construction Inspector
    - Senior Street Maintenance Worker
      - Street Maintenance Worker (2)

Community Development Department
- Community Development Director
  - Senior Administrative Specialist
  - Economic Development Manager
    - Management Analyst
    - Management Assistant
    - Intern (1-PT)
  - City Planner
    - Principal Planner
      - Senior Planner
      - Planning Technician

Community Safety Department
- Community Safety Director
  - Senior Management Analyst
  - Administrative Specialist (2)
  - Intern (PT)
  - Building Official
    - Senior Building Inspector
      - Building Inspector II
    - Senior Permit Technician
      - Permit Technician
  - Code Enforcement Supervisor
    - Senior Code Enforcement Officer
      - Code Enforcement Officer (3)
    - Senior Administrative Specialist

Government Finance Officers Association

Certificate of Achievement for Excellence in Financial Reporting

Presented to

City of Eastvale
California

For its Annual Comprehensive
Financial Report
For the Fiscal Year Ended

June 30, 2023

Christopher P. Morrill

Executive Director/CEO

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Financial Section

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ROGERS, ANDERSON, MALODY & SCOTT, LLP
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Brianna Schultz, CPA, CGMA
Brenda L. Odle, CPA, MST (Partner Emeritus)
Terry P. Shea, CPA (Partner Emeritus)

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Anny Gonzalez, CPA

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PCPS The AICPA Alliance
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Governmental Audit
Quality Center

California Society of
Certified Public Accountants

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Independent Auditor's Report

To the Honorable Mayor and Members of City Council
City of Eastvale, California

Report on the Audit of the Financial Statements

Opinions

We have audited the accompanying financial statements of the governmental activities, each major fund, and the aggregate remaining fund information of the City of Eastvale (the City), as of and for the year ended June 30, 2024, and the related notes to the financial statements, which collectively comprise the City's basic financial statements as listed in the table of contents.

In our opinion, the accompanying financial statements present fairly, in all material respects, the respective financial position of the governmental activities, each major fund, and the aggregate remaining fund information of the City as of June 30, 2024, and the respective changes in financial position for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Basis for Opinions

We conducted our audit in accordance with auditing standards generally accepted in the United States of America (GAAS) and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States (*Government Auditing Standards*). Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of the City and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

Responsibilities of Management for the Financial Statements

Management is responsible for the preparation and fair presentation of the financial statements in accordance with accounting principles generally accepted in the United States of America, and for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about the City's ability to continue as a going concern for twelve months beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

Auditor's Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinions. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS and *Government Auditing Standards* will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with GAAS and *Government Auditing Standards*, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the City's internal control. Accordingly, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about the City's ability to continue as a going concern for a reasonable period of time.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control–related matters that we identified during the audit.

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the required supplementary information, such as management's discussion and analysis and budgetary comparison information, as listed in the table of contents, be presented to supplement the basic financial statements. Such information is the responsibility of management and, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with GAAS, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Supplementary Information

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the City's basic financial statements. The supplementary information, as listed in the table of contents, are presented for purposes of additional analysis and are not a required part of the basic financial statements. The accompanying supplementary information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. The information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with GAAS. In our opinion, the identified accompanying supplementary information is fairly stated, in all material respects, in relation to the basic financial statements as a whole.

Other Information included in the Annual Comprehensive Financial Report

Management is responsible for the other information included in the annual comprehensive financial report. The other information comprises the introductory section and the statistical section, but does not include the basic financial statements and our auditor's report thereon. Our opinions on the basic financial statements do not cover the other information, and we do not express an opinion or any form of assurance thereon.

In connection with our audit of the basic financial statements, our responsibility is to read the other information and consider whether a material inconsistency exists between the other information and the basic financial statements, or the other information otherwise appears to be materially misstated. If, based on the work performed, we conclude that an uncorrected material misstatement of the other information exists, we are required to describe it in our report.

Other Reporting Required by *Government Auditing Standards*

In accordance with *Government Auditing Standards*, we have also issued our report dated December 18, 2024 on our consideration of the City's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the City's internal control over financial reporting and compliance.

Rogers, Anderson, Malody & Scott, LLP.

San Bernardino, California
December 18, 2024

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MANAGEMENT DISCUSSION AND ANALYSIS

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Management's Discussion and Analysis

As management of the City of Eastvale, California (City), we are pleased to offer to the readers of the City's financial statements this narrative overview and analysis of the financial activities of the City for the year ended June 30, 2024. The Management's Discussion and Analysis is designed to focus on the current year's activities, resulting changes, and currently known facts. As a result, we encourage readers to consider the information presented here in conjunction with additional information that we have furnished in the Letter of Transmittal, which can be found in the introductory section of this report, and with the City's Basic Financial Statements, which follow this discussion.

FINANCIAL HIGHLIGHTS

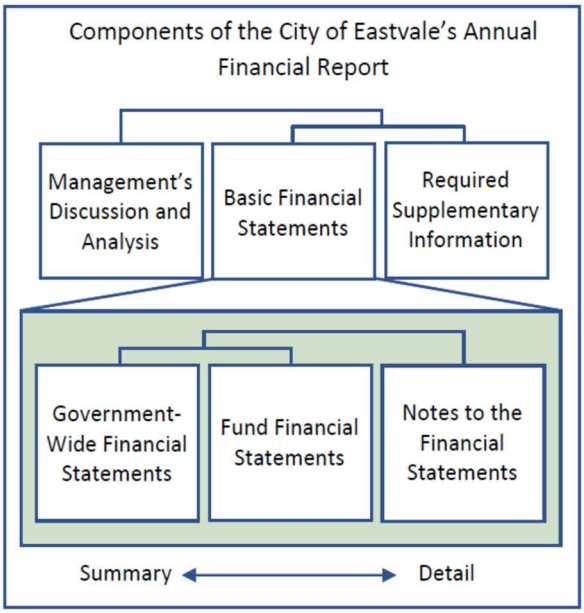
When revenues exceed expenses, the result is an increase in net position. When expenses exceed revenues, the result is a decrease in net position. The relationship between the revenues and expenses can be thought of as the City's operating results. The City's net position, as measured in the Statement of Net Position, is one way to measure the City's financial health, or financial position. Over time, increases or decreases in the City's net position, as measured in the Statement of Activities, are another indicator of whether the City's financial health is improving or deteriorating. However, it is the City's goal to provide services that improve the quality of life of the residents, not to generate profits.

For the aforementioned reason, readers need to consider many other non-financial factors, such as the condition of roads and public safety service levels in assessing the overall health of the City.

- The assets of the City plus deferred outflows of resources exceeded its liabilities plus deferred inflows of resources at the end of fiscal year 2024 by $493,159,275. The difference between assets, liabilities, and deferred outflow/inflow of resources is referred to as net position. This is a $59,299,776 increase from the prior year. The increase is mostly attributed to an increase in assets including cash, which saw a total increase of $45,587,587 from the prior year. Cash increased mainly due to a large and continuous growth in sales tax. Liabilities also increased $6,262,881 over the prior year, attributed to the difference in outstanding invoices payable when comparing 06/30/2023 to 06/30/2024.
- As of June 30, 2024, the city's governmental funds reported combined fund balances of $226,401,655, a $42,640,396 increase in comparison to the prior year. Approximately 8 percent, or $18,264,704 of the total amount of the governmental funds' fund balances are unassigned.
- As of June 30, 2024, unassigned fund balance for the General Fund was $22,436,580 or 12 percent of total General Fund balance.
- The General Fund balance increased during the year by $41,814,465. This excess of revenues over expenditures is primarily due to a significant increase in sales tax revenue due to unforeseen changes in sales tax reporting.

OVERVIEW OF THE FINANCIAL STATEMENTS

The City is required to present its financial statements in accordance with Generally Accepted Accounting Principles (GAAP) as promulgated by the Government Accounting Standards Board (GASB) pronouncements. This annual report consists of three parts, Management's Discussion and Analysis (this section), the basic financial statements, and required supplementary information. This discussion and analysis is intended to serve as an introduction to the City of Eastvale's basic financial statements. The City's basic financial statements are comprised of three components: 1) governmentwide financial statements, 2) fund financial statements, and 3) notes to the financial statement. This report also contains other supplementary information in addition to the basic financial statements themselves.



Government-wide financial statements: The *government-wide financial statements* are designed to provide readers with a broad overview of the City's finances, in a manner that is similar to a private-sector business.

Government-wide financial statements include a statement of net position and a statement of activities. The statement of net position presents information on all of the City's assets, liabilities, and deferred outflow/inflow of resources with the difference reported as net position. Over time, increases or decreases may provide a useful indicator on whether the financial position of the City is improving or deteriorating.

The *statement of activities* provides information showing how the City's net position changed during the most recent fiscal year. All changes in net position are reported as soon as the underlying event causing the change occurs, regardless of the timing of related cash flows. Under this basis of accounting, revenues and expenses are reported in the statement for some items that will only result in future cash inflows or outflows such as vacation earned but not paid and uncollected taxes.

Both government-wide financial statements distinguish functions of the City that are principally supported by taxes and intergovernmental revenues (government activities) from other functions that are intended to recover all or a significant portion of their costs through user fees and charges (business-type activities). The governmental activities of the city include general government, public safety, economic development, building and planning, animal control, and public works. The city does not have any business-type activities.

The government-wide financial statements can be found in the Table of Contents under the heading Basic Financial Statements.

Fund financial statements: A *fund* is a grouping of related accounts that is used to maintain control over resources that have been segregated for specific activities or objectives. The City, like other state and local governments, uses fund accounting to ensure and demonstrate compliance with finance-related legal requirements. The funds of the City can be divided into two categories: governmental funds.

Governmental funds: *Governmental funds* are used to account for essentially the same functions reported as *governmental activities* in the government-wide financial statements. However, unlike government-wide financial statements, governmental fund financial statements focus *on near-term inflows and outflows of*

spendable resources, as well as on *balances of non-spendable resources* available at the end of the fiscal year. Such information may be useful in evaluating the City's near-term financing requirements.

Because the focus of governmental funds is narrower than that of the government-wide financial statements, it is useful to compare the information presented for governmental funds with similar information presented for governmental activities in the government-wide financial statements. By doing so, readers may better understand the long-term impact of the City's near-term financing decisions. Both the governmental fund balance sheet and the governmental fund statement of revenues, expenditures and changes in fund balances provide a reconciliation to facilitate this comparison between governmental funds and governmental activities.

The City maintains sixteen individual governmental funds for financial reporting purposes. Information is presented separately in the governmental fund balance sheet and in the governmental fund statement of revenues, expenditures, and changes in fund balance for the General Fund, Miscellaneous Grants Fund, TUMF Fund and Capital Projects Fund, which are considered to be major funds. Data from the remaining governmental funds are combined into a single, aggregated presentation. Individual fund data for each of these nonmajor governmental funds is provided in the form of combining statements elsewhere in this report.

The City adopts an annual appropriated budget for its general fund, special revenue funds, debt service fund, and capital projects fund. A budgetary comparison statement has been provided for the General Fund to demonstrate compliance with this budget.

The governmental fund financial statements can be found in the Table of Contents under the heading Basic Financial Statements.

Fiduciary funds: Fiduciary funds are used to account for resources held for the benefit of parties outside the City. It is important to note that the resources of those funds are not available to support the City's own programs.

The basic fiduciary fund financial statements can be found in the Table of Contents under the heading Basic Financial Statements.

Notes to the basic financial statements: The notes to the basic financial statements provide additional information that is essential for a full understanding of the data provided in the government-wide and fund financial statements. The notes to the basic financial statements can be found in the Table of Contents under the heading Notes to the Financial Statements.

Other supplementary information: In addition to the basic financial statements and accompanying notes, this report also presents certain *required supplementary information* (RSI), about the City's General Fund and other funds budgetary comparison in addition to the Schedule of Proportionate Share of the Total Pension Liability, Schedules of Contributions – CalPERS Pension Plan for the pension plan, and Schedule of Changes in Total OPEB Liability and Related Ratios and Schedule of Contributions - OPEB. The combining statements referred to earlier in connection with nonmajor governmental funds are presented for all non-major Special Revenue Funds, Debt, and Capital Projects Funds. The supplementary financial information also includes budgetary comparison schedules for the nonmajor governmental funds to demonstrate compliance with the annual budget as adopted and amended. The Required Supplementary Information can be found following the Notes to Financial Statements.

The combining statements for nonmajor governmental funds and the budgetary comparison schedules for the nonmajor funds can be found following the Required Supplementary Information.

FINANCIAL ANALYSIS OF THE GOVERNMENT-WIDE STATEMENTS

REPORTING THE CITY AS A WHOLE

The government-wide financial statements provide long-term and short-term information about the City's overall financial condition. This analysis addresses the financial statements of the City as a whole.

For the fiscal year ended June 30, 2024, City assets plus deferred outflows of resources exceeded liabilities plus deferred inflows of resources by $493,159,275 as summarized below:

	Governmental Activities	
	2024	**2023**
Assets:		
Current and other assets	242,788,066	$ 194,371,549
Capital assets (net of depreciation)	267,556,623	250,579,102
Total assets	510,344,689	444,950,651
Deferred Outflows	1,059,798	1,105,495
Liabilities:		
Current and other liabilities	16,176,355	10,490,450
Long-term liabilities	1,479,772	902,796
Total liabilities	17,656,127	11,393,246
Deferred Inflows of Resources	589,085	803,401
Net position:		
Net Investment in capital assets	266,253,912	249,479,957
Restricted	64,123,838	55,855,777
Unrestricted	162,781,525	128,523,765
Total net position	$ 493,159,275	$ 433,859,499

Assets
Total assets increased $65,394,038 primarily due to an increase in cash. The city experienced an increase in cash and investments of $45,587,587 due to a continued increase in sales tax revenue. The city also experienced a $16,977,521 increase in Capital Assets due to the city's construction in progress projects, the Limonite Gap Closure and Civic Center project. The Limonite Gap Closure project completed a significant portion of its construction phase and is expected to be completed in the following year. The Civic Center project incurred costs for its design phase. All other assets remained relatively the same year over year.

Deferred Outflows of Resources
Deferred outflows of resources decreased $45,697 as a result of a decrease in pension related items and other post-employment benefit (OPEB) related items.

Liabilities
Total liabilities increased by $6,262,881 mainly due to the increase in accounts and deposits payable.

Deferred Inflows of Resources
Deferred inflows of resources decreased $214,316 mainly due to a decrease of $154,270 for pension related items.

Net Position

Net investment in capital assets represents 55 percent of the City's net position. The majority of capital assets are streets and other infrastructure; consequently, these assets are not liquid or available for future spending. An additional portion of the City's net position, $64,033,258 (twelve percent) represents resources that are subject to restrictions on how they may be used, this category increased by $5,599,745 mainly due to future planned capital improvements including street maintenance project and public works yard. The remaining balance, unrestricted net position, is $162,781,525.

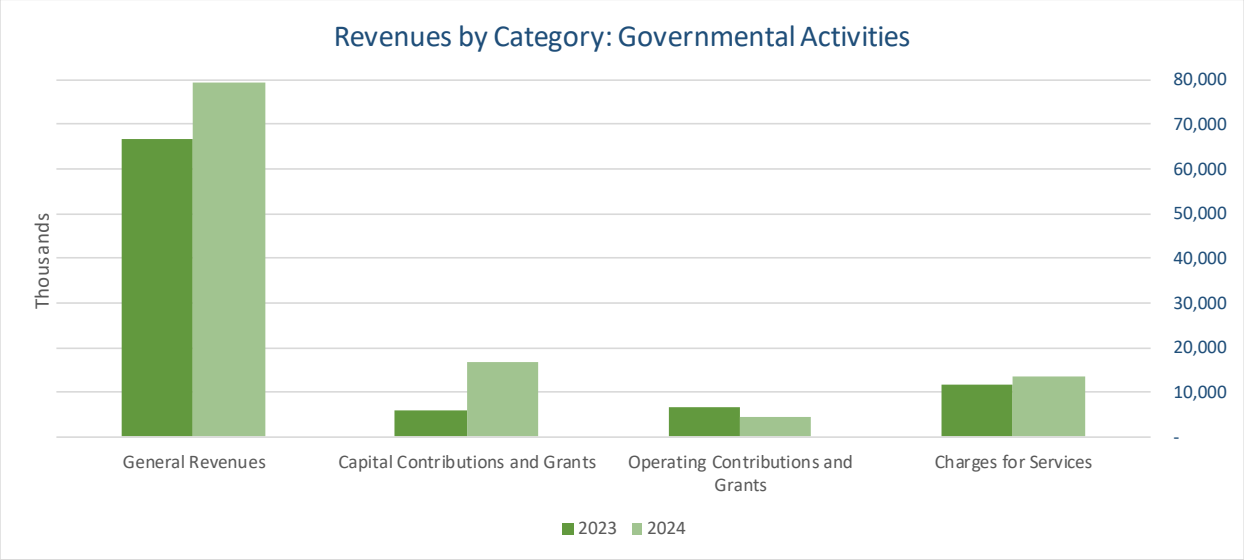
Statement of Activities: The statement of activities shows how the City's net position changed during the fiscal year 2023-24. Provided below is a summary of changes in net position.

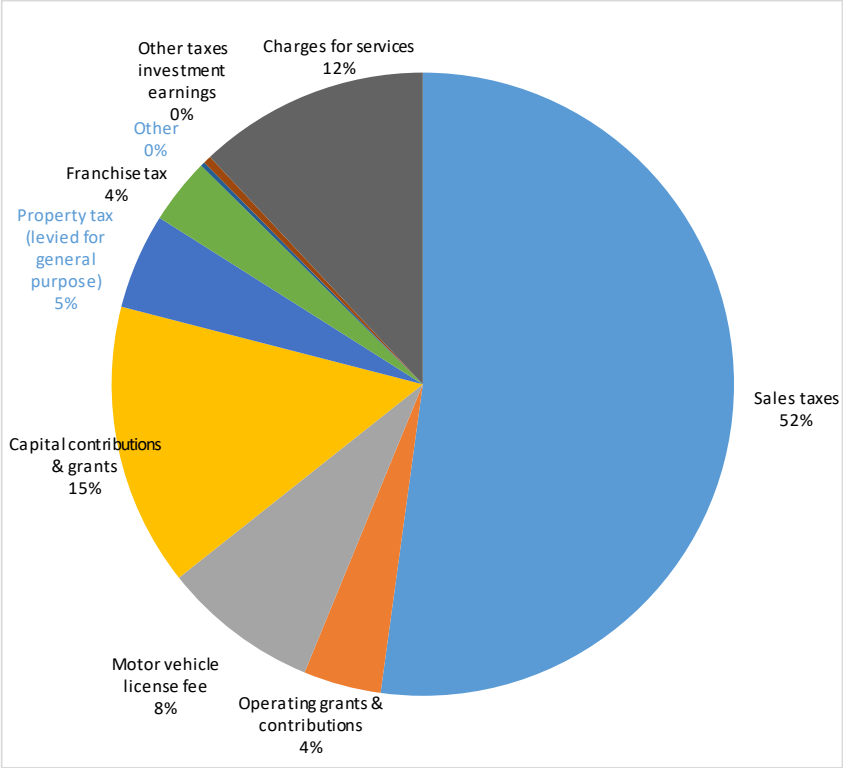
	Government Activities	
	2024	2023
Revenues		
Program revenues:		
Charges for services	$ 13,656,013	$ 11,636,018
Operating contributions & grants	4,599,043	6,714,098
Capital contributions & grants	16,719,870	6,073,803
General revenues:	79,350,757	66,735,794
Total revenue	114,325,683	91,159,713
Expenses		
General government	7,048,556	6,598,858
Public safety	21,789,763	20,095,788
Public works	19,972,683	11,048,910
Community Development	5,630,678	5,381,976
Revenue Neutrality	556,342	545,433
Interest on long-term debt	27,885	3,876
Total expenses	55,025,907	43,674,841
Change in net position	59,299,776	47,484,872
Beginning net position	433,859,499	386,374,627
Ending net position	$ 493,159,275	$ 433,859,499

Revenue Highlights

The City's total revenues were $114,325,683 while the total cost of all programs and services was $55,025,907. Total revenues increased by $23,165,970 or 25.41%. The net increase was due to several factors:

- Charges for services increased by $2,019,995. The increase is mainly due to a slight increase in permit fees from the Building & Safety department.
- Operating grants and contributions decreased by $2,115,055. The decrease in the current year is primarily due to current auditors reclassifying a program revenue from capital grants and contributions to operating grants and contributions.
- Capital grants and contributions increased by $10,646,067 over the prior year. A significant amount of the increase was due to receiving $9.95 million reimbursement payments for the Limonite Gap project.
- General revenues increased by $12,614,963 in 2023-2024. The main contributing factors to the increase in general revenues were sales tax and interest earnings. The city received $10,962,977, or 23% more in sales tax over the prior year. The city also saw a significant gain in the category of investment earnings with a respective gain of $4,668,390 due to the significant increase of interest rates.





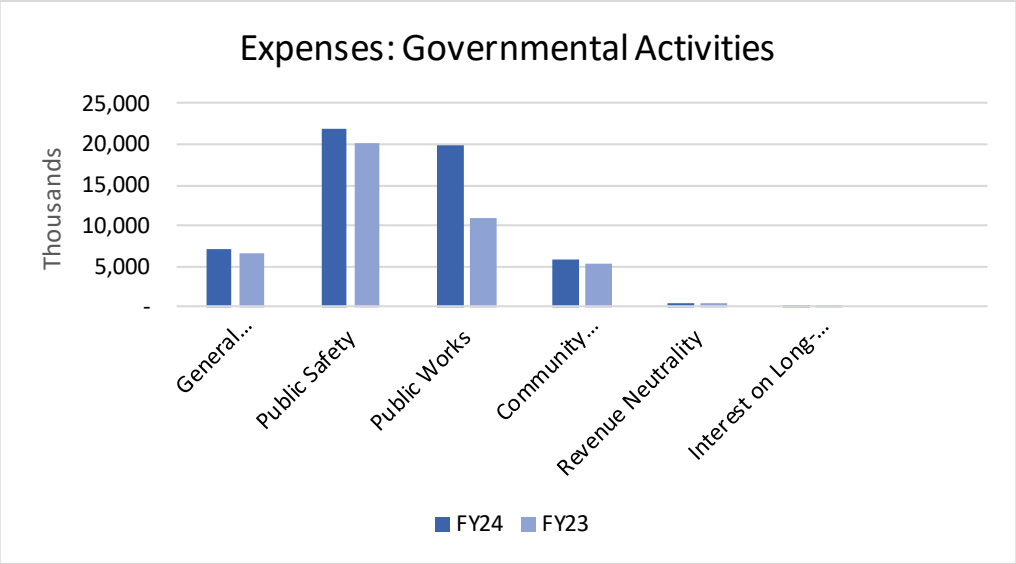
Expense Highlights

Total expenses increased $11,351,066 over the prior year. The increase was due to various increases across various funds and departments:

- General Government saw an increase of $449,698. One of the contributing factors to the increase was the addition of one full-time staff, which increased affiliated personnel expenditures. Bad Debt was another contributing factor to the increase, the city wrote off a significant amount of uncollectable

developer deposits. In addition to personnel and bad debt increases, the city observed increases in general liability insurance premiums and travel and training seminars.

- Public Safety costs increased by $1,693,975. Contributing factors were an increase in Police contract costs of 2.5% as well as the addition of two deputies. The additional officers provided enforcement services for commercial and community areas. Police services expenditures increased by $797,121 compared to the prior year. In addition, Fire Services expenditures increased by $495,796 compared to the prior year. Fire Services increases can be attributed to contract costs increasing by approximately 6 %.
- Public Works expenses increased by $8,923,773, mostly attributed to capital assets and depreciation.
- Community Development increased by $248,702, the increase can be attributed to contracted costs for private development reviews. The department has been transitioning its services in-house, but continues to rely on outside professional services until properly staffed.



FINANCIAL ANALYSIS OF THE FUND STATEMENTS

REPORTING THE CITY BY SPECIFIC FUNCTIONS

As noted earlier, the city uses fund accounting to ensure and demonstrate compliance with finance related legal requirements. The fund financial statements focus on individual parts of the city government, reporting the City's operations in more detail than the government-wide statements. The types of Governmental funds reported by the city include the General Fund, Special Revenue Funds, Capital Project Funds, and Debt Service Funds. The fund statements provide information on near-term inflows, outflows and balances of spendable resources. These funds represent the reporting structure of the budget.

Governmental Funds: The focus of the City's *governmental funds* is to provide information on near-term inflows, outflows, and balances of *spendable* resources. Such information is useful in assessing the City's financing requirements. In particular, unreserved fund balances may serve as a useful measure of the City's net resources available for spending at the end of the fiscal year.

The City's governmental funds reported a combined ending fund balance of $226,401,655 on June 30, 2024. Compared to the prior year, this is an increase of $42,640,396. Fund balance in the amount of $64,033,258 is restricted for the completion of special activities and capital improvement projects including

restricted amounts in the fire structural fund set aside for fire operations and projects; $93,515,029 is committed for the future Civic Center. $50,588,664 is assigned for an emergency contingency and for reimbursable grants. The remainder of the combined fund balance is $18,264,704 and classified as unassigned.

The General Fund is the chief operating fund of the city. On June 30, 2024, unassigned fund balance was $22,436,580. As a measure of the General Funds' financial condition, it may be useful to compare the unassigned fund balance to total expenditures. Unassigned fund balance represents 60% of General Fund expenditures of $36,856,614.

Provided in the section below is a summary of net changes in fund balances in addition to financial and budgetary highlights.

General Fund Financial and Budgetary Highlights

Overall, General Fund revenues for fiscal year ended June 30, 2024, total $92,556,504 compared to $78,729,039 for the previous year. The major components of revenues are sales taxes ($58.3 million), property taxes ($3.9 million), franchise taxes ($2.7 million), and motor vehicle in lieu tax ($6.4 million). General Fund expenditures total $36,856,614 for the fiscal year ended June 30, 2024, compared to $33,462,296 for the previous year. It should be noted that while the city collects over $13.2 million in property tax, most of it is not levied for general purpose, the remainder $9.2 million is collected in the restricted fund for fire services.

As of June 30, 2024, the City's General Fund reported an excess of revenues over expenditures of $55,699,890 compared to $36,856,614 in 2022-2023, an increase of $10,433,147. The increase of $10.4 million over the prior year is due to several factors including the following:

General Fund Revenues

- Interest income increased by $3,813,739 over the prior year, this significant increase was due to the increase of interest rates. Cash held in the Local Agency Investment Fund saw earnings in excess of 3%.
- Sales tax revenue increased by $10,962,977 compared to the prior year. This amounted to a year-over-year increase of about 23%. Economic development efforts combined with commercial and retail growth, as well as inflation attributed to the increase.
- Franchise tax decreased by $3,855,920 in the General Fund over the prior year. The city received in the prior year a one-time franchise agreement payment of $4,000,000 from Waste Management.
- Property tax increased by $817,298 year over year, this change is mostly attributed to the increase in property values.

General Fund Expenditures

- Total General Fund expenditures increased by $3,394,318 compared to the prior year. Notable changes in expenditures are noted below:
    - Law enforcement expenditures increased by $915,990 year over year while fire department expenditures increased by $498,055. Total General Fund Public Safety costs have increased approximately $1,679,808. Police services increased due to the addition of two deputies, as well as a 2.5% contract increase. Regarding Fire services, an increase of 6% contract costs which are attributed to labor negotiations and a reduction in the hours worked by safety staff. Fiscal year 2020-2021 Fire services decreased Cal FIRE salaries and benefits as a response

to the COVID-19 pandemic, part of the increase in Fire services is attributed to the resumption of ordinary Cal Fire salaries and benefits.

- General government expenditures increased by $1,105,142 year over year. Salaries & Wages and Bad Debt expenditures contributed to a significant amount of the current year's increase. Salaries & Wages increased due to the addition of full-time employees, and Bad Debt expenditures increased due to the write-off of multiple developer deposits. Additional expenditures that contributed to the increase were general liability and PERS employer contributions.
- Public Works expenditures increased by $312,190 year over year while Community Development expenditures increased by $343,508. Public Works expenditure can be attributed to the addition of one full-time staff. The addition of Community Development's increase can be attributed to contracted expenditures increasing by $191,008, the city continues to contract work for private development plan reviews. In addition, the business incentive program recorded an increase of $100,000 compared to the prior year.

	General Fund	
	2024	2023
Revenues:		
Taxes	$ 74,221,086	$ 66,296,731
Licenses, Permits, and Fees	3,901,518	2,425,431
Fines and Forfeitures	774,612	772,663
Intergovernmental	6,657,860	6,257,848
Investment Earnings	6,626,119	2,812,380
Other	375,309	163,986
Total Revenues	92,556,504	78,729,039
Expenditures:		
General Government	7,043,890	5,938,748
Public Safety	21,550,236	19,870,428
Public Works	587,627	275,437
Community Development	5,764,415	5,420,907
Revenue Neutrality	556,342	545,433
Capital Outlay	831,070	910,661
Debt Service:		
Principal Retirement	495,149	496,867
Interest	27,885	3,815
Total Expenditures	36,856,614	33,462,296
Excess of Revenues over Expenditures	55,699,890	45,266,743
Other Finance Sources (Uses):		
Transfers	531,786	298,240
Tranfers Out	(15,247,922)	(12,761,462)
Leases (As Lessee)	830,711	909,321
Total Other Financing Sources (Uses)	(13,885,425)	(11,553,901)
Change in Fund Balances	41,814,465	33,712,842
Fund Balnce, Beginning of Year	144,269,775	110,556,933
Fund Balance, End of Year	$ 186,084,240	$ 144,269,775

General Fund Budget Highlights

The City's adopted general fund budget was amended throughout the fiscal year. The amendments included adjustments for various transfers between accounts, departments, programs, and funds and were authorized by the City Manager, in accordance with the budget resolution approved by Council at the time of budget adoption. Any additional appropriations in excess of the adopted budget were approved by Council throughout the fiscal year and during the mid-year budget. The revised budget for revenues totaled $81,968,010. Expenditure revised budget totaled $42,687,076.

	2024		
	Final Budget	Actual Amounts	Variance in Final Budget
Revenues:			
Taxes	$ 70,087,700	$ 74,221,086	$ 4,133,386
Licenses, Permits, and Fees	2,428,600	3,901,518	1,472,918
Fines and Forfeitures	577,500	774,612	197,112
Intergovernmental	6,271,000	6,657,860	386,860
Investment Earnings	2,450,000	6,626,119	4,176,119
Other	153,210	375,309	222,099
Total Revenues	81,968,010	92,556,504	10,588,494
Expenditures:			
General Government	9,046,889	7,043,890	2,002,999
Public Safety	22,773,792	21,550,236	1,223,556
Public Works	1,942,776	587,627	1,355,149
Community Development	8,281,619	5,764,415	2,517,204
Revenue Neutrality	640,000	556,342	83,658
Capital Outlay	2,000	831,070	(829,070)
Debt Service:			-
Principal Retirement	-	495,149	(495,149)
Interest	-	27,885	(27,885)
Total Expenses	42,687,076	36,856,614	5,830,462
Excess of Revenues over Expenditures	39,280,934	55,699,890	16,418,956
Other Finance Sources (Uses):			
Transfers	531,786	531,786	-
Tranfers Out	(12,276,922)	(15,247,922)	(2,971,000)
Leases (As Lessee)	338,200	830,711	492,511
Total Other Financing Sources (Uses)	(11,406,936)	(13,885,425)	(2,478,489)
Change in Fund Balances	27,873,998	41,814,465	(13,940,467)
Fund Balnce, Beginning of Year	144,569,775	110,556,933	34,012,842
Fund Balance, End of Year	$ 172,443,773	$ 144,569,775	$ 27,873,998

In most cases, the City of Eastvale takes a conservative budgeting approach by estimating minimal growth in revenues and adopting status quo service levels year over year. However, in fiscal year 2023-2024, General Fund budgeted revenues exceeded actual revenues by $10,588,494. The variance is due to the lack of historical data and much higher than anticipated sales tax revenue compared to previous years.

Actual expenditures were under budget by $5,830,462. General Government, Public Safety, Public Works and Community Development were the main drivers of the $5.8 million dollar variance. Actual expenditures for both Police and Fire came in lower than projected by Riverside County Sheriff's Department and CalFIRE. In regards to General Government, Public Works and Community Development, budgeted expenditures exceeded actuals mainly due to salary and benefit savings caused by vacancies in several

divisions. Private development under budget, general plan services under budget, other contract services under budget, salaries and wage under budget vacancies.

Miscellaneous Grants Fund Financials and Budgetary Highlights

As of June 30, 2024, the Miscellaneous Grants Fund reported ending fund balance of ($2,182,651). Miscellaneous Grants' fund balance decreased by a significant amount due to the timing of reimbursement of payments for multiple grants. Measure A and CalFIRE grants reimbursed the grant fund after its 60 days threshold and were recorded as deferred inflows as of June 30, 2024. Measure A CalFIRE reimbursed the grant fund $1.74 million and $221.3 thousand respectively in the years ending June 30, 2024 and 2023.

	Miscellaneous Grants Fund	
	2024	2023
Revenues:		
Intergovernmental	$ 10,820,267	$ 509,183
Total Revenues	10,820,267	509,183
Expenditures		
General Government	65,641	65,013
Capital Outlay	12,963,481	395,725
Debt Service:		
Principal Retirement	-	5,998
Interest	-	61
Total Expenditures	13,029,122	466,797
Excess (Deficiency) of Revenues over Expenditures	(2,208,855)	42,386
Other Finance Sources (Uses)		
Tranfers in	-	11,502
Tranfers Out	-	(12,900)
Total Other Financing Sources (Uses)	-	(12,900)
Change in Fund Balances	(2,208,855)	40,988
Fund Balance, Beginning of Year	26,204	(14,784)
Fund Balance, End of Year	$ (2,182,651)	$ 26,204

Transportation Uniform Mitigation Fee Fund Financials and Budgetary Highlights

As of June 30, 2024, the Transportation Uniform Mitigation Fee (TUMF) Fund reported ending deficit fund balance of $1,989,218 a decrease of $1,219,876 from the prior year. The TUMF fund increased its capital outlay expenditures by $1.51 million compared to the prior year. The city has been using TUMF funds as an alternate funding source for the Limonite Gap project.

	TUMF Fund	
	2024	2023
Revenues:		
Intergovernmental	$ 451,322	$ 13,818
Total Revenues	451,322	13,818
Expenditures		
Capital Outlay	1,671,198	157,933
Total Expenditures	1,671,198	157,933
Excess (Deficiency) of Revenues over Expenditures	(1,219,876)	(144,175)
Change in Fund Balances	(1,219,876)	(144,175)
Fund Balance, Beginning of Year	(769,342)	(625,767)
Fund Balance, End of Year	$ (1,989,218)	$ (769,342)

Capital Projects Fund Financials and Budgetary Highlights

As of June 30, 2024, the City's Capital Projects Fund reported ending fund balance of $18,783,163, an increase of $6,426,633 from the prior year due to increases of transfers from the General Fund. The Capital Projects fund is entirely comprised of general funds and is used to capture capital expenditures. Provided below is a summary of net changes in fund balance.

The City's Capital Projects Fund reported an excess of expenditures over revenues of $8,801,649, compared to $3,259,369 in the prior year. Capital outlay expenditures increased by $5,528,648 due to the Civic Center, expenditures are affiliated to the project's design phase. As mentioned previously all Capital Projects fund expenditures are funded through transfers from the General Fund resulting in an increase of transfers in of $2,507,523. Not all expenditures are completed in the same year as they are funded. Transfers for the Civic Center are expected to cover expenditures in future years.

	Capital Projects Fund	
	2024	2023
Expenditures:		
Public Works	294,171	280,539
Capital Outlay	8,507,478	2,978,830
Total Expenses	8,801,649	3,259,369
Excess of Revenues over Expenditures	(8,801,649)	(3,259,369)
Other Finance Sources (Uses):		
Transfers In	15,228,282	12,720,759
Tranfers Out	-	(13,818)
Total Other Financing Sources (Uses)	15,228,282	12,706,941
Change in Fund Balances	6,426,633	9,447,572
Fund Balnce, Beginning of Year	12,356,530	2,908,958
Fund Balance, End of Year	$ 18,783,163	$ 12,356,530

CAPITAL ASSETS AND DEBT ADMINISTRATION

Capital Assets: City investment in capital assets for its governmental activities as of June 30, 2024, amounted to $267,556,626 (net of accumulated depreciation and related debt). Additional information on the City's capital assets can be found in Note 6 to the basic financial statements.

Major capital asset events during the current fiscal year included the following:

- Several construction projects are in various stages of completion. Construction in progress had an increase of $22,658,443, this was the net effect of the addition of new and ongoing Construction in Progress as well as the deletion of projects identified as maintenance.
- Depreciation of infrastructure, such as streets, sidewalks, streetlights and storm drains accounted for most of the decreases to Capital Assets.
- Right-to-Use – Leased Buildings increased by $148,019 due to the city increasing its leasing agreement from two suites to three.
- Vehicles increased by $981,116 from the prior year due to the purchase of fifteen vehicles for Public Works, Code Enforcement and Public Safety.

Capital assets are summarized below, additional information can be found in Note 6 to the basic financial statements.

	Capital Assets	
	2024	2023
Land	$ 9,902,743	$ 9,902,743
Construction in progress	33,525,311	10,866,868
Buildings	9,374,448	9,374,448
Right-to-Use - Lease Buildings	770,949	622,930
Leasehold Improvements	49,245	49,245
Vehicles	2,619,494	1,489,224
Furniture and Fixtures	83,148	83,148
Machinery and Equipment	1,072,139	955,018
Right-to-Use - Lease Machinery and Equipment	103,054	120,747
Software	480,412	480,412
Right-to-Use - IT Subscriptions	1,021,059	957,097
Infrastructure	301,937,300	301,205,362
Total Capital Assets	360,939,302	336,107,242
Accumulated Depreciation/Amortization	93,382,679	85,528,140
Total Capital Assets, net	$ 267,556,623	$ 250,579,102

Long-term debt: Long-term debt amounted to $1,761,922 as of June 30, 2024, an increase of $297,385 compared to the prior year. The long-term debt liability is comprised of Compensated Absences $459,211, Subscription Payable $562,139 and Leases Payable $740,572. Compensated absences increased by $93,819 due to new employees being hired. Subscription Payable decreased by $142,916. Leases payable increased by $346,482, the city increased its lease obligation by adding an additional suite to its City Hall leasing agreement, agreement includes three suites as of June 30, 2024. Outstanding long-term debt of the City is summarized below, additional information can be found in Note 7 to the basic financial statements.

	2024	2023
Compensated Absences	$ 459,211	$ 365,392
Subscription Payable	562,139	705,055
Leases Payable	740,572	394,090
Total Long-term Debt	$ 1,761,922	$ 1,464,537

ECONOMIC FACTORS AND OUTLOOK FOR FUTURE YEARS

Although the focus of this annual report is the economic condition of the city for the fiscal year ended June 30th, 2024, during the preparation of the fiscal year 2024-25 budget, management considered the possible impacts of economic development, and national economies.

At the beginning of fiscal year 2021, the city received notice from HDL that a change in business structure from a large corporate fulfillment center would significantly increase the amount of sales tax revenue received by the city. When comparing June 30th, 2024, to prior fiscal years, the city saw a substantial increase in relation to sales tax revenue. Sales tax revenue for fiscal year 2023-2024 was $58,319,348 and made up 74% of general revenues. As expected, a change this drastic did not go unnoticed. Without success, many cities that lost sales tax revenue went on to petition the California League of Cities in an effort to revert the changes in sales tax reporting. It is entirely possible that business structures or sales tax laws could change in the future, but for the time being, the City of Eastvale will continue to see a significant increase in sales tax revenue. The new windfall of sales tax revenue is not without its share of obstacles. City Council will decide how to allocate the new revenue while adhering to the California GANN Appropriations limit. The GANN Appropriations limit will restrict most of the new sales tax revenue to the future Civic Center, where the City plans to build a City Hall, Police Station, Fire Station and Library.

In the fiscal year 2025 the City will rely heavily on sales tax as its main source of income. However, the City also relies on property taxes and motor vehicle in lieu fees which contributed $10,354,756 to general revenues in fiscal year 2023-2024. City officials and management have been working diligently to attract a plethora of new and diverse business offerings. Coming to the City of Eastvale in the near future will be the development of the Leal property by the developer New Home. The site is slated to be the location for Eastvale's future City Hall, Police Station, Library and 3rd Fire Station, in addition to new business offerings and homes. The new Civic Center is anticipated to break ground in 2025. Walmart is also set to open its doors in 2025 and will hopefully continue to fuel sales tax and property tax growth. Staybridge Suites Hotel opened its doors in July 2024, which will lead to additional revenues for the city due to the collection of Transient Occupancy Taxes. Lastly, the city should also benefit from the completion of neighboring residential developments as it will give Eastvale businesses a larger customer base. City staff and officials continue to work towards a prosperous City that delivers optimal city services.

REQUEST FOR INFORMATION

This financial report is designed to provide a general overview of the City's finances for all those with interest in the government's finances. Questions concerning any of the information provided in this report, or requests for additional information should be addressed to the City Clerk of Eastvale, 12363 Limonite Ave., Suite 910, Eastvale, CA 91752, or call (951) 361-0900.

Basic Financial Statements

GOVERNMENT-WIDE FINANCIAL STATEMENTS

City of Eastvale

Statement of Net Position
June 30, 2024

	Governmental Activities
Assets	
Current assets:	
Cash and investments (Note 3 and Note 4)	$ 227,151,997
Receivables:	
Accounts	36,381
Intergovernmental	14,627,270
Interest	349,431
Leases	532,407
Total Current Assets	242,697,486
Noncurrent assets:	
Total OPEB Asset (Note 10)	90,580
Capital assets: (Note 6)	
Non-depreciable	43,428,054
Depreciable, net	224,128,569
Total capital assets	267,556,623
Total Noncurrent Assets	267,647,203
Total Assets	510,344,689
Deferred Outflows of Resources	
Pension related items (Note 9)	1,028,455
OPEB related items (Note 10)	31,343
Total Deferred Outflows of Resources	1,059,798
Liabilities	
Current liabilities:	
Accounts payable	10,568,348
Accrued liabilities	566,011
Deposits payable	4,459,102
Compensated absences, due within one year (Note 7)	114,803
Long-term liabilities, due within one year (Note 7)	468,091
Total Current Liabilities	16,176,355
Noncurrent liabilities:	
Compensated absences (Note 7)	344,408
Long-term liabilities (Note 7)	834,620
Total pension liability (Note 9)	300,744
Total Noncurrent Assets	1,479,772
Total Liabilities	17,656,127
Deferred Inflows of Resources	
Pension related items (Note 9)	2,383
OPEB related items (Note 10)	102,109
Lease related items	484,593
Total Deferred Inflows of Resources	589,085
Net Position	
Net investment in capital assets	266,253,912
Restricted for:	
Street maintenance/projects	20,527,374
Lighting and landscape maintenance	4,894,798
AQMD projects	243,932
Capital projects city facilities	18,795,550
Fire operations/improvements	19,543,967
Other purposes	118,217
Total Restricted	64,123,838
Unrestricted	162,781,525
Total Net Position	$ 493,159,275

See accompanying notes to financial statements.

City of Eastvale

Statement of Activities
For the Fiscal Year Ended June 30, 2024

Functions/Programs	Expenses	Program Revenues: Charges for Services	Program Revenues: Operating Contributions and Grants	Program Revenues: Capital Contributions and Grants	Total Program Revenue	Net (Expenses) Revenues and Changes in Net Position
Primary Government						
Governmental Activities:						
General government	$ 7,048,556	$ 156,563	$ 50,000	$ -	$ 206,563	$ 6,841,993
Public safety	21,789,763	9,731,834	201,137	-	9,932,971	11,856,792
Pubic works	19,972,683	1,817,491	4,347,906	16,719,870	22,885,267	(2,912,584)
Community development	5,630,678	1,950,125	-	-	1,950,125	3,680,553
Revenue neutrality	556,342	-	-	-	-	556,342
Interest and fiscal charges	27,885	-	-	-	-	27,885
Total Governmental Activities	$ 55,025,907	$ 13,656,013	$ 4,599,043	$ 16,719,870	$ 34,974,926	20,050,981

General Revenues	
Taxes:	
Property taxes, levied for general purpose	3,923,324
Franchise taxes	2,700,740
Sales taxes	58,319,348
Other taxes	180,604
Total taxes	65,124,016
Motor vehicle in lieu (Intergovernmental/unrestricted)	6,431,432
Investment earnings	7,470,180
Other	325,129
Total General Revenues	79,350,757
Change in Net Position	59,299,776
Net Position	
Beginning of year	433,859,499
End of year	$ 493,159,275

See accompanying notes to financial statements.

FUND FINANCIAL STATEMENTS

Governmental Fund Financial Statements

GOVERNMENTAL FUND FINANCIAL STATEMENTS

The Governmental Funds of the City are outlined below:

General Fund - The General Fund accounts for all revenues and expenditures used to finance the traditional services associated with a municipal government which are not accounted for in the other funds. In Eastvale, these services include general government, safety, community development, culture and recreation and public works.

Miscellaneous Grants Fund - This fund is used to account for the receipts and expenditures of miscellaneous grants not accounted for in a separate fund.

TUMF Fund - This fund provides transportation and transit infrastructure that mitigates the impact of new growth in western Riverside County.

Capital Projects Fund - is used to account for the financial resources to be used for the acquisition or construction of capital facilities.

Nonmajor Governmental Funds - Nonmajor Governmental Funds is the aggregate of all the nonmajor governmental funds.

City of Eastvale

Balance Sheet
Governmental Funds
June 30, 2024

		Special Revenue Funds	
	General	Miscellaneous Grants (formerly non-major)	TUMF (formerly non-major)
Assets			
Cash and investments (Note 3 and Note 4)	$ 181,976,064	$ -	$ -
Receivables:			
Accounts	36,381	-	-
Intergovernmental	10,351,863	1,966,012	451,322
Interest	307,115	-	-
Lease	532,407	-	-
Due from other funds (Note 5)	4,806,737	-	-
Total Assets	$ 198,010,567	$ 1,966,012	$ 451,322
Liabilities, Deferred Inflows of Resources, and Fund Balances			
Liabilities			
Accounts payable	$ 6,202,533	$ 1,481,292	$ 301,181
Accrued liabilities	566,011	-	-
Deposits payable	4,459,102	-	-
Due to other funds (Note 5)	-	2,667,371	2,139,359
Total Liabilities	11,227,646	4,148,663	2,440,540
Deferred Inflows of Resources			
Unavailable revenues	214,088	-	-
Lease related items	484,593	-	-
Total Deferred Inflows of Resources	698,681	-	-
Fund Balances (deficit) (Note 12)			
Restricted	19,543,967	-	-
Committed	93,515,029	-	-
Assigned	50,588,664	-	-
Unassigned	22,436,580	(2,182,651)	(1,989,218)
Total Fund Balances	186,084,240	(2,182,651)	(1,989,218)
Liabilities, Deferred Inflows of Resources, and Fund Balances	$ 198,010,567	$ 1,966,012	$ 451,322

See accompanying notes to financial statements.

City of Eastvale

Balance Sheet
Governmental Funds
June 30, 2024

Capital Project Fund		
Capital Projects Fund	Nonmajor Governmental Funds	Total Governmental Funds
$ 20,401,451	$ 24,774,482	$ 227,151,997
-	-	36,381
-	1,858,073	14,627,270
-	42,316	349,431
-	-	532,407
-	-	4,806,737
$ 20,401,451	$ 26,674,871	$ 247,504,223
$ 1,618,288	$ 965,054	$ 10,568,348
-	-	566,011
-	-	4,459,102
-	7	4,806,737
1,618,288	965,061	20,400,198
-	3,689	217,777
-	-	484,593
-	3,689	702,370
18,783,163	25,706,128	64,033,258
-	-	93,515,029
-	-	50,588,664
-	(7)	18,264,704
18,783,163	25,706,121	226,401,655
$ 20,401,451	$ 26,674,871	$ 247,504,223

See accompanying notes to financial statements.

City of Eastvale

Reconciliation of the Balance Sheet of Governmental Funds to the Statement of Net Position
June 30, 2024

Total Fund Balances - Governmental Funds		$ 226,401,655
Amounts reported for governmental activities in the statement of net position are different because:		
Capital assets used in governmental activities are not current financial resources and therefore are not reported in the governmental funds balance sheet.		
Capital assets	$ 360,939,302	
Accumulated depreciation	(93,382,679)	
Total capital assets		267,556,623
Certain revenues were not available to pay for current period expenditures and, therefore, were deferred in the funds.		217,777
Long-term liabilities applicable to the governmental activities are not due and payable in the current period and accordingly are not reported in as fund liabilities. All liabilities, both current and long-term are reported in the statement of net position.		
Compensated absences	(459,211)	
Leases and subscriptions payable	(1,302,711)	
Total pension liability	(300,744)	
Total OPEB (Liability) Asset	90,580	(1,972,086)
Deferred outflows and inflows of resources related to pensions and OPEB that are required to be recognized over a defined closed period.		
Pension related deferred outflows of resources	1,028,455	
OPEB related deferred outflows of resources	31,343	
Pension related deferred inflows of resources	(2,383)	
OPEB related deferred inflows of resources	(102,109)	955,306
Net Position of Governmental Activities		$ 493,159,275

See accompanying notes to financial statements.

City of Eastvale

Statement of Revenues, Expenditures and Changes in Fund Balances
Governmental Funds
For the Fiscal Year Ended June 30, 2024

		Special Revenue Funds	
	General	Miscellaneous Grants (formerly non-major)	TUMF (formerly non-major)
Revenues			
Taxes	$ 74,221,086	$ -	$ -
Licenses, permits and fees	3,901,518	-	-
Fines and forfeitures	774,612	-	-
Intergovernmental	6,657,860	10,820,267	451,322
Development impact fees	-	-	-
Assessments	-	-	-
Investment earnings	6,626,119	-	-
Other	375,309	-	-
Total Revenues	92,556,504	10,820,267	451,322
Expenditures			
Current:			
General government	7,043,890	65,641	-
Public safety	21,550,236	-	-
Public works	587,627	-	-
Community development	5,764,415	-	-
Revenue neutrality	556,342	-	-
Capital outlay	831,070	12,963,481	1,671,198
Debt service:			
Principal retirement	495,149	-	-
Interest and fiscal charges	27,885	-	-
Total Expenditures	36,856,614	13,029,122	1,671,198
Excess of revenues over (under) expenditures	55,699,890	(2,208,855)	(1,219,876)
Other Financing Sources (Uses)			
Transfers in	531,786	-	-
Transfers out	(15,247,922)	-	-
Subscription/lease acquisition	830,711	-	-
Total Other Financing Sources (Uses)	(13,885,425)	-	-
Net Change in Fund Balances	41,814,465	(2,208,855)	(1,219,876)
Fund Balances			
Previously reported	144,269,775	-	-
Adjustment - change from nonmajor to major	-	26,204	(769,342)
Beginning of year, restated	144,269,775	26,204	(769,342)
End of year	$ 186,084,240	$ (2,182,651)	$ (1,989,218)

See accompanying notes to financial statements.

City of Eastvale

Statement of Revenues, Expenditures and Changes in Fund Balances
Governmental Funds
For the Fiscal Year Ended June 30, 2024

Capital Project Fund		
Capital Projects Fund	Nonmajor Governmental Funds	Total Governmental Funds
$ -	$ 1,799,766	$ 76,020,852
-	12,141	3,913,659
-	-	774,612
-	5,285,119	23,214,568
-	1,454,866	1,454,866
-	887,041	887,041
-	854,213	7,480,332
-	105,485	480,794
-	10,398,631	114,226,724
-	9,350	7,118,881
-	17,529	21,567,765
294,171	1,528,949	2,410,747
-	-	5,764,415
-	-	556,342
8,507,478	10,502,628	34,475,855
-	-	495,149
-	-	27,885
8,801,649	12,058,456	72,417,039
(8,801,649)	(1,659,825)	41,809,685
15,228,282	35,877	15,795,945
-	(548,023)	(15,795,945)
-	-	830,711
15,228,282	(512,146)	830,711
6,426,633	(2,171,971)	42,640,396
12,356,530	27,134,954	183,761,259
-	743,138	-
12,356,530	27,878,092	183,761,259
$ 18,783,163	$ 25,706,121	$ 226,401,655

See accompanying notes to financial statements.

City of Eastvale

Reconciliation of the Statement of Revenues, Expenditures and Changes in Fund Balances of Governmental Funds to the Statement of Activities
For the Fiscal Year Ended June 30, 2024

Net Change in Fund Balances - Total Governmental Funds		$ 42,640,396
Governmental activities in the Statement of Activities were reported differently because:		
Governmental Funds report capital outlay as expenditures. However, in the Government-wide Statement of Activities, the costs of those assets is allocated over their estimated useful lives as depreciation expense. The amount of capital assets recorded in the current period is listed below.		
Total capital outlay expenditures reported in governmental funds	26,162,125	
Abandoned construction in process projects	(605,484)	
Loss on termination of lease	(323,924)	25,232,717
Depreciation expense of capital assets is reported in the Government-wide Statement of Activities, but they do not require the use of current financial resources. Therefore, depreciation expense is not reported as expenditures in the governmental funds expect for the Internal Service fund amount listed below.		
Total depreciation reported in Government-wide Statement of Activities		(8,255,196)
The issuance of long-term debt provides current financial resources to governmental funds. Repayment of long-term debt is an expenditure in in governmental funds, but repayment reduces long-term liabilities in the statement of net position.		
Subscription/lease acquisition	(830,711)	
Principal paid on lease/subscription payable	627,145	(203,566)
Some expenses reported in the statement of activities do not require the use of current financial resources and, therefore, are not reported as expenditures in governmental funds.		
Net change in compensated absences	(93,819)	
Net change in Total Pension Liability (Asset)	(247,065)	
Net change in Total OPEB Liability (Asset)	41,432	
Net change in pension related deferred outflows and deferred inflows of resources	123,259	
Net change in OPEB related deferred outflows and deferred inflows of resources	(37,341)	(213,534)
Earned unavailable revenue and other resources not available to liquidate liabilities of the current period are not recognized in governmental funds. Revenues in the statement of activities is not limited by availability, so certain revenues need to be increased by the amounts that were unavailable at the end of the year.		98,959
Change in Net Position of Governmental Activities		$ 59,299,776

See accompanying notes to financial statements.

NOTES TO THE BASIC FINANCIAL STATEMENTS

I. SIGNIFICANT ACCOUNTING POLICIES

Note 1: Organization and Summary of Significant Accounting Policies

The basic financial statements of the City of Eastvale, California, (the "City") have been prepared in conformity with accounting principles generally accepted in the United States ("GAAP") as applied to governmental agencies. The Governmental Accounting Standards Board ("GASB") is the accepted standard setting body for establishing governmental accounting and financial reporting principles. The following is a summary of the City's significant policies:

a. Description of the Reporting Entity

The City of Eastvale (City) was incorporated on October 1, 2010, under the laws of the State of California and enjoys all the rights and privileges pertaining to "General Law" cities. The City operates under a council-manager form of government and currently provides a wide variety of services to its citizens, including public safety, public works, community development, general administrative and other services. As required by generally accepted accounting principles, these financial statements present the City (the primary government) and its component units. Component units are legally separate organizations for which the elected officials of the primary government are financially accountable. In addition, component units can be other organizations for which the nature and significance of their relationship with a primary government are such that exclusion would cause the reporting entity's financial statements to be incomplete. Under this definition, it is determined that there are no component units for this reporting entity, and these financial statements present the financial reporting entity that consisted solely of the City as the primary government.

b. Government-wide and Fund Financial Statements

The government-wide financial statements include a statement of net position and a statement of activities. These statements present summaries of governmental and business-type activities for the City accompanied by a total column. The City does not have any fiduciary activity. Certain eliminations have been made as prescribed by GASB Statement No. 34 in regard to interfund activities, payables, and receivables. All internal balances in the statement of net position have been eliminated except those representing balances between the governmental activities and the business-type activities, which are presented as internal balances and eliminated in the total primary government column. Governmental activities which normally are supported by taxes and intergovernmental revenues are reported separately from business-type activities, which rely to a significant extent on fees and charges for support. Currently, the City does not have any business-type activities.

Note 1: Summary of Significant Accounting Policies (Continued)

b. Government-wide and Fund Financial Statements (Continued)

The Statement of Activities demonstrates the degree to which the direct expenses of a given function or segment, are offset by program revenues. Direct expenses are those that are clearly identifiable with a specific function or segment. Program revenues include: 1) charges to customers or applicants who purchase, use, or directly benefit from goods, services, or privileges provided by a given function or segment, and 2) grants and contributions that are restricted to meeting the operational or capital requirements of a particular function or segment. Taxes and other items not properly included among program revenues are reported instead as general revenues.

Separate financial statements are provided for governmental funds, proprietary, and fiduciary funds, even though the latter are excluded from the government-wide financial statements. Major individual governmental funds and major individual enterprise funds are reported as separate columns in the fund financial statements. The City does not have any proprietary funds.

c. Measurement Focus, Basis of Accounting, and Financial Statement Presentation

The government-wide financial statements are reported using the economic resources measurement focus and the accrual basis of accounting, as are the fiduciary fund financial statements. Revenues are recorded when earned and expenses are recorded when a liability is incurred, regardless of the timing of related cash flows. Accordingly, all of the City's assets, deferred outflows of resources, liabilities and deferred inflows of resources, including capital assets, as well as infrastructure assets, and long-term liabilities, are included in the accompanying statement of net position. The statement of activities presents changes in net position. Under the accrual basis of accounting, revenues are recognized in the period in which they are earned while expenses are recognized in the period in which the liability is incurred. The types of transactions reported as program revenues for the City are reported in three categories: 1) charges or services, 2) operating grants and contributions, and 3) capital grants and contributions.

Governmental fund financial statements are reported using the *current financial resources measurement focus* and the *modified accrual basis of accounting*. Under the modified-accrual basis of accounting, revenues are recognized in these funds when susceptible to accrual (i.e. when they are both measurable and available). "Measurable" means the amount of the transaction can be determined and "available" means collectible within the current period or soon enough thereafter to be used to pay liabilities of the current period. For this purpose, the City considers property taxes collected after year-end as available, if they are collected within 60 days of the end of the current fiscal period.

Note 1: Summary of Significant Accounting Policies (Continued)

c. Measurement Focus, Basis of Accounting, and Financial Statement Presentation (Continued)

Other revenue susceptible to accrual includes sales tax, state gasoline taxes, investment earnings, and certain other intergovernmental revenues. Expenditures in the governmental funds are generally recognized in the accounting period in which the related fund liability is incurred. However, debt service principal and interest expenditures on general long-term debt, including lease liabilities, as well as expenditures related to compensated absences, and claims and judgments, and postemployment benefits are recognized later based on specific accounting rules applicable to each, generally when payment is due. General capital asset acquisitions, including entering into contracts giving the City the right to use lease assets, are reported as expenditures in governmental funds. Issuance of long-term debt and financing through leases are reported as other financing sources.

The City reports the following major governmental funds:

The *General Fund* is the government's primary operating fund. It accounts for all financial resources of the general government not accounted and reported in another fund.

The *Miscellaneous Grants Fund* is the fund is used to account for the receipts and expenditures of miscellaneous grants not accounted for in a separate fund.

The *TUMF Fund* is the fund provides transportation and transit infrastructure that mitigates the impact of new growth in western Riverside County.

The *Capital Project Fund* (Capital Projects) is used to account for the financial resources to be used for the acquisition or construction of capital facilities.

As a general rule, the effect of interfund activity has been eliminated from the government-wide financial statements except for the effect of interfund services provided and used.

Amounts reported as *program revenues* include 1) charges to customers or applicants for goods, services, or privileges provided, 2) operating grants and contributions, and 3) capital grants and contributions, including special assessments. Internally dedicated resources are reported as *general revenues* rather than program revenues. Likewise, general revenues include all unrestricted taxes.

When both restricted and unrestricted resources are available for use, it is the City's policy to use the restricted resources first, and then unrestricted, as they are needed.

Note 1: Summary of Significant Accounting Policies (Continued)

c. Measurement Focus, Basis of Accounting, and Financial Statement Presentation (Continued)

Other Accounting Policies

Deposits and Investments

The City cash and cash equivalents are considered to be cash on hand, demand deposits, and short-term investments with original maturities of three months or less from the date of acquisition. Investments are reported at fair value. The City's policy is to hold investments until maturity or until market values equal or exceed cost.

Interfund Receivables and Payables

Activity between funds that are representative of lending/borrowing arrangements outstanding at the end of the fiscal year are referred to as either "due to/from other funds" (i.e., the current portion of interfund loans) or "advances to/from other funds" (i.e., the non-current portion of interfund loans). All other outstanding balances between funds are reported as "due to/from other funds". Any residual balances outstanding are reported in the government-wide financial statements as "internal balances".

Prepaid Items

Certain payments to vendors reflect costs applicable to future accounting periods and are recorded as prepaid costs in both government-wide and fund financial statements. The City uses the consumption method for prepaid items in the governmental funds.

Capital Assets

Capital assets, which include property, plant and equipment, and infrastructure assets (e.g., roads, bridges, sidewalks, and similar items) are reported in the applicable governmental or business-type activities columns in the governmentwide financial statements. Capital assets are defined by the government as assets with an initial, individual cost of more than or equal to $5,000 (amount not rounded) and an estimated useful life of at least three years. Such assets are recorded at the historical cost or estimated historical cost if purchased or constructed (except for intangible right-to-use lease assets), the measurement of which is discussed thereafter. Donated capital assets are recorded at acquisition value rather than fair value at the date of donation.

The cost of normal maintenance and repairs that do not add to the value of the asset or materially extend the asset's lives are not capitalized.

Note 1: Summary of Significant Accounting Policies (Continued)

c. Measurement Focus, Basis of Accounting, and Financial Statement Presentation (Continued)

Property, plant and equipment of the primary government is depreciated using the straight-line method over the following estimated useful lives:

Leasehold Improvements	10 years
Infrastructure	10 to 65 years
Vehicles	5 to 10 years
Office Equipment	5 to 10 years
Computer Equipment	5 years
Right of Use Lease Equipment and Subscriptions	3 to 5 years

Use of Estimates

The financial statements have been prepared in accordance with generally accepted accounting principles accepted in the United States of America and necessarily include amounts based on estimates and assumptions by management. Actual results could differ from those amounts.

Compensated Absences

The City provides to its employees a comprehensive annual leave program. Leave pay is payable at the time it is taken or upon termination.

The total amount of liability for compensated absences is segregated between short-term and long-term with both portions reflected in the government-wide statements. The short-term portion is determined to be the amount due to employees for future absences which is attributable to services already rendered and which is expected to be paid during the next fiscal year.

Long-term Obligations

In the government-wide financial statements, long-term debt and other long-term obligations are reported as liabilities in the applicable governmental activities, statement of net position. Bond premiums and discounts are deferred and amortized over the life of the bonds using the straight-line method. Bonds payable are reported net of the applicable bond premium or discount. Bond issuance costs are reported as expenses in the year incurred.

Note 1: Summary of Significant Accounting Policies (Continued)

c. Measurement Focus, Basis of Accounting, and Financial Statement Presentation (Continued)

In the fund financial statements, governmental fund types recognize bond premiums and discounts, as well as bond issuance costs, during the current period. The face amount of debt issued is reported as other financing sources. Premiums received on debt issuances are reported as other financing sources while discounts on debt issuances are reported as other financing uses. Issuance costs, whether or not withheld from the actual debt proceeds received, are reported as expenditures. The City has not issued bonds and currently has no bonds payable.

Property Taxes

The County of Riverside collects property taxes for the City. Tax liens attach annually as of 12:01 A.M. on the first day in January preceding, the fiscal year for which the taxes are levied. The tax levy covers the fiscal period July 1st to June 30th. All secured personal property taxes and one-half of the taxes on real property are due November 1st, the second installment is due February 1st. All taxes are delinquent, if unpaid, on December 10th and April 10th respectively. Unsecured personal property taxes become due on the first of March each year and are delinquent, if unpaid, on August 31st.

Unearned Revenues

In the government-wide financial statements and the fund financial statements, unearned revenues represent cash advances by various grantors that have not been spent; therefore, no revenue has been recognized.

Fund Balance

GAAP provides for clearly defined fund balance categories to make the nature and extent of the constraints placed on a government's fund balance more transparent. The following classifications describe the relative strength of the spending constraints placed on the purposes for which resources can be used:

Nonspendable - amounts that are not in a spendable form (such as inventory) or are required to be maintained intact.

Restricted - amounts constrained to specific purposes by their providers (such as grantors, bondholders and higher levels of government), through constitutional provisions or by enabling legislation.

Note 1: Summary of Significant Accounting Policies (Continued)

c. Measurement Focus, Basis of Accounting, and Financial Statement Presentation (Continued)

Committed - amounts constrained to specific purposes by a government itself, using the highest level of decision-making authority, an adoption of a resolution; to be reported as committed, amounts cannot be used for any other purpose unless the City Council takes the same highest-level action (the adoption of another resolution) to remove or change the constraint.

Assigned - amounts a government intends to use for a specific purpose; the City Council has delegated the authority to assign unrestricted fund balance to the City Manager or the City Manager's designee, per the City Council "Fund Balance Reserve Policy".

Unassigned - amount that are for any purpose; positive amounts are reported only in a general fund.

The City Council may establish (and modify or rescind) fund balance commitments by passage of a resolution.

The City has established a General Fund minimum fund balance policy as follows:

At the end of each fiscal year, the General Fund should have a minimum fund balance of 50% of the next year's General Fund annual budgeted operating expenditures, as calculated by the Finance Director. This target amount has been established in order to provide a reasonable level of assurance that the City's day-to-day operations will be able to continue even if circumstances occur where revenues are insufficient to cover expenditures.

When both restricted and unrestricted resources are available for use when an expenditure is incurred, it is the City's policy to use restricted resources first, then unrestricted resources as they are needed. It is the City's policy to consider committed amounts as being reduced first, followed by assigned amounts, and then unassigned amounts when expenditures are incurred for purposes for which amounts in any of those unrestricted fund balance classifications could be used.

Note 1: Summary of Significant Accounting Policies (Continued)

c. Measurement Focus, Basis of Accounting, and Financial Statement Presentation (Continued)

Deferred Outflows/Inflows of Resources

In addition to assets, the statement of net position will sometimes report a separate section for deferred outflows of resources. This separate financial statement element, deferred outflows of resources, represents a consumption of net assets that applies to a future period(s) and so will not be recognized as an outflow of resources (expenses/expenditure) until then. The City has deferred outflows related to pensions and other postemployment benefits, which arise only under a full accrual basis of accounting. Accordingly, these items (pension and other postemployment benefits), are reported only in the government-wide statement of net position. This includes pension and other postemployment benefits contributions subsequent to the measurement date of the net liabilities and other amounts (see Notes 9 and 10, respectively), which are amortized by an actuarial determined period.

In addition to liabilities, the statement of net position and the balance sheet will sometimes report a separate section for deferred inflows of resources. This separate financial statement element, deferred inflows of resources, represents an acquisition of net assets that applies to a future period(s) and so will not be recognized as an inflow of resources (revenue) until that time. The government has one type of item, which arises only under a modified accrual basis of accounting that qualifies for reporting in this category. Accordingly, the item, unavailable revenue, is reported only in the government funds balance sheet. The governmental funds report unavailable revenues from these sources: property taxes, special assessments, grant revenues and Measure A revenues. These amounts are deferred and recognized as an inflow of resources in the period that the amounts become available.

The City also has deferred inflows of resources related to pensions, and OPEB, which arises only under a full accrual basis of accounting. Accordingly, these items (pension and other postemployment benefit related items), are reported only in the government-wide statement of net position. These amounts (see Notes 9 and 10, respectively) are amortized by an actuarial determined period.

Leases and Subscription Agreements

Lessee: The City is a lessee for noncancellable leases of buildings, equipment, and subscription software and subscription agreements. The City recognizes a lease/subscription liability and an intangible right-to-use lease asset/subscription (lease asset) in the government-wide financial statements. The City recognizes lease/subscription liabilities with an initial, individual value of $5,000 or more.

Note 1: Summary of Significant Accounting Policies (Continued)

c. Measurement Focus, Basis of Accounting, and Financial Statement Presentation (Continued)

At the commencement of a lease, the City initially measures the lease and subscription agreements liability at the present value of payments expected to be made during the lease term. Subsequently, the lease liability is reduced by the principal portion of lease payments made. The lease and subscription agreements asset is initially measured as the initial amount of the lease liability, adjusted for lease payments made at or before the lease commencement date, plus certain initial direct costs. Subsequently, the lease and subscription agreements asset is amortized on a straight-line basis over its useful life.

Key estimates and judgments related to leases and subscription agreements include how the City determines (1) the discount rate it uses to discount the expected lease payments to present value, (2) lease term, and (3) lease payments. The City uses the interest rate charged by the lessor as the discount rate. When the interest rate charged by the lessor is not provided, the City generally uses its estimated incremental borrowing rate as the discount rate for leases and subscription agreements. The lease term includes the noncancellable period of the lease. Lease and subscription agreement payments included in the measurement of the lease liability are composed of fixed payments and purchase option price that the City is reasonably certain to exercise.

The City monitors changes in circumstances that would require a remeasurement of its lease and will remeasure the lease asset and liability if certain changes occur that are expected to significantly affect the amount of the lease liability.

Lease and subscription agreements assets are reported with other capital assets and lease liabilities are reported with long-term debt on the Statement of Net Position.

Lessor: The City is a lessor for a noncancellable lease of a portion of land. The City recognizes a lease receivable and a deferred inflow of resources in the government-wide and governmental fund financial statements.

At the commencement of a lease, the City initially measures the lease receivable at the present value of payments expected to be received during the lease term. Subsequently, the lease receivable is reduced by the principal portion of the lease payments received. The deferred inflow of resources is initially measured as the initial amount of the lease receivable, adjusted for lease payments received at or before the lease commencement date. Subsequently, the deferred inflow of resources is recognized as revenue over the life of the lease term.

Note 1: Summary of Significant Accounting Policies (Continued)

c. Measurement Focus, Basis of Accounting, and Financial Statement Presentation (Continued)

Key elements and judgement include how the City determines (1) the discount rate it uses to discount the expected lease receipts to present value, (2) lease term, and (3) lease receipts. The City uses it estimated incremental borrowing rate as the discount rate for leases. The lease term includes the noncancellable period of the lease. Lease receipts included In the measurement of the lease receivable is composed of fixed payments from the lessee.

The City monitors changes that would require a remeasurement of its lease and will remeasure the lease receivable and deferred inflows of resources if certain changes occur that are expected to significantly affect the amount of the lease receivable.

Pensions

For purposes of measuring the total pension liability, deferred outflows of resources and deferred inflows of resources related to pensions, and pension expense, information about the fiduciary net position of the Plan and additions to/deductions from the Plan's fiduciary net position have been determined on the same basis. For this purpose, benefit payments (including refunds of employee contributions) are recognized when currently due and payable in accordance with the benefit terms. Investments are reported at fair value.

Valuation Date	June 30, 2022
Measurement Date	June 30, 2023
Measurement Period	July 1, 2022 to June 30, 2023

Other Postemployment Benefits – OPEB

For purposes of measuring the total OPEB liability (asset), deferred outflows of resources and deferred inflows of resources related to OPEB, and OPEB expense, information about the fiduciary net position of the City's plan (OPEB Plan) and additions to/deductions from the OPEB Plan's fiduciary net position have been determined on the same basis. For this purpose, benefit payments are recognized when currently due and payable in accordance with the benefit terms. Investments are reported at fair value.

GAAP require that the reported results must pertain to liability and asset information within certain defined timeframes. For this report, the following timeframes are used:

Valuation Date	December 31, 2023
Measurement Date	June 30, 2024
Measurement Period	July 1, 2023 to June 30, 2024

Note 1: Summary of Significant Accounting Policies (Continued)

c. Measurement Focus, Basis of Accounting, and Financial Statement Presentation (Continued)

Governmental Accounting Standard Accounting Standards Board (GASB) Pronouncements

The City adopted Statement on Governmental Accounting Standards (GASB Statements) No. 100 – *Accounting Changes and Error Corrections*. The adoption of the GASB No. 100 did not significantly impact the City.

Note 2: Budget Information

The City prepares its budgets on the basis of estimated actual expenditures and, accordingly, the budget amounts included in the accompanying financial statements are presented on a basis consistent with generally accepted accounting principles.

Each year, the City Manager submits a proposed budget to the City Council during May. The City Council holds budget hearings during May and June. The final budget is adopted by the City Council in June.

No budget expenditures can be disbursed without proper appropriations. Once the budget is adopted, no additional funds can be authorized without the City Council's approval. The level of budgetary control (the level on which expenditures may not legally exceed appropriations) is at the individual fund level. The City Manager can authorize budget transfers between departments without additional appropriations.

Throughout the year, budgeted expenditures are reviewed and projections are made by the City Manager. Therefore, any necessary changes are submitted for approval to the City Council with a recorded action for any budget adjustments.

Formal budgetary integration is employed as a management control device during the year for all the Governmental Type Funds. Budgets for all the Governmental Type Funds are adopted on a basis consistent with generally accepted accounting principles. Budgeted amounts are as originally adopted and as further amended by the City Council.

Note 3: Cash and Investments

Cash and investments as of June 30, 2024 are classified in the accompanying financial statements as follows:

Statement of Net Position:		
Cash and Investments	$	226,562,014
Cash with Fiscal Agent		589,983
Total Cash and Investments	$	227,151,997

Cash and investments as of June 30, 2024 consist of the following:

Deposits with Financial Institutions	$	69,575,483
Petty cash		800
Investments		157,575,714
Total Cash and Investments	$	227,151,997

The City follows the practice of pooling cash and investments of all funds. Investment earnings earned on pooled cash and investments is allocated quarterly to the various funds based on cash balances.

GAAP establishes fair value standards for investments in participating interest earning investment contracts, external investment pools, equity securities, option contracts, stock warrants and stock rights that have readily determinable fair values. Accordingly, the City reports its investments at fair value in the balance sheet. All investment income, including changes in the fair value of investments, is recognized as revenue in the operating statement.

Authorized Investments

The following table identifies the investment types that are authorized for the City by the California Government Code and the City's investment policy. The table also identifies certain provisions of the California Government Code (or the City's investment policy, if more restrictive) that address interest rate risk, credit risk, and concentration of credit risk. This table does not address investments of debt proceeds held by bond trustees that are governed by provisions of debt agreements of the City, rather than the general provisions of the California Government Code or the City's investment policy.

Note 3: Cash and Investments (Continued)

Authorized Investment Type	Maximum Maturity	Maximum Percentage of Portfolio	Maximum Investment in One Issuer
U.S. Treasury	5 years	None	None
Money Market Mutual Funds	N/A	20%	5%
Certificates of Deposit	5 years	None	None
Local Agency Investment Fund (LAIF)	N/A	None	$75,000,000
Local Government Investment Pools	N/A	None	None
Federal Agency Securities	5 years	None	None
Banker's Acceptances	180 days	40%	5%
Commercial Paper	270 days	25%	10%
Medium-Term Notes	5 years	30%	5%
Negotiable Certificates of Deposit	5 years	30%	5%
Municipal Obligations	5 years	30%	5%
Asset-Backed Securities	5 years	20%	5%

Disclosures Relating to Interest Rate Risk

Interest rate risk is the risk that changes in market interest rates will adversely affect the fair value of an investment. Generally, the longer the maturity of an investment, the greater the sensitivity of its fair value to changes in market interest rates. One of the ways that the City manages its exposure to interest rate risk is by purchasing a combination of shorter term and longer-term investments and by timing cash flows from maturities so that a portion of the portfolio is maturing or coming close to maturity evenly over time as necessary to provide the cash flow and liquidity needed for operations. Information about the sensitivity of the fair values of the City's investments to market interest rate fluctuation are presented below:

	Remaining Investment Maturities			
Investment Type	Less than 1 Year	1 to 3 Years	4 to 5 Years	Total
Local Agency Investment Fund	$ 11,516,908	$ -	$ -	$ 11,516,908
California Asset Management Program	104,558,284	-	-	104,558,284
Money Market Mutual Funds	3,081,300	-	-	3,081,300
Federal Agency Bonds	-	1,942,761	-	1,942,761
Federal Agency Securities	-	1,164,237	5,629,254	6,793,491
Commercial Paper	168,083	-	-	168,083
Medium-Term Notes	579,620	2,747,343	2,978,200	6,305,163
U.S. Treasury	-	10,938,058	7,712,892	18,650,950
Asset-Backed Securities	-	528,265	1,542,749	2,071,014
Bank Notes	-	555,788	372,612	928,400
Municipal Obligations	841,224	-	-	841,224
Negotiable Certificates of Deposit	359,474	358,662	-	718,136
Total investments	$ 121,104,893	$ 18,235,114	$ 18,235,707	$ 157,575,714

Generally, credit risk is the risk that an issuer of an investment will not fulfill its obligation to the holder of the investment. This is measured by the assignment of a rating by a nationally recognized statistical rating organization.

Note 3: Cash and Investments (Continued)

Information about the minimum rating required by the California Government Code, the City's investment policy, or debt agreements, and the actual rating, as of year-end for each type of investment held by the City can be found below:

Investment Type	Total as of June 30, 2024	Minimum Legal Rating	Rating
Local Agency Investment Fund	$ 11,516,908	None	Not Rated
California Asset Management Program	104,558,284	None	Not Rated
Money Market Mutual Funds	3,081,300	None	Not Rated
Federal Agency Bonds	1,942,761	A	AA+
Federal Agency Securities	6,793,491	A	AA+
Commercial Paper	168,083	A	AAA
Medium-Term Notes	6,305,164	A	AAA - BBB+
U.S. Treasury	18,650,950	A	AA+
Asset-Backed Securities	2,071,013	None	AAA
Bank Notes	928,400	A	A+
Municipal Obligations	841,224	A	AAA - AA
Negotiable Certificates of Deposit	718,136	None	A+ - A
Total investments	$ 157,575,714		

Concentration of Credit Risk

For the fiscal year ended June 30, 2024, there are no investments in any one issuer (other than U.S. Treasury securities, mutual funds, and external investment pools) that represent 5% or more of total City's investments.

Custodial credit risk for deposits is the risk that, in the event of the failure of a depository financial institution, a government will not be able to recover its deposits or will not be able to recover collateral securities that are in the possession of an outside party. The custodial credit risk for investments is the risk that, in the event of the failure of the counterparty (e.g. broker-dealer) to a transaction, a government will not be able to recover the value of its investment or collateral securities that are in the possession of another party. The California Government Code and the City's investment policy do not contain legal or policy requirements that would limit the exposure to custodial credit risk for deposits or investments, other than the following provision for deposits.

Note 3: Cash and Investments (Continued)

Custodial Credit Risk (Continued)

The California Government Code requires that a financial institution secure deposits made by state or local government units by pledging securities in an undivided collateral pool held by a depository regulated under state law (unless so waived by the governmental unit). The market value of the pledged securities in the collateral pool must equal at least 110% of the total amount deposited by the public agencies. California law also allows financial institutions to secure deposits by pledging first trust deed mortgage notes having a value of 150% of the secured public deposits. At June 30, 2024, the City deposits (bank balances) were collateralized under California Law.

Investment in Investment Pools

The City is a voluntary participant in the Local Agency Investment Fund (LAIF) that is regulated by California Government Code under the oversight of the Treasurer of the State of California. The fair value of the City's investment in this pool is reported in the accompanying financial statements at amounts based on the City's pro- rata share of the fair value provided by LAIF for the entire LAIF portfolio (in relation to the amortized cost of that portfolio). The balance available for withdrawal is based on the accounting records maintained by LAIF, which are recorded on an amortized cost basis. LAIF is a governmental investment pool managed and directed by the California State Treasurer and is not registered with the Securities and Exchange Commission. An oversight committee comprised of California State officials and various participants provide oversight to the management of the fund. The daily operations and responsibilities of LAIF fall under the auspices of the State Treasurer's office. The maximum investment in LAIF is $75,000,000.

The California Asset Management Program (the CAMP) is a public joint powers authority which provides California Public Agencies with investment management services for surplus funds and comprehensive investment management, accounting and arbitrage rebate calculation services for proceeds of tax-exempt financings. The CAMP currently offers the Cash Reserve Portfolio, a short-term investment portfolio, as a means for Public Agencies to invest these funds. Public Agencies that invest in the Pool (Participants) purchase shares of beneficial interest. Participants may also establish individual, professionally managed investment accounts (Individual Portfolios) by separate agreement with the Investment Advisor.

Note 3: Cash and Investments (Continued)

Investment in California Asset Management Program (Continued)

The City has a separate account in the Investment Advisor to manage part of the CAMP portfolio. Investments in the Pools and Individual Portfolios are made only in investments in which Public Agencies generally are permitted by California statute. The CAMP may reject any investment and may limit the size of a Participant's account. The Pool seeks to maintain, but does not guarantee, a constant net asset value of $1.00 per share. A Participant may withdraw funds from its Pool accounts at any time by check or wire transfers. Requests for wire transfers must be made by 9:00 a.m. that day. Fair value of the Pool is determined by the fair value per share of the Pool's underlying portfolio.

Note 4: Fair Value Measurements

GAAP provides the framework for measuring fair value. The framework provides a fair value hierarchy that prioritizes the inputs to valuation techniques used to measure fair value with Level 1 given the highest priority and Level 3 the lowest priority. The three levels of the fair value hierarchy are as follows:

Level 1 inputs are quoted prices (unadjusted) in active markets for identical assets or liabilities that the organization has the ability to access at the measurement date.

Level 2 inputs are inputs other than quoted prices included within Level 1 that are observable for the asset or liability, either directly or indirectly. Level 2 inputs include the following:

- Quoted prices for similar assets or liabilities in active markets.
- Quoted prices for identical or similar assets or liabilities in markets that are not active.
- Inputs other than quoted prices that are observable for the asset or liability (for example, interest rates and yield curves observable at commonly quoted intervals, volatilities, prepayment speeds, loss severities, credit risks, and default rates).
- Inputs that are derived principally from or corroborated by observable market data by correlation or other means (market-corroborated inputs).

Note 4: Fair Value Measurements (Continued)

Level 3 inputs are unobservable inputs for the asset or liability.

Fair value of assets measured on a recurring basis as of June 30, 2024, are as follows:

Investment Type	Quoted Prices Level 1	Observable Inputs Level 2	Unobservable Inputs Level 3	Total
Money Market Mutual Funds	$ -	$ 3,081,300	$ -	$ 3,081,300
Federal Agency Bonds	-	1,942,761	-	1,942,761
Federal Agency Securities	-	6,793,491	-	6,793,491
Commercial Paper	-	168,082	-	168,082
Medium-Term Notes	-	6,305,164	-	6,305,164
U.S. Treasury	-	18,650,950	-	18,650,950
Asset-Backed Securities	-	2,071,014	-	2,071,014
Bank Notes	-	928,400	-	928,400
Municipal Obligations	-	841,224	-	841,224
Negotiable Certificates of Deposit	-	718,136	-	718,136
Total Leveled Investments	$ -	$ 41,500,522	$ -	41,500,522
Investments Not Subject to Fair Value Hierarchy:				
Local Agency Investment Fund				11,516,908
California Asset Management Program				104,558,284
Total				$ 157,575,714

Fair values for investments are determined by using a matrix pricing technique. Matrix pricing is used to value securities based on the security's relationship to benchmark quoted prices.

Uncategorized investments do not fall under the fair value hierarchy as there is no active market for the investments.

Note 5: Interfund Receivables, Payables and Transfers

Due to/From Other Funds

Current interfund balances as of June 30, 2024 consisted of the following:

	Due to Other Funds:			
	Miscellaneous Grants Fund	TUMF Fund	Nonmajor Governmental Funds	Total
Due from Other Funds:				
General Fund	$ 2,667,371	$ 2,139,359	$ 7	$ 4,806,737

The Due to General Fund from the Major and Nonmajor Governmental Fund was a result of temporary cash shortfalls recorded in those funds.

Note 5: Interfund Receivables, Payables and Transfers (Continued)

Transfers

Interfund transfers are as follows:

	Transfers Out		
Transfers In	General Fund	Nonmajor Governmental Funds	Total
General Fund	$ -	$ 531,786	$ 531,786
Capital Projects Funds	15,228,282	-	15,228,282
Nonmajor Governmental Funds	19,640	16,237	35,877
Total	$ 15,247,922	$ 548,023	$ 15,795,945

Transfers are used to provide services and construct assets between funds.

Note 6: Capital Assets

Capital asset activity for the year ended June 30, 2024 was as follows:

Description	Beginning Balance	Additions	Deletions	Ending Balance
Non-depreciable:				
Land	$ 9,902,743	$ -	$ -	$ 9,902,743
Construction in process	10,866,868	23,263,927	605,484	33,525,311
Total non-depreciable	20,769,611	23,263,927	605,484	43,428,054
Depreciable:				
Buildings	9,374,448	-	-	9,374,448
Right-to-use Lease Buildings	622,930	770,949	622,930	770,949
Leasehold Improvements	49,245	-	-	49,245
Vehicles	1,489,224	1,214,228	83,958	2,619,494
Furniture and Fixtures	83,148	-	-	83,148
Machinery and Equipment	955,018	117,121	-	1,072,139
Right-to-use Lease Machinery and Equipment	120,747	-	17,693	103,054
Software	480,412	-	-	480,412
Right-to-use- IT Subscriptions	957,097	63,962	-	1,021,059
Infrastructure	301,205,362	731,938	-	301,937,300
Total depreciable capital assets	315,337,631	2,898,198	724,581	317,511,248
Less accumulated depreciation/amortization for:				
Buildings	1,302,719	192,796	-	1,495,515
Right-to-use Lease Buildings	299,006	75,215	299,006	75,215
Leasehold Improvements	41,116	2,402	-	43,518
Vehicles	1,092,445	233,112	83,958	1,241,599
Furniture and Fixtures	33,362	8,315	-	41,677
Machinery and Equipment	673,375	177,404	-	850,779
Right-to-use Lease Machinery and Equipment	64,067	20,611	17,693	66,985
Software	480,411	-	-	480,411
Right-to-use- IT Subscriptions	110,784	232,478	-	343,262
Infrastructure	81,430,855	7,312,863	-	88,743,718
Total accumulated depreciation/amortization	85,528,140	8,255,196	400,657	93,382,679
Total depreciable capital assets, net	229,809,491	(5,356,998)	323,924	224,128,569
Total capital assets, net	$ 250,579,102	$ 17,906,929	$ 929,408	$ 267,556,623

Note 6: Capital Assets (Continued)

Depreciation/amortization expense was charged in the following functions in the Statement of Activities:

General Government	$ 442,107
Public Safety	393,606
Public Works	7,419,483
Total	$ 8,255,196

Note 7: Long-Term Liabilities

Long-term liability activity for the year ended June 30, 2024 was as follows:

	Beginning Balance	Additions	Deletions	Ending Balance	Amounts Due within One Year
Compensated Absences	$ 365,392	$ 480,997	$ 387,178	$ 459,211	$ 114,803
Subscriptions Payable	705,055	59,762	202,678	562,139	231,413
Leases Payable	394,090	770,949	424,467	740,572	236,678
Total	$ 1,464,537	$ 1,311,708	$ 1,014,323	$ 1,761,922	$ 582,894

Liabilities for compensated absences are typically liquidated by the General Fund.

Note 8: Leases

A. Lease Receivable

In June 2018 (recognized in fiscal year 2021), the City leased land real estate to a third party. The lease is for twenty years and the City will receive monthly payments of $2,500. The City recognized $24,542 in lease revenue and $10,071 in interest revenue during the current fiscal year related to this lease. As of June 30, 2024, the City's receivable for lease payments was $532,407. Also, the City has a deferred inflow of resources associated with the lease that will be recognized as revenue over the lease term. As of June 30, 2024, the balance of the deferred inflow of resources was $484,593.

B. Leases Payable

In April 2021, the City entered into a five-year lease agreement as lessee for the acquisition and use of copier equipment. An initial lease liability was recorded in the amount of $103,054. As of June 30, 2024, the value of the lease liability was $39,013. The City is required to make monthly principal and interest payments of $1,890. The lease has an interest rate of 1.91%. The equipment has a five-year estimated useful life. The value of the right-to-use asset as of the end of the current fiscal year was $103,054 and had accumulated amortization of $66,985.

Note 8: Leases (Continued)

B. Leases Payable (Continued)

In June 2021, the City entered into a three-year lease agreement as lessee for the use of building space. In March 2024, the City terminated the original lease agreement and entered into an updated three-year lease agreement as lessee for the use of building space with the addition of a third space. An initial lease liability was recorded in the amount of $770,949. As of June 30, 2024, the value of the lease liability was $701,559. The City is required to make monthly principal and interest payments of $25,343. The lease has an interest rate of 2.02%. The building space has a three-year estimated useful life. The value of the right-to-use asset as of the end of the current fiscal year was $770,949 and had accumulated amortization of $75,215.

The future principal and interest lease payments are as follows:

Year Ending June 30,	Principal	Interest	Total
2025	$ 236,678	$ 15,191	$ 251,869
2026	243,640	9,433	253,073
2027	239,984	3,657	243,641
2028	20,270	41	20,311
Total	$ 740,572	$ 28,322	$ 768,894

C. Subscriptions Payable

As of June 30, 2024, the City had 6 active subscriptions. The subscriptions have payments that range from $5,200 to $102,891 and interest rates that range from 2.184% to 2.901%. As of June 30, 2024, the total combined value of the subscription liability is $562,139, and the total combined value of the short-term subscription liability is $231,413. The combined value of the right to use asset, as of June 30, 2024 of $1,021,059 with accumulated amortization of $343,262.

The future principal and interest subscription payments are as follows:

Year Ending June 30,	Principal	Interest	Total
2025	$ 231,413	$ 14,196	$ 245,609
2026	210,558	8,319	218,877
2027	120,168	3,126	123,294
Total	$ 562,139	$ 25,641	$ 587,780

Note 9: Defined Benefit Pension Plans

General Information about the Pension Plans

Plan Descriptions

All qualified permanent and probationary employees are eligible to participate in the Public Agency Cost-Sharing Multiple-Employer Defined Benefit Pension Plan (Plan or PERF C) administered by the California Public Employees' Retirement System (CalPERS.) The Plan consists of a miscellaneous pool and a safety pool (also referred to as "risk pools"), which are comprised of individual employer miscellaneous and safety rate plans, respectively. Plan assets may be used to pay benefits for any employer rate plan of the safety and miscellaneous pools. Accordingly, rate plans within the safety or miscellaneous pools are not separate plans under generally accepted accounting principles. Individual employers may sponsor more than one rate plan in the miscellaneous or safety risk pools. The City participates in one miscellaneous rate plan. Benefit provisions under the Plan are established by State statute and City resolution. CalPERS issues publicly available reports that include a full description of the pension plan regarding benefit provisions, assumptions and membership information that can be found on the CalPERS' website, at www.calpers.ca.go.

Benefits Provided

CalPERS provides service retirement and disability benefits, annual cost of living adjustments and death benefits to plan members, who must be public employees and beneficiaries. Benefits are based on years of credited service, equal to one year of full-time employment. Members with five years of total service are eligible to retire at age 50 with statutorily reduced benefits. All members are eligible for non-duty disability benefits after 5 years of service. The death benefit is one of the following: the Basic Death Benefit, the 1957 Survivor Benefit, or the Optional Settlement 2W Death Benefit. The cost-of-living adjustments for each plan are applied as specified by the Public Employees' Retirement Law.

The Plan operates under the provisions of the California Public Employees' Retirement Law (PERL), the California Public Employees' Pension Reform Act of 2013 (PEPRA), and the regulations, procedures and policies adopted by the CalPERS Board of Administration. The Plan's authority to establish and amend the benefit terms are set by the PERL and PEPRA, and may be amended by the California state legislature and in some cases require approval by the CalPERS Board.

Note 9: Defined Benefit Pension Plans (Continued)

General Information about the Pension Plans (Continued)

The rate plan provisions and benefits in effect as of June 30, 2024, are summarized as follows:

	Miscellaneous	
Hire Date	Prior to January 1, 2013	On or after January 1, 2013
Benefit formula	2.7% @ 60	2.0% @ 62
Benefit vesting schedule	5 years service	5 years service
Benefit payments	monthly for life	monthly for life
Retirement age	50 - 55+	52 - 67+
Monthly benefits, as a % of eligible compensation	1.092% to 2.418%	1.0% to 2.5%
Required employee contribution rates	7.00%	6.75%
Required employer contribution rates	10.10%	7.69%

Contributions

Section 20814(c) of the California Public Employees' Retirement Law (PERL) requires that the employer contribution rates for all public employers are determined on an annual basis by the actuary and shall be effective on the July 1 following notice of a change in the rate. The total plan contributions are determined through CalPERS' annual actuarial valuation process. The actuarially determined rate is the estimated amount necessary to finance the costs of benefits earned by employees during the year, with an additional amount to finance any unfunded accrued liability. The employer is required to contribute the difference between the actuarially determined rate and the contribution rate of employees. Employer contribution rates may change if plan contracts are amended. Payments made by the employer to satisfy contribution requirements that are identified by the pension plan terms as plan member contribution requirements are classified as plan member contributions. Employer Contributions to the Plan for the fiscal year ended June 30, 2024 were $452,959. The actual employer payments of $451,400 made to CalPERS by the City during the measurement period ended June 30, 2023 differed from the City's proportionate share of the employer's contributions of $145,045 by $306,355, which is being amortized over the expected average remaining service lifetime in the Public Agency Cost-Sharing Multiple Employer Plan.

Total Pension Liability

The City's total pension liability for the Plan is measured as the total pension liability, less the pension plan's fiduciary net position. The total pension liability of the Plan is measured as of June 30, 2023, using an annual actuarial valuation as of June 30, 2022 rolled forward to June 30, 2023 using standard update procedures. A summary of principal assumptions and methods used to determine the total pension liability is as follows.

Note 9: Defined Benefit Pension Plans (Continued)

Total Pension Liability (Continued)

Actuarial Methods and Assumptions Used to Determine Total Pension Liability

The collective total pension liability for the June 30, 2023 measurement period was determined by an actuarial valuation as of June 30, 2022, with update procedures used to roll forward the total pension liability to June 30, 2023. The collective total pension liability was based on the following assumptions:

	Miscellaneous
Valuation date	June 30, 2022
Measurement date	June 30, 2023
Actuarial cost method	Entry-Age Normal Cost Method
Asset Valuation Method	Fair Value of Assets
Actuarial assumptions:	
Discount rate	6.90%
Inflation	2.50%
Salary increases	Varies by Entry Age and Service
Mortality Rate Table	(1)
Post retirement benefit increases	(2)

Notes

(1) The mortality table used was developed based on CalPERS-specific data. The probabilities of mortality are based on the 2021 CalPERS Experience Study and Review of Actuarial Assumptions. Mortality rates incorporate full generational mortality improvement using 80% of Scale MP-2020 published by the Society of Actuaries. For more details on this table, please refer to the 2021 experience study report from November 2021 that can be found on the CalPERS Website

(2) The lesser of contract COLA or 2.3% until purchasing power protection allowance floor on purchasing power applies, 2.3% thereafter.

Long-Term Expected Rate of Return

The long-term expected rate of return on pension plan investments was determined using a building-block method in which expected future real rates of return (expected returns, net of pension plan investment expense and inflation) are developed for each major asset class.

Note 9: Defined Benefit Pension Plans (Continued)

Total Pension Liability (Continued)

In determining the long-term expected rate of return, CalPERS took into account both short-term and long-term market return expectations. Using historical returns of all of the funds' asset classes, expected compound (geometric) returns were calculated over the next 20 years using a building-block approach. The expected rate of return was then adjusted to account for assumed administrative expenses of 10 Basis points.

The expected real rates of return by asset class are as follows:

Asset Class	Assumed Asset Allocation	Real Return Years 1-10 (a)(b)
Global equity-cap-weighted	30.0%	4.45%
Global equity non-cap-weighted	12.0%	3.84%
Private equity	13.0%	7.28%
Treasury	5.0%	0.27%
Mortgage-backed Securities	5.0%	0.50%
Investment Grade Corporates	10.0%	1.56%
High Yield	5.0%	2.27%
Emerging Market Debt	5.0%	2.48%
Private Debt	5.0%	3.57%
Real Assets	15.0%	3.31%
Leverage	-5.0%	-0.59%
Total	100%	

(a) An expected inflation of 2.0% used for this period.
(b) Figures are based on the 2021-2022 Asset Liability Management study.

Changes of Assumptions

There were no assumption changes in 2023. Effective with the June 30, 2021 valuation date (June 30, 2022 measurement date), the accounting discount rate was reduced from 7.15% to 6.90%. In determining the long-term expected rate of return, CalPERS took into account long-term market return expectations as well as the expected pension fund cash flows. In addition, demographic assumptions and the price inflation assumption were changed in accordance with the 2021 CalPERS Experience Study and Review of Actuarial Assumptions. The accounting discount rate was 7.15% for measurement dates June 30, 2017 through June 30, 2021, 7.65% for measurement dates June 30, 2015 through June 30, 2016, and 7.50% for measurement date June 30, 2014

Note 9: Defined Benefit Pension Plans (Continued)

Total Pension Liability (Continued)

Discount Rate

The discount rate used to measure the total pension liability for PERF C was 6.90%. The projection of cash flows used to determine the discount rate assumed that contributions from plan members will be made at the current member contribution rates and that contributions from employers will be made at statutorily required rates, actuarially determined. Based on those assumptions, the Plan's fiduciary net position was projected to be available to make all projected future benefit payments of current plan members. Therefore, the long-term expected rate of return on plan investments was applied to all periods of projected benefit payments to determine the total pension liability.

Subsequent Events

There were no subsequent events that would materially affect the results presented in this disclosure.

Pension Plan Fiduciary Net Position

Information about the pension plan's assets, deferred outflows of resources, liabilities, deferred inflows of resources, and fiduciary net position are presented in CalPERS' audited financial statements, which are publicly available reports that can be obtained at CalPERS' website, at www.calpers.ca.gov. The plan's fiduciary net position and additions to/deductions from the plan's fiduciary net position have been determined on the same basis used by the pension plan, which is the economic resources measurement focus and the accrual basis of accounting. Benefits and refunds are recognized when due and payable in accordance with the terms of the plan. Investments are reported at fair value.

Proportionate Share of Total pension Liability

The following table shows the City's proportionate share of the Plan's total pension liability over the measurement period.

	Increase (Decrease)		
	Proportionate Share of Total Pension Liability	Proportionate Share of Fiduciary Net Position	Proportionate Share of Total Pension Liability
Balance at: 6/30/2022 (VD)	$ 2,329,459	$ 2,275,780	$ 53,679
Balance at: 6/30/2023 (MD)	3,789,783	3,489,039	300,744
Net Changes during 2022-23	$ 1,460,324	$ 1,213,259	$ 247,065

Note 9: Defined Benefit Pension Plans (Continued)

Total Pension Liability (Continued)

The City's proportion of the total pension liability was determined by CalPERS using the output from the Actuarial Valuation System and the fiduciary net position, as provided in the CalPERS Public Agency Cost-Sharing Allocation Methodology Report, which is a publicly available report that can be obtained at CalPERS' website, at www.calpers.ca.gov. The City's proportionate share of the total pension liability for the miscellaneous Plan as of the June 30, 2023 and 2024 fiscal year end dates was as follows:

	Miscellaneous
Proportion - June 30, 2023	0.00115%
Proportion - June 30, 2024	0.00601%
Change - Increase (Decrease)	0.00486%

Sensitivity of the Proportionate Share of the Total Pension Liability to Changes in the Discount Rate

The following presents the City's proportionate share of the total pension liability of the Plan as of the measurement date, calculated using the discount rate of 6.9 percent, as well as what the total pension liability would be if it were calculated using a discount rate that is 1 percentage-point lower (5.9 percent) or 1 percentage-point higher (7.9 percent) than the current rate:

	Discount Rate - 1% (5.9%)	Current Discount Rate (6.9%)	Discount Rate + 1% (7.9%)
Plan's Total Pension Liability/(Asset)	$ 813,296	$ 300,744	$ (121,130)

Amortization of Deferred Outflows and Deferred Inflows of Resources

Under GAAP, gains and losses related to changes in total pension liability and fiduciary net position are recognized in pension expense systematically over time.

The first amortized amounts are recognized in pension expense for the year the gain or loss occurs. The remaining amounts are categorized as deferred outflows and deferred inflows of resources related to pensions and are to be recognized in future pension expense.

Note 9: Defined Benefit Pension Plans (Continued)

Total pension Liability (Continued)

The amortization period differs depending on the source of the gain or loss:

Net difference between projected and actual earnings on pension plan investments	5-year straight-line amortization
All other amounts	Straight-line amortization over the expected average remaining service lives (EARSL) of all members that are provided with benefits (active, inactive and retired) as of the beginning of the measurement period

The expected average remaining service lifetime (EARSL) is calculated by dividing the total future service years by the total number of plan participants (active, inactive, and retired) in the Public Agency Cost-Sharing Multiple-Employer Plan (PERF C).

The EARSL for PERF C for the measurement period ending June 30, 2023 is 3.8 years, which was obtained by dividing the total service years of 600,538 (the sum of remaining service lifetimes of the active employees) by 160,073 (the total number of participants: active, inactive, and retired) in PERF C. Inactive employees and retirees have remaining service lifetimes equal to 0. Total future service is based on the members' probability of decrementing due to an event other than receiving a cash refund.

Pension Expense and Deferred Outflows and Deferred Inflows of Resources Related to Pensions

As of the start of the measurement period (July 1, 2022), the City's total pension liability was $53,679. For the measurement period ending June 30, 2023 (the measurement date), the City incurred a pension expense of $447,618.

Note 9: Defined Benefit Pension Plans (Continued)

Pension Expense and Deferred Outflows and Deferred Inflows of Resources Related to Pensions (Continued)

As of June 30, 2024, the City has deferred outflows and deferred inflows of resources related to pensions as follows:

	Deferred Outflows of Resources	Deferred Inflows of Resources
Pension contributions subsequent to measurement date	$ 452,959	$ -
Change in proportion	129,006	-
Difference in actual contributions vs. proportionate share of contributions	364,276	-
Difference between expected and actual experience	15,364	(2,383)
Differences between projected and actual earnings on plan investments	48,693	-
Change in assumptions	18,157	-
Total	$ 1,028,455	$ (2,383)

The amounts above are net of outflows and inflows recognized in the 2022-23 measurement period expense. Contributions subsequent to the measurement date of $452,959 reported with deferred outflows of resources will be recognized as a reduction of the total pension liability in the upcoming fiscal year. Other amounts reported as deferred outflows and deferred inflows of resources related to pensions will be recognized in future pension expense as follows:

Year Ended June 30,	Deferred Outflows/Inflows of Resources
2025	$ 253,379
2026	184,503
2027	133,834
2028	1,397
Thereafter	-

Note 9: Defined Benefit Pension Plans (Continued)

Payable to the Pension Plan

As of June 30, 2024, the City reported a payable of $0 for the outstanding amount of contributions to the pension plan required for the year then ended.

Note 10: Other Post-Employment Benefit (OPEB) Plan

Plan Description

The City's defined benefit postemployment healthcare plan provides medical benefits to eligible retired employees and qualified dependents. The Plan is part of the Public Agency portion of the California Employers' Retiree Benefit Trust Fund (CERBT), an agent multiple-employer plan administered by California Public Employees' Retirement System (CalPERS), which acts as a common investment and administrative agent for participating public employers within the State of California. A menu of benefit provisions as well as other requirements is established by State statute within the Public Employees' Retirement Law. CalPERS issues an Annual Comprehensive Financial Report. The Annual Comprehensive Financial Report is issued in aggregate and includes the sum of all CalPERS plans. Copies of the CalPERS ACFR may be obtained from the CalPERS Executive Office, 400 P Street, Sacramento, California 95814.

Funding Policy

The contribution requirements of the City are established and may be amended by the City Council.

Employees Covered

As of December 31, 2023, actuarial valuation, the following current and former employees were covered by the benefit terms under the Plan:

Active employee	55
Inactive employees or beneficiaries currently receiving benefits	1
Inactive employees entitled to, but not yet receiving benefits	-
Total	56

Contributions

The annual contribution is based on the actuarially determined contribution. For the fiscal year ended June 30, 2024, the City's cash contributions were $65,624 to the trust.

Note 10: Other Post-Employment Benefit (OPEB) Plan (Continued)

Total OPEB Liability

The City's total OPEB liability (asset) was measured as of June 30, 2024 and the total OPEB liability (asset) used to calculate the total OPEB liability (asset) was determined by an actuarial valuation dated December 31, 2023 based on the following actuarial methods and assumptions:

Actuarial Assumptions:	
Discount Rate	5.75%
Inflation	2.50%
Salary Increases	3.00% per year
Investment Rate of Return	5.75%, net of expenses
Mortality Rate [1]	Derived using CalPERS Membership Date for all funds
Pre-Retirement Turnover [2]	Derived using CalPERS Membership Date for all funds
Healthcare Trend Rate	6.5% in 2025 decreasing to 3.9% by 2075

[1] Pre-retirement mortality information was derived from data collected during 1997 to 2011 CalPERS Experience Study dated January 2014 and post-retirement mortality information was derived from the 2007 to 2011 CalPERS Experience Study. The Experience Study Reports may be access on the CalPERS website www.calpers.ca.gov under Forms and Publications.

[2] The pre-retirement turnover information was developed based on CalPERS specific data. For more details, please refer to the 2007 to 2011 Experience Study Report. The Experience Study Report may be accessed on the CalPERS website www.calpers.ca.gov under Forms and Publications.

The long-term expected rate of return on OPEB plan investments was determined using a building block method in which best-estimate ranges of expected future real rates of return (expected returns, net of OPEB plan investment expense and inflation) are developed for each major asset class. These ranges are combined to produce the longterm expected rate of return by weighting the expected future real rates of return by the target asset allocation percentage and by adding expected inflation. Best estimates of arithmetic real rates of return for each major asset class included in the OPEB plan's target asset are summarized in the following table:

Asset Class	Target Allocation	Long-Term Expected Real Rate Return
Global equity	34.0%	4.50%
Fixed income	41.0%	2.20%
TIPS	5.0%	1.30%
REITS	17.0%	3.90%
Commodities	3.0%	1.20%
Total	100.0%	

Note 10: Other Post-Employment Benefit (OPEB) Plan (Continued)

Discount Rate

The discount rate used to measure the total OPEB liability was 5.75%. The projection of cash flows used to determine the discount rate assumed that City contributions will be made at rates equal to the actuarially determined contribution rates. Based on those assumptions, the OPEB plan's fiduciary net position was projected to be available to make all projected OPEB payments for current active and inactive employees and beneficiaries. Therefore, the long-term expected rate of return on OPEB plan investments was applied to all periods of projects benefit payments to determine the total OPEB liability.

Changes in the OPEB Liability (Asset)

The changes in the total OPEB liability (asset) for the Plan are as follows:

	Increase (Decrease)		
	Total OPEB Liability (a)	Plan Fiduciary Net Position (b)	Total OPEB Liability/(Asset) (c)=(a)-(b)
Balance at Fiscal Year Ending 6/30/23 Measurement Date 6/30/2023	$ 227,257	$ 276,405	$ (49,148)
Changes During the Period:			
Service Cost	63,142	-	63,142
Interest Cost	16,772	-	16,772
Actual and Expected Experience Difference	(11,029)	-	(11,029)
Changes of Assumptions	(21,455)	-	(21,455)
Contributions - Employer	-	65,624	(65,624)
Net Investment Income	-	23,386	(23,386)
Benefit Payments	(2,441)	(2,441)	-
Administrative Expense	-	(148)	148
Net Changes	44,989	86,421	(41,432)
Balance at Fiscal Year Ending 6/30/24 Measurement Date 6/30/24	$ 272,246	$ 362,826	$ (90,580)

Sensitivity of the Total OPEB Liability (Asset) to Changes in the Discount Rate

The following presents the total OPEB liability (asset) of the City if it were calculated using a discount rate that is one percentage point lower or one percentage point higher than the current rate, for measurement period ended June 30, 2024:

1% Decrease 4.75%	Current Discount Rate 5.75%	1% Increase 6.75%
$ (37,715)	$ (90,580)	$ (132,260)

Note 10: Other Post-Employment Benefit (OPEB) Plan (Continued)

Sensitivity of the Total OPEB Liability (Asset) to Changes in the Health Care Cost Trend Rates

The following presents the total OPEB liability (asset) of the City if it were calculated using health care cost trend rates that are one percentage point lower or one percentage point higher than the current rate, for measurement period ended June 30, 2024:

1% Decrease	Current Health Care Cost Trent Rates	1% Increase
$ (143,077)	$ (90,580)	$ (19,316)

OPEB Plan Fiduciary Net Position

CERBT issues a publicly available financial report that may be obtained from the California Public Employees Retirement System Executive Office, 400 P Street, Sacramento, California 95814.

Recognition of Deferred Outflows and Deferred Inflows of Resources

Gains and losses related to changes in total OPEB liability and fiduciary net position are recognized in OPEB expense systematically over time.

Amounts are first recognized in OPEB expense for the year the gain or loss occurs. The remaining amounts are categorized as deferred outflows and deferred inflows of resources related to OPEB and are to be recognized in future OPEB expense.

The recognition period differs depending on the source of the gain or loss:

Net deferred outflow of resources related to OPEB plan	5 years
All other amounts	Expected average remaining service lifetime (EARSL)

Note 10: Other Post-Employment Benefit (OPEB) Plan (Continued)

OPEB Expense and Deferred Outflows/Inflows of Resources Related to OPEB

For the fiscal year ended June 30, 2024, the City recognized OPEB expense of $61,533. As of fiscal year ended June 30, 2024, the City reported deferred outflows of resources related to OPEB from the following services:

	Deferred Outflows of Resources	Deferred Inflows of Resources
Change of assumptions	$ 11,337	$ (21,084)
Difference between expected and actual experience	7,162	(81,025)
Net difference between projected and actual earnings on investments	12,844	-
Total	$ 31,343	$ (102,109)

There were no deferred outflows of resources related to contributions subsequent to the June 30, 2024, measurement date as the valuation was for the same reporting period. Other amounts reported as deferred outflows of resources related to OPEB will be recognized as expense as follows:

Year Ended June 30	Deferred Outflows/(Inflows) of Resources
2025	$ (536)
2026	2,415
2027	(7,287)
2028	(9,105)
2029	(7,836)
Thereafter	(48,417)

Note 11: Risk Management

The City is a member of the Public Entity Risk Management Authority (PERMA), a joint powers insurance authority formed under Section 990 of the California Government Code for the purpose of jointly funding programs of insurance coverage for its members. PERMA is comprised of thirty-one participating member agencies: twenty two cities, three transit agencies and six special Citys. The City participates in the liability, property, auto physical damage, and crime insurance programs of PERMA.

The liability program provides coverage up to $50 million per occurrence for personal injury, bodily injury, property damage and public officials' errors and omissions. The City has selected a $0 self-insured retention for this coverage and participates in risk sharing pools for losses up to $1 million, followed by PERMS's membership in the CSAC Excess Insurance Authority (EIA) for $49 million of excess liability coverage.

The property insurance program is group purchased under a master property insurance policy with accumulated values from all participants effecting lower rates and broader coverage for members. The program covers real property, business personal property, inland marine coverage for special mobile equipment and business interruption. Commercial property coverage is written on a replacement cost basis and all risk, eliminating the traditional commercial "named peril" policy.

The auto physical damage insurance program is also group purchased under a master insurance policy with accumulated values from all participants effecting lower rates for members. Auto physical damage coverage is written on an agreed amount basis.

The crime insurance program provides public employee dishonesty, forgery or alteration, and computer fraud coverage under a master insurance policy.

The City is insured with the State Compensation Insurance Fund for workers' compensation claims. There is no deductible requirement for this coverage.

Note 12: Net Position and Fund Balance

Fund Balance

The City has established certain fund balance designations to report the amounts in the following funds, which represent available spendable resources restricted, committed or assigned for a specific purpose:

	General Fund	Miscellaneous Grants Fund	TUMF Fund	Capital Grants Fund	Non-major Governmental Funds	Total
Restricted						
Street maintenance/projects	$ -	$ -	$ -	$ -	$ 20,527,374	$ 20,527,374
Lighting and landscape maintenance	-	-	-	-	4,894,798	4,894,798
AQMD projects	-	-	-	-	243,932	243,932
Capital projects city facilities	-	-	-	18,783,163	12,387	18,795,550
Fire operations/improvements	19,543,967	-	-	-	-	19,543,967
Other purposes	-	-	-	-	118,217	118,217
Total Restricted	19,543,967	-	-	18,783,163	25,796,708	64,123,838
Committed						
Library Construction	10,000,000	-	-	-	-	10,000,000
Police Substation Construction	8,000,000	-	-	-	-	8,000,000
Police safety rate increase stabilization	1,000,000	-	-	-	-	1,000,000
Pension liability	2,000,000	-	-	-	-	2,000,000
City Hall Construction	33,000,000	-	-	-	-	33,000,000
Equipment purchase, fire truck	1,500,000	-	-	-	-	1,500,000
Appropriations limit qualified capital outlay	38,015,029	-	-	-	-	38,015,029
Total Committed	93,515,029	-	-	-	-	93,515,029
Assigned						
Emergency Contingency	15,460,841	-	-	-	-	15,460,841
Held for reimbursemable grants	29,500,000	-	-	-	-	29,500,000
Held to cover special revenue fund	327,823	-	-	-	-	327,823
Business incentive laon program	300,000	-	-	-	-	300,000
ATP cycle 7 grant trail improvements	5,000,000	-	-	-	-	5,000,000
Total Assigned	50,588,664	-	-	-	-	50,588,664
Unassigned	22,436,580	(2,182,661)	(1,989,218)	-	(7)	18,264,694
Totals	$ 186,084,240	$ (2,182,661)	$ (1,989,218)	$ 18,783,163	$ 25,796,701	$ 226,492,225

Net Position

The details of the restricted other purposes in the Statement of Net Position are presented below:

	Statement of Net Position
Total OPEB Asset	$ 90,580
Benefit Assessment	22,605
PEG Grant	5,032
	$ 118,217

Note 13: Joint Ventures

The Western Riverside County Regional Conservation Authority ("Authority") was created in 2004 to protect 146 native species of plants and animals and preserving a half million acres of their habitat. Resolution 10-28, signed October 1, 2010, authorized the City Manager to pursue membership in the Riverside Conservation Authority, which would also fulfil one of the LAFCO's conditions of incorporation for the City. Resolution 10-48, signed December 8, 2010, authorized the Mayor to sign the Joint Powers Agreement with the Riverside Conservation Authority and the agreement with the U.S. Fish and Wildlife Service and California Department of Fish and Game relating to the implementation of the Western Riverside County Multiple Species Habitat Conservation Plan.

There will also be some additional (and unquantifiable) expenses associated with the City's interaction with the Authority. However, these additional expenses are expected to be relatively minor. There will be staff costs associated with locally implementing the program, which will be borne by the general fund for City projects and for the periodic reports to the Authority, and by landowners and developers through the City's full cost recovery program for private development applications. Copies of the Authority's annual financial report may be obtained from the Western Riverside County Regional Conservation Authority Riverside Centre Building at 3403 10th Street, Suite 320, Riverside, CA 92501.

Note 14: Tax Abatements

In accordance with Chapter 4.12 of the Eastvale Municipal Code, the City provides sales tax rebates to a local sales tax generator based on sales tax generated at a site developed within the City of Eastvale. The City entered into an economic development agreement for sales tax rebates with Rivian, LLC, in order to establish a significant tax-generating business, jobs, and occupancy of property within City boundaries. The rebates are calculated based on the total taxes generated by the business.

For the fiscal year ended June 30, 2024, the City abated local sales tax totaling $98,697.

Note 15: Restatement of Fund Balance

The City restated its June 30, 2024, governmental activities net position. The City implemented GASB Statement No. 100 for *Accounting Changes and Error Corrections*.

During the Fiscal Year 2024, the implementation of new pronouncements resulted in adjustments to and restatements of beginning net position and fund net position, as follows:

	Reporting Units Affected by Adjustments to and Restatements of Beginning Balances		
	Governmental Funds		
	Miscellaneous Grants Fund	TUMF Fund	Non-major Governmental Funds
June 30, 2024 as previously reported	$ -	$ -	$ 27,134,954
Change for non-major to major fund	26,204	(769,342)	743,138
June 30, 2024 as restated and adjusted	$ 26,204	$ (769,342)	$ 27,878,092

REQUIRED SUPPLEMENTARY INFORMATION (UNAUDITED)

City of Eastvale

Schedule of City's Proportionate Share of the Total Pension Liability and Related Ratios
CalPERS Pension Plan
For the Last Ten Years

Measurement Date	Employer's Proportion of the Collective Total Pension Liability	Employer's Proportionate Share of the Collective Total Pension Liability	Covered Payroll	Employer's Proportionate Share of the Collective Total Pension Liability as a percentage of the Covered Payroll	Pension Plan's Fiduciary Net Position as a percentage of the Total Pension Liability
June 30, 2014	0.00032%	$ 19,852	$ 534,402	3.71%	84.01%
June 30, 2015	-0.00007%	(1,555)	628,256	-0.25%	100.84%
June 30, 2016	0.00041%	14,412	575,155	2.51%	95.12%
June 30, 2017	0.00089%	35,121	578,739	6.07%	92.14%
June 30, 2018	0.00077%	29,187	809,185	3.61%	95.15%
June 30, 2019	0.00128%	51,218	1,479,268	3.46%	91.41%
June 30, 2020	0.00180%	73,969	2,154,841	3.43%	92.99%
June 30, 2021	-0.00860%	(163,759)	2,588,113	-6.33%	110.90%
June 30, 2022	0.00115%	53,679	2,377,036	2.26%	97.70%
June 30, 2023	0.00601%	300,744	5,590,286	5.38%	92.06%

Notes to Schedule:

Changes in Benefit Terms: There were no changes to benefit terms that applied to all members of the Public Agency Pool. Additionally, the figures above do not include any liability impact that may have resulted from Golden Handshakes that occurred after the June 30, 2021 valuation date, unless the liability impact is deemed to be material to the Public Agency Pool.

Changes in Assumptions: Effective with the June 30, 2021 valuation date (2022 measurement date), the accounting discount rate was reduced from 7.15% to 6.90%. In determining the long-term expected rate of return, CalPERS took into account long-term market return expectations as well as the expected pension fund cash flows. Projected returns for all asset classes are estimated, combined with risk estimates, and are used to project compound (geometric) returns over the long term. The discount rate used to discount liabilities was informed by the long-term projected portfolio return. In addition, demographic assumptions and the inflation rate assumption were changed in accordance with the 2021 CalPERS Experience Study and Review of Actuarial Assumptions.There were no assumption changes for 2021. For 2020, the Plan adopted a new amortization policy effective with the 2019 actuarial valuation. The new amortization policy shortens the period over which actuarial gains and losses are amortized from 30 years to 20 years with the payments computed as a level dollar amount. In addition, the new policy does not utilize a five-year ramp-up and ramp-down on UAL bases attributable to assumption changes and non-investment gains/losses. The new policy also does not utilize a five-year ramp-down on investment gains/losses. These changes apply only to new UAL bases established on or after June 30, 2019. There were no changes in assumptions in 2019. In 2018, demographic assumptions and inflation rate were changed in accordance to the CalPERS Experience Study and Review of Actuarial Assumptions December 2017. There were no changes in the discount rate in 2019. In 2017, the accounting discount rate was reduced from 7.65% to 7.15%. In 2016, there were no changes in the discount rate. In 2015, amounts reported reflect an adjustment of the discount rate from 7.50% (net of administrative expense) to 7.65% (without a reduction for pension plan administrative expense). In 2014, amounts reported were based on the 7.50% discount rate.

City of Eastvale

Schedule of City's Contributions – Pensions
CalPERS Pension Plan
For the Last Ten Years

Fiscal Year	Actuarially Determined Contribution	Contribution in Relation to the Actuarially Determined Contribution	Contribution Deficiency (Excess)	Covered Payroll	Contributions as a Percentage of Covered Payroll
June 30, 2015	$ 38,818	$ (38,818)	$ -	$ 628,256	6.18%
June 30, 2016	38,874	(38,874)	-	575,155	6.76%
June 30, 2017	41,112	(41,112)	-	578,739	7.10%
June 30, 2018	56,387	(56,387)	-	809,185	6.97%
June 30, 2019	121,361	(121,361)	-	1,479,268	8.20%
June 30, 2020	167,959	(167,959)	-	2,154,841	7.79%
June 30, 2021	253,472	(253,472)	-	2,577,036	9.84%
June 30, 2022	342,270	(342,270)	-	3,701,391	9.25%
June 30, 2023	451,400	(451,400)	-	5,540,286	8.15%
June 30, 2024	452,959	(452,959)	-	5,502,857	8.23%

[1]Covered Payroll represented above is based on pensionable earnings provided by the employer.

Notes to Schedule

The actuarial methods and assumptions used to set the actuarially determined contributions for Fiscal Year 2022-23 were from the June 30, 2021 Funding Valuation

Actuarial Cost Method	Entry Age Normal Cost Method
Amortization Method/Period	For details see Funding Valuation Report.
Asset Valuation Method	Fair Value of Assets
Actuarial Assumptions:	
Discount Rate	6.90%
Inflation	2.30%
Salary Increases	Varies by Entry Age and Service
Mortality Rate Table	The mortality table used was developed based on CalPERS-specific data. The probabilities of mortality are based on the 2021 CalPERS Experience Study for the period from 2001 to 2019. Pre-retirement and Post-retirement mortality rates include generational mortality improvement using 80% of Scale MP-2020 published by the Society of Actuaries.
Post Retirement Benefit Increase	The lesser of contract COLA or 2.30% until Purchasing Power Protection Allowance floor on purchasing power applies, 2.30% thereafter.

City of Eastvale

Schedule of Changes in the Total OPEB Liability (Asset) and Related Ratios
For the Last Ten Years*

	As of the fiscal year ending June 30,						
	2024	2023	2022	2021	2020	2019	2018
Total OPEB Liability							
Service cost	$ 63,142	$ 61,303	$ 41,998	$ 40,676	$ 22,958	$ 26,279	$ 19,154
Interest and the total OPEB liability	16,772	12,458	12,130	8,779	7,903	7,859	2,677
Actual and expected experience difference	(11,029)	-	(56,729)	-	(35,443)	(2,979)	(3,628)
Changes in assumptions	(21,455)	-	14,304	-	(1,711)	(2,964)	-
Benefit payments	(2,441)	-	-	-	-	-	-
Net change in total OPEB liability	44,989	73,761	11,703	49,455	(6,293)	28,195	18,203
Total OPEB liability - beginning	227,257	153,496	141,793	98,631	98,631	70,436	52,233
Total OPEB liability - ending (a)	272,246	227,257	153,496	148,086	92,338	98,631	70,436
Plan Fiduciary Net Position							
Contribution - employer	65,624	61,190	4,700	42,800	24,000	-	-
Net investment Income	23,386	10,221	(27,856)	24,047	7,205	16,882	3,730
Benefit payments	(2,441)	-	-	-	-	-	-
Administrative expense	(148)	(103)	(297)	(277)	(130)	(126)	(74)
Net change in plan fiduciary net position	86,421	71,308	18,847	66,570	31,075	16,756	3,656
Plan fiduciary net position - beginning	276,405	205,097	186,250	119,680	88,605	71,849	68,193
Plan fiduciary net position - ending (b)	362,826	276,405	205,097	186,250	119,680	88,605	71,849
Total OPEB liability (asset) ending (a)-(b)	$ (90,580)	$ (49,148)	$ (51,601)	$ (44,457)	$ (27,342)	$ 10,026	$ (1,413)
Covered- employee payroll	$ 5,360,497	$ 5,540,286	$ 2,744,186	$ 2,664,258	$ 2,257,055	$ 2,105,545	$ 1,113,007
Total OPEB liability as a percentage of covered-employee payroll	-1.69%	-0.89%	-1.88%	-1.67%	-1.21%	0.48%	-0.13%

Notes to Schedule

Historical information is required only for measurement periods for which GASB 75 is applicable. Future years' information will be displayed up to 10 years as information becomes available.

[1] Fiscal year 2017-18 was the first year of implementation, therefore only seven years are shown.

City of Eastvale

Schedule of Plan Contribution – OPEB Plan
For the Last Ten Years (1)

Fiscal Year	Measurement Date	Actuarially determined contribution (ADC)	Contributions in relation to the actuarially determined contributions	Contributions deficiency (excess)	Covered-employee payroll	Contributions as a Percentage of Covered Payroll
June 30, 2018	6/30/2018	$ -	$ -	$ -	$ 1,113,007	0.00%
June 30, 2019	6/30/2019	-	-	-	2,105,545	0.00%
June 30, 2020	6/30/2020	42,747	(24,000)	18,747	2,257,055	1.06%
June 30, 2021	6/30/2021	44,029	(42,800)	1,229	2,664,258	1.61%
June 30, 2022	6/30/2022	45,350	(47,000)	(1,650)	2,744,186	1.71%
June 30, 2023	6/30/2023	61,190	(61,190)	-	5,540,286	1.10%
June 30, 2024	6/30/2024	63,183	(65,624)	(2,441)	5,360,497	1.22%

Notes to schedule - assumptions used to develop ADC:

Valuation date	12/31/2021	12/31/2021	12/31/2019	12/31/2019	12/31/2019	12/31/2019
Actual cost method	Entry Age Normal	Entry Age Normal	Entry Age Normal	Entry Age Normal	Entry Age Normal	Entry Age Normal
Amortization method	Level Dollar	Level Dollar	Level Dollar	Level Dollar	Level Dollar	N/A
Amortization period	Open 30 Year Period	Open 30 Year Period	Open 30 Year Period	Open 30 Year Period	Open 30 Year Period	N/A
Asset valuation method	Market Value	Market Value	Market Value	Market Value	Market Value	Market Value
Inflation	2.50%	2.50%	2.50%	2.50%	2.50%	1.75%
Healthcare cost-trend rates	5.6% in 2023 fluctuating to 3.9% by 2075	5.6% in 2023 fluctuating to 3.9% by 2075	5.4% in 2021 fluctuating to 4% by 2076	5.4% in 2021 fluctuating to 4% by 2076	5.4% in 2021 fluctuating to 4% by 2076	2.50%
Salary increases	3.00%	3.00%	3.00%	3.00%	3.00%	2.75%
Investment rate of return	5.80%	5.80%	6.50%	6.50%	6.50%	50.00%
Retirement age	50 to 75	50 to 75	50 to 75	50 to 75	50 to 75	60 or eligibility age if later
Mortality	CalPERS 2018 Experience Study	CalPERS 2018 Experience Study	CalPERS 2017 Experience Study	CalPERS 2017 Experience Study	CalPERS 2017 Experience Study	RP 2014 Mortality Table
Mortality improvement	MW Scale 2022	MW Scale 2022	MW Scale 2020	MW Scale 2020	MW Scale 2020	N/A

[1]Fiscal Year 2017-2018 was the first year of implementation, therefore only seven years are shown.

City of Eastvale

Required Supplementary Information
Budgetary Comparison Schedule – General Fund
For the Fiscal Year Ended June 30, 2024

	Budgeted Amounts		Actual	Variance with
	Original	Final	Amounts	Final Budget
Revenues				
Taxes	$ 60,857,700	$ 70,087,700	$ 74,221,086	$ 4,133,386
Licenses, permits and fees	2,463,600	2,428,600	3,901,518	1,472,918
Fines and forfeitures	772,500	577,500	774,612	197,112
Intergovernmental	6,271,000	6,271,000	6,657,860	386,860
Investment earnings	2,300,000	2,450,000	6,626,119	4,176,119
Other	153,210	153,210	375,309	222,099
Total Revenues	72,818,010	81,968,010	92,556,504	10,588,494
Expenditures				
Current:				
General government	8,531,549	9,046,889	7,043,890	2,002,999
Public safety	22,766,722	22,773,792	21,550,236	1,223,556
Public works	1,771,876	1,942,776	587,627	1,355,149
Community development	8,110,279	8,281,619	5,764,415	2,517,204
Revenue neutrality	640,000	640,000	556,342	83,658
Capital outlay	2,000	2,000	831,070	(829,070)
Debt service:				
Principal	-	-	495,149	(495,149)
Interest and fiscal charges	-	-	27,885	(27,885)
Total Expenditures	41,822,426	42,687,076	36,856,614	5,830,462
Excess of revenues over (under) expenditures	30,995,584	39,280,934	55,699,890	16,418,956
Other Financing Sources (Uses)				
Transfers in	531,786	531,786	531,786	-
Transfers out	(11,007,302)	(12,276,922)	(15,247,922)	(2,971,000)
Subscription/lease acquisition	298,200	338,200	830,711	492,511
Total other financing sources (uses)	(10,177,316)	(11,406,936)	(13,885,425)	(2,478,489)
Net Change in Fund Balance	20,818,268	27,873,998	41,814,465	13,940,467
Fund Balance				
Beginning of year	144,269,775	144,269,775	144,269,775	-
End of year	$ 165,088,043	$ 172,143,773	$ 186,084,240	$ 13,940,467

City of Eastvale

Required Supplementary Information
Budgetary Comparison Schedule – Miscellaneous Grants Special Revenue Fund
For the Fiscal Year Ended June 30, 2024

	Budgeted Amounts		Actual	Variance with
	Original	Final	Amounts	Final Budget
Revenues				
Intergovernmental	$ 19,812,309	$ 19,812,309	$ 10,820,267	$ (8,992,042)
Total Revenues	19,812,309	19,812,309	10,820,267	(8,992,042)
Expenditures				
Current:				
General government	148,725	148,725	65,641	83,084
Capital outlay	25,212,170	25,212,170	12,963,481	12,248,689
Total Expenditures	25,360,895	25,360,895	13,029,122	12,331,773
Net Change in Fund Balance	(5,548,586)	(5,548,586)	(2,208,855)	3,339,731
Fund Balance (deficit)				
Beginning of year	26,204	26,204	26,204	-
End of year	$ (5,522,382)	$ (5,522,382)	$ (2,182,651)	$ 3,339,731

City of Eastvale

Required Supplementary Information
Budgetary Comparison Schedule – Transportation Uniform Mitigation Fee (TUMF) Special Revenue Fund
For the Fiscal Year Ended June 30, 2024

	Budgeted Amounts		Actual	Variance with
	Original	Final	Amounts	Final Budget
Revenues				
Intergovernmental	$ -	$ -	$ 451,322	$ 451,322
Total Revenues	-	-	451,322	451,322
Expenditures				
Capital outlay	4,842,010	4,842,010	1,671,198	3,170,812
Total Expenditures	4,842,010	4,842,010	1,671,198	3,170,812
Net Change in Fund Balance	(4,842,010)	(4,842,010)	(1,219,876)	3,622,134
Fund Balance (deficit)				
Beginning of year	(769,342)	(769,342)	(769,342)	-
End of year	$ (5,611,352)	$ (5,611,352)	$ (1,989,218)	$ 3,622,134

City of Eastvale

Required Supplementary Information
Budgetary Comparison Schedule – Capital Projects Fund
For the Fiscal Year Ended June 30, 2024

	Budgeted Amounts		Actual	Variance with
	Original	Final	Amounts	Final Budget
Expenditures				
Current:				
Public works	$ 919,000	$ 919,000	$ 294,171	$ 624,829
Capital outlay	22,048,850	22,048,850	8,507,478	13,541,372
Total Expenditures	22,967,850	22,967,850	8,801,649	14,166,201
Excess of revenues over (under) expenditures	(22,967,850)	(22,967,850)	(8,801,649)	14,166,201
Other Financing Sources (Uses)				
Transfers in	12,257,282	12,257,282	15,228,282	2,971,000
Total Other Financing Sources (Uses)	12,257,282	12,257,282	15,228,282	2,971,000
Net Change in Fund Balance	(10,710,568)	(10,710,568)	6,426,633	17,137,201
Fund Balance				
Beginning of year	12,356,530	12,356,530	12,356,530	-
End of Year	$ 1,645,962	$ 1,645,962	$ 18,783,163	$ 17,137,201

Note 1: Budgets and Budgetary Accounting Data

The City Council approves each year's budget submitted by the City Manager prior to the beginning of the fiscal year. Public hearings are conducted prior to the adoption by City Council.

Total appropriations for each fund may only be increased or decreased by the City Council by passage of a resolution amending the budget.

The City Manager has authority to adjust the amounts appropriated between the funds and activities of a fund, provided, however, that the total appropriations for each fund may not exceed the amounts provided in the budget resolution.

The level on which expenditures may not legally exceed appropriations is the fund level.

The City Manager is also authorized to approve continuing appropriations at year-end for capital improvement projects and other expenditures previously approved by the City Council.

Budgets for the various funds are adopted on a basis consistent with generally accepted accounting principles (GAAP). Budgets were legally adopted for all governmental funds.

SUPPLEMENTARY INFORMATION

Special Revenue Funds

Gas Tax Fund - This fund is used to account for the maintenance, rehabilitation, or improvement of public streets of the City. Financing is through the State Highway Users Tax Sections 2103, 2105, 2106, 2107, and 2107.5 of the California Streets and Highways Code and Road Maintenance and Rehabilitation Program Section 2032(h) of the California Streets and Highways Code.

Measure A Fund - This fund is used to account for the voter approved ½ cent sales tax to fund transportation improvements including the alteration, construction and reconstruction maintenance of the streets and roads of the City.

AQMD Trust Fund - This fund is used to account for the City's portion of motor vehicle registration fees collected pursuant to AB2766 passed during the 1990 State legislative session. This fee was levied to fund programs to reduce air pollution from mobile sources such as cars, trucks, and buses. It also included funds allocated through a competitive process as a result of this legislation.

Lighting and Landscape Maintenance Fund - This fund is used to account for the costs of operation, maintenance, landscaping, and lighting of the City. Funding is provided by assessments specific to parcels in the various maintenance Citys.

Benefit Assessment Fund - This fund is used to account for funds received from assessments from individual property owners and the expenditures for certain costs of operation and street related maintenance.

Road and Bridge Benefit City Fund - This fund is used to account for funds received from developer fees and the expenditures for the maintenance and improvements of roads and bridges.

CDBG Fund - This fund is used to account for the Community Development Block Grant Funds received from U.S. Department of Housing and Urban Development. The funds must be expended to accomplish the elimination of blight or to benefit low and moderate income persons by providing loans or grants for various programs. There was no adopted budget for the current year.

Development Impact Fees Fund - This fund is used to account for the receipt of fees for development related activities such as infrastructure and public facilities.

PEG Grant Fund - This fund is used to account for the receipts and expenditures of public education grants related activities.

Area Drainage Plan Fund - This fund is to track the closure and final disbursement of Riverside County's Eastvale's Area Drainage Plan. Disbursements from the County for the final balance were paid to Eastvale and deposited into this fund.

Transportation Development Act (TDA) Fund - This fund is used to account for revenues received under the Transportation Development Act. These funds are used for improvements to City streets.

Quimby Parkland Fund is used to account for revenues received under the Quimby Act. These funds are used for developing new or rehabilitating existing neighborhood or community parks.

City of Eastvale

Combining Balance Sheet
Nonmajor Governmental Funds
June 30, 2024

	Special Revenue Funds		
	Gas Tax	**Measure A**	**AQMD Trust**
Assets			
Cash and investments	$ 3,599,327	$ 5,251,895	$ 220,034
Receivables:			
Intergovernmental	478,804	576,907	23,387
Interest	6,103	9,111	511
Total Assets	$ 4,084,234	$ 5,837,913	$ 243,932
Liabilities, Deferred Inflows of Resources, and Fund Balances			
Liabilities			
Accounts payable	$ 566,528	$ 309,803	$ -
Due to other funds	-	-	-
Total Liabilities	566,528	309,803	-
Deferred Inflows of Resources			
Unavailable revenue	-	-	-
Total Deferred Inflows of Resources	-	-	-
Funds Balances (deficit):			
Restricted for:			
Street maintenance/projects	3,517,706	5,528,110	-
Lighting and landscape maintenance	-	-	-
AQMD projects	-	-	243,932
Capital projects city facilities	-	-	-
Other purposes	-	-	-
Unassigned	-	-	-
Total fund balances	3,517,706	5,528,110	243,932
Total Liabilities, Deferred Inflows and Fund Balances	$ 4,084,234	$ 5,837,913	$ 243,932

City of Eastvale

Combining Balance Sheet
Nonmajor Governmental Funds (Continued)
June 30, 2024

Special Revenue Funds				
Lighting and Landscape Maintenance	Benefit Assessment	Road and Bridge Benefit City	CDBG	Development Impact Fees
$ 4,968,012	$ 22,750	$ 7,500,287	$ -	$ 2,244,568
10,280	63	341,274	-	427,358
8,673	37	12,552	-	3,705
$ 4,986,965	$ 22,850	$ 7,854,113	$ -	$ 2,675,631
$ 88,478	$ 245	$ -	$ -	$ -
-	-	-	7	-
88,478	245	-	7	-
3,689	-	-	-	-
3,689	-	-	-	-
-	-	7,854,113	-	2,675,631
4,894,798	-	-	-	-
-	-	-	-	-
-	-	-	-	-
-	22,605	-	-	-
-	-	-	(7)	-
4,894,798	22,605	7,854,113	(7)	2,675,631
$ 4,986,965	$ 22,850	$ 7,854,113	$ -	$ 2,675,631

City of Eastvale

Combining Balance Sheet
Nonmajor Governmental Funds (Continued)
June 30, 2024

	Special Revenue Funds		
	PEG Grant	Area Drainage Plan	TDA
Assets			
Cash and investments	$ 5,032	$ 950,211	$ -
Receivables:			
Intergovernmental	-	-	-
Interest	-	1,603	-
Total Assets	$ 5,032	$ 951,814	$ -
Liabilities, Deferred Inflows of Resources, and Fund Balances			
Liabilities			
Accounts payable	$ -	$ -	$ -
Due to other funds	-	-	-
Total Liabilities	-	-	-
Deferred Inflows of Resources			
Unavailable revenue	-	-	-
Total Deferred Inflows of Resources	-	-	-
Funds Balances (deficit):			
Restricted for:			
Street maintenance/projects	-	951,814	-
Lighting and landscape maintenance	-	-	-
AQMD projects	-	-	-
Capital projects city facilities	-	-	-
Other purposes	5,032	-	-
Unassigned	-	-	-
Total fund balances	5,032	951,814	-
Total Liabilities, Deferred Inflows and Fund Balances	$ 5,032	$ 951,814	$ -

City of Eastvale

Combining Balance Sheet
Nonmajor Governmental Funds (Concluded)
June 30, 2024

Special Revenue Funds	
Quimby Parkland	Total Nonmajor Governmental Funds
$ 12,366	$ 24,774,482
-	1,858,073
21	42,316
$ 12,387	$ 26,674,871
$ -	$ 965,054
-	7
-	965,061
-	3,689
-	3,689
-	20,527,374
-	4,894,798
-	243,932
12,387	12,387
-	27,637
-	(7)
12,387	25,706,121
$ 12,387	$ 26,674,871

City of Eastvale

Combining Statement of Revenues, Expenditures and Changes in Fund Balances
Nonmajor Governmental Funds
For the Fiscal Year Ended June 30, 2024

	Special Revenue Funds		
	GasTax	Measure A	AQMD Trust
Revenues			
Taxes	$ 1,799,766	$ -	$ -
Licenses, permits, and fees	-	-	-
Intergovernmental	1,910,258	3,236,220	138,641
Development impact fees	-	-	-
Assessments	-	-	-
Investment earnings	157,457	197,162	16,764
Other	42,396	-	-
Total Revenues	3,909,877	3,433,382	155,405
Expenditures			
Current:			
General government	-	-	9,350
Public safety	-	-	-
Public works	701,576	141,778	-
Capital outlay	5,748,644	4,234,512	519,472
Total Expenditures	6,450,220	4,376,290	528,822
Excess of Revenues Over (Under) Expenditures	(2,540,343)	(942,908)	(373,417)
Other Financing Sources (Uses)			
Transfers in	-	-	-
Transfers out	(163,080)	(166,040)	-
Total Other Financing Sources (Uses)	(163,080)	(166,040)	-
Net Change in Fund Balances	(2,703,423)	(1,108,948)	(373,417)
Fund Balances (deficit)			
Previously reported	6,221,129	6,637,058	617,349
Adjustment - change from nonmajor to major	-	-	-
Beginning of year, restated	6,221,129	6,637,058	617,349
End of Year	$ 3,517,706	$ 5,528,110	$ 243,932

City of Eastvale

Combining Statement of Revenues, Expenditures and Changes in Fund Balances
Nonmajor Governmental Funds (Continued)
For the Fiscal Year Ended June 30, 2024

Special Revenue Funds				
Lighting and Landscape Maintenance	Benefit Assessment	Road and Bridge Benefit City	CDBG	Development Impact Fees
$ -	$ -	$ -	$ -	$ -
-	-	-	-	-
-	-	-	-	-
-	-	636,386	-	818,480
881,384	5,657	-	-	-
156,583	690	230,834	-	64,397
-	-	-	-	62,204
1,037,967	6,347	867,220	-	945,081
-	-	-	-	-
17,529	-	-	-	-
680,207	5,388	-	-	-
-	-	-	-	-
697,736	5,388	-	-	-
340,231	959	867,220	-	945,081
32,042	3,835	-	-	-
(207,572)	(1,991)	-	-	(9,340)
(175,530)	1,844	-	-	(9,340)
164,701	2,803	867,220	-	935,741
4,730,097	19,802	6,986,893	(7)	1,739,890
-	-	-	-	-
4,730,097	19,802	6,986,893	(7)	1,739,890
$ 4,894,798	$ 22,605	$ 7,854,113	$ (7)	$ 2,675,631

City of Eastvale

Combining Statement of Revenues, Expenditures and Changes in Fund Balances
Nonmajor Governmental Funds (Continued)
For the Fiscal Year Ended June 30, 2024

	Special Revenue Funds		
	PEG Grant	Area Drainage Plan	TDA
Revenues			
Taxes	$ -	$ -	$ -
Licenses, permits, and fees	-	-	-
Intergovernmental	-	-	-
Development impact fees	-	-	-
Assessments	-	-	-
Investment earnings	-	30,079	1
Other	885	-	-
Total Revenues	885	30,079	1
Expenditures			
Current:			
General government	-	-	-
Public safety	-	-	-
Public works	-	-	-
Capital outlay	-	-	-
Total Expenditures	-	-	-
Excess of Revenues Over (Under) Expenditures	885	30,079	1
Other Financing Sources (Uses)			
Transfers in	-	-	-
Transfers out	-	-	-
Total Other Financing Sources (Uses)	-	-	-
Net Change in Fund Balances	885	30,079	1
Fund Balances (deficit)			
Previously reported	4,147	921,735	(1)
Adjustment - change from nonmajor to major	-	-	-
Beginning of year, restated	4,147	921,735	(1)
End of Year	$ 5,032	$ 951,814	$ -

Combining Statement of Revenues, Expenditures and Changes in Fund Balances
Nonmajor Governmental Funds (Concluded)
For the Fiscal Year Ended June 30, 2024

Special Revenue Funds			
Quimby Parkland	Miscellaneous Grants (formerly non-major)	TUMF (formerly non-major)	Total Non-major Governmental Funds
$ -			$ 1,799,766
12,141			12,141
-			5,285,119
-			1,454,866
-			887,041
246			854,213
-			105,485
12,387			10,398,631
-			9,350
-			17,529
-			1,528,949
-			10,502,628
-			12,058,456
12,387			(1,659,825)
-			35,877
-			(548,023)
-			(512,146)
12,387			(2,171,971)
-	$ 26,204	$ (769,342)	27,134,954
-	(26,204)	769,342	743,138
-	-	-	27,878,092
$ 12,387	$ -	$ -	$ 25,706,121

City of Eastvale

Schedule of Revenues, Expenditures and Changes in Fund Balances – Budget and Actual
Gas Tax Special Revenue Fund
For the Fiscal Year Ended June 30, 2024

	Budgeted Amounts		Actual	Variance with
	Original	Final	Amounts	Final Budget
Revenues				
Taxes	$ 1,728,500	$ 1,728,500	$ 1,799,766	$ 71,266
Intergovernmental	1,998,500	1,998,500	1,910,258	(88,242)
Investment earnings	48,800	48,800	157,457	108,657
Other	-	-	42,396	42,396
Total Revenues	3,775,800	3,775,800	3,909,877	134,077
Expenditures				
Current:				
Public works	1,266,810	1,266,810	701,576	565,234
Capital outlay	6,118,710	6,118,710	5,748,644	370,066
Total Expenditures	7,385,520	7,385,520	6,450,220	935,300
Excess of Revenues Over (Under) Expenditures	(3,609,720)	(3,609,720)	(2,540,343)	1,069,377
Other Financing Sources (Uses)				
Transfers out	(163,080)	(163,080)	(163,080)	-
Total Other Financing Sources (Uses)	(163,080)	(163,080)	(163,080)	-
Net Change in Fund Balance	(3,772,800)	(3,772,800)	(2,703,423)	1,069,377
Fund Balance				
Beginning of year	6,221,129	6,221,129	6,221,129	-
End of year	$ 2,448,329	$ 2,448,329	$ 3,517,706	$ 1,069,377

City of Eastvale

Schedule of Revenues, Expenditures and Changes in Fund Balances – Budget and Actual
Measure A Special Revenue Fund
For the Fiscal Year Ended June 30, 2024

	Budgeted Amounts		Actual	Variance with
	Original	Final	Amounts	Final Budget
Revenues				
Intergovernmental	$ 3,217,000	$ 3,217,000	$ 3,236,220	$ 19,220
Investment earnings	38,500	38,500	197,162	158,662
Total Revenues	3,255,500	3,255,500	3,433,382	177,882
Expenditures				
Current:				
Public works	93,000	93,000	141,778	(48,778)
Capital outlay	7,297,622	7,297,622	4,234,512	3,063,110
Total Expenditures	7,390,622	7,390,622	4,376,290	3,014,332
Revenues Over (Under) Expenditures	(4,135,122)	(4,135,122)	(942,908)	3,192,214
Other Financing Sources (Uses)				
Transfers out	(166,040)	(166,040)	(166,040)	-
Total Other Financing Sources (Uses)	(166,040)	(166,040)	(166,040)	-
Net Change in Fund Balance	(4,301,162)	(4,301,162)	(1,108,948)	3,192,214
Fund Balance				
Beginning of year	6,637,058	6,637,058	6,637,058	-
End of year	$ 2,335,896	$ 2,335,896	$ 5,528,110	$ 3,192,214

City of Eastvale

Schedule of Revenues, Expenditures and Changes in Fund Balances – Budget and Actual
AQMD Trust Special Revenue Fund
For the Fiscal Year Ended June 30, 2024

	Budgeted Amounts		Actual	Variance with
	Original	Final	Amounts	Final Budget
Revenues				
Intergovernmental	$ 141,000	$ 141,000	$ 138,641	$ (2,359)
Investment earnings	1,100	1,100	16,764	15,664
Total Revenues	142,100	142,100	155,405	13,305
Expenditures				
Current:				
General government	11,000	11,000	9,350	1,650
Capital outlay	596,440	596,440	519,472	76,968
Total Expenditures	607,440	607,440	528,822	78,618
Net Change in Fund Balance	(465,340)	(465,340)	(373,417)	91,923
Fund Balance				
Beginning of year	617,349	617,349	617,349	-
End of year	$ 152,009	$ 152,009	$ 243,932	$ 91,923

City of Eastvale

Schedule of Revenues, Expenditures and Changes in Fund Balances – Budget and Actual
Lighting and Landscape Maintenance Special Revenue Fund
For the Fiscal Year Ended June 30, 2024

	Budgeted Amounts		Actual	Variance with
	Original	Final	Amounts	Final Budget
Revenues				
Assessments	$ 952,400	$ 952,400	$ 881,384	$ (71,016)
Investment earnings	50,228	50,228	156,583	106,355
Total Revenues	1,002,628	1,002,628	1,037,967	35,339
Expenditures				
Current:				
Public safety	40,515	40,515	17,529	22,986
Public works	729,542	729,542	680,207	49,335
Total Expenditures	770,057	770,057	697,736	72,321
Excess of Revenues Over (Under) Expenditures	232,571	232,571	340,231	107,660
Other Financing Sources (Uses)				
Transfers in	15,805	15,805	32,042	16,237
Transfers out	(191,335)	(191,335)	(207,572)	(16,237)
Total Other Financing Sources (Uses)	(175,530)	(175,530)	(175,530)	-
Net Change in Fund Balance	57,041	57,041	164,701	107,660
Fund Balance				
Beginning of year	4,730,097	4,730,097	4,730,097	-
End of year	$ 4,787,138	$ 4,787,138	$ 4,894,798	$ 107,660

City of Eastvale

Schedule of Revenues, Expenditures and Changes in Fund Balances – Budget and Actual
Benefit Assessment Special Revenue Fund
For the Fiscal Year Ended June 30, 2024

	Budgeted Amounts		Actual	Variance with
	Original	Final	Amounts	Final Budget
Revenues				
Assessments	$ 5,680	$ 5,680	$ 5,657	$ (23)
Investment earnings	150	150	690	540
Total Revenues	5,830	5,830	6,347	517
Expenditures				
Current:				
Public works	5,725	5,725	5,388	337
Total Expenditures	5,725	5,725	5,388	337
Excess of Revenues Over (Under) Expenditures	105	105	959	854
Other Financing Sources (Uses)				
Transfers in	3,835	3,835	3,835	-
Transfers out	(1,991)	(1,991)	(1,991)	-
Total Other Financing Sources (Uses)	1,844	1,844	1,844	-
Net Change in Fund Balance	1,949	1,949	2,803	854
Fund Balance				
Beginning of year	19,802	19,802	19,802	-
End of year	$ 21,751	$ 21,751	$ 22,605	$ 854

City of Eastvale

Schedule of Revenues, Expenditures and Changes in Fund Balances – Budget and Actual
Road and Bridge Benefit City Special Revenue Fund
For the Fiscal Year Ended June 30, 2024

	Budgeted Amounts		Actual	Variance with
	Original	Final	Amounts	Final Budget
Revenues				
Assessments	$ -	$ -	$ -	$ -
Investment earnings	75,000	75,000	230,834	155,834
Total Revenues	75,000	75,000	230,834	155,834
Net Change in Fund Balance	75,000	75,000	230,834	155,834
Fund Balance				
Beginning of year	6,986,893	6,986,893	6,986,893	-
End of year	$ 7,061,893	$ 7,061,893	$ 7,217,727	$ 155,834

City of Eastvale

Schedule of Revenues, Expenditures and Changes in Fund Balances – Budget and Actual
Development Impact Fees Special Revenue Fund
For the Fiscal Year Ended June 30, 2024

	Budgeted Amounts		Actual	Variance with
	Original	Final	Amounts	Final Budget
Revenues				
Development impact fees	$ 450,000	$ 450,000	$ 818,480	$ 368,480
Investment earnings	17,000	17,000	64,397	47,397
Other	-	-	62,204	62,204
Total Revenues	467,000	467,000	945,081	478,081
Excess of Revenues Over (Under) Expenditures	467,000	467,000	945,081	478,081
Other Financing Sources (Uses)				
Transfers out	(9,340)	(9,340)	(9,340)	-
Total Other Financing Sources (Uses)	(9,340)	(9,340)	(9,340)	-
Net Change in Fund Balance	457,660	457,660	935,741	478,081
Fund Balance				
Beginning of year	1,739,890	1,739,890	1,739,890	-
End of Year	$ 2,197,550	$ 2,197,550	$ 2,675,631	$ 478,081

City of Eastvale

Schedule of Revenues, Expenditures and Changes in Fund Balances – Budget and Actual
PEG Grant Special Revenue Fund
For the Fiscal Year Ended June 30, 2024

	Budgeted Amounts		Actual	Variance with
	Original	Final	Amounts	Final Budget
Revenues				
Intergovernmental	$ 1,042,095	$ 1,042,095	$ -	$ (1,042,095)
Other	-	-	885	885
Total Revenues	-	-	885	885
Net Change in Fund Balance	-	-	885	885
Fund Balance				
Beginning of year	4,147	4,147	4,147	-
End of Year	$ 4,147	$ 4,147	$ 5,032	$ 885

City of Eastvale

Schedule of Revenues, Expenditures and Changes in Fund Balances – Budget and Actual
Area Drainage Plan Special Revenue Fund
For the Fiscal Year Ended June 30, 2024

	Budgeted Amounts		Actual	Variance with
	Original	Final	Amounts	Final Budget
Revenues				
Investment earnings	$ 8,800	$ 8,800	$ 30,079	$ 21,279
Total Revenues	8,800	8,800	30,079	21,279
Excess of Revenues Over (Under) Expenditures	8,800	8,800	30,079	21,279
Net Change in Fund Balance	8,800	8,800	30,079	21,279
Fund Balance				
Beginning of year	921,735	921,735	921,735	-
End of year	$ 930,535	$ 930,535	$ 951,814	$ 21,279

City of Eastvale

Schedule of Revenues, Expenditures and Changes in Fund Balances – Budget and Actual
Transportation Development Act (TDA) Special Revenue Fund
For the Fiscal Year Ended June 30, 2024

	Budgeted Amounts		Actual	Variance with
	Original	Final	Amounts	Final Budget
Revenues				
Taxes	$ -	$ -	$ -	$ -
Intergovernmental	334,820	334,820	-	(334,820)
Investment earnings	-	-	1	1
Total Revenues	334,820	334,820	1	(334,819)
Expenditures				
Current:				
Public works	1,870	1,870	-	1,870
Total Expenditures	1,870	1,870	-	1,870
Excess of Revenues Over (Under) Expenditures	332,950	332,950	1	(332,949)
Other Financing Sources (Uses)				
Transfers in	3,835	3,835	-	(3,835)
Total Other Financing Sources (Uses)	3,835	3,835	-	(3,835)
Net Change in Fund Balance	336,785	336,785	1	(336,784)
Fund Balance (deficit)				
Beginning of year	(1)	(1)	(1)	-
End of Year	$ 336,784	$ 336,784	$ -	$ (336,784)

STATISTICAL SECTION

This part of the City of Eastvale's Annual Comprehensive Financial Report presents detailed information as a context for understanding what the information in the financial statements, note disclosures, and required supplementary information say about the government's overall financial health.

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City of Eastvale

Net Position by Component
Last Ten Fiscal Years

	Fiscal Year									
	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Governmental activities										
Net Investment in Capital Assets	$ 221,512	$ 228,474	$ 240,849	$ 240,610	$ 244,370	$ 242,422	$ 248,213	$ 250,346	$ 249,480	$ 266,254
Restricted	20,399	22,945	23,718	30,842	27,279	33,310	35,396	39,662	55,856	64,124
Unrestricted	15,214	18,624	21,957	31,424	35,577	37,979	61,691	96,368	128,524	162,781
Total governmental activities net position	$ 257,125	$ 270,043	$ 286,524	$ 302,876	$ 307,226	$ 313,711	$ 345,300	$ 386,376	$ 433,859	$ 493,159

City of Eastvale

Changes in Net Position
Last Ten Fiscal Years

	Fiscal Year									
	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Expenses										
Governmental activities:										
General government	$ 1,917	$ 2,367	$ 2,126	$ 2,605	$ 8,224	$ 5,283	$ 10,401	$ 9,989	$ 6,599	$ 7,049
Public Safety	9,685	10,669	12,177	13,457	13,429	16,903	16,395	17,843	20,096	21,790
Public works	7,604	7,817	8,373	9,211	10,491	14,014	7,715	9,292	11,049	19,973
Community development	2,620	2,903	3,460	3,867	4,258	4,603	4,117	5,229	5,382	5,631
Revenue neutrality	393	444	456	468	482	498	505	524	545	556
Interest expense	-	-	-	-	-	433	238	306	4	28
Total governmental activities expenses	22,219	24,200	26,592	29,608	36,884	41,734	39,371	43,183	43,675	55,026
Total primary government expenses	$ 22,219	$ 24,200	$ 26,592	$ 29,608	$ 36,884	$ 41,734	$ 39,371	$ 43,183	$ 43,675	$ 55,026
Program Revenues										
Governmental activities:										
Charges for services										
General government	5	-	2	19	42	95	92	100	120	157
Public Safety	5,722	6,002	6,512	6,899	7,512	7,608	8,022	8,831	8,895	9,732
Public Works	217	227	229	229	978	2,533	995	643	948	1,817
Community development	3,516	3,303	3,686	3,638	3,229	3,125	2,839	1,840	1,674	1,950
Operating contributions and grants	3,293	3,436	2,944	5,631	6,676	5,845	5,921	12,021	6,714	4,599
Capital contributions and grants	17,076	11,703	17,145	6,036	3,217	4,529	9,191	4,433	6,074	16,720
Total primary government program revenues	29,829	24,671	30,518	22,452	21,654	23,735	27,060	27,868	24,424	34,975
Total primary government program revenues	$ 29,829	$ 24,671	$ 30,518	$ 22,452	$ 21,654	$ 23,735	$ 27,060	$ 27,868	$ 24,424	$ 34,975
Total primary government net expense	$ 7,610	$ 471	$ 3,926	$ (7,156)	$ (15,230)	$ (17,999)	$ (12,311)	$ (15,314)	$ (19,251)	$ (20,051)
General Revenues and Other Changes in Net Position										
Governmental activities:										
Taxes										
Property tax	$ 2,193	$ 2,812	$ 2,631	$ 2,606	$ 2,549	$ 2,910	$ 3,024	$ 3,178	$ 3,510	$ 3,923
Franchise tax	1,616	1,638	1,420	1,552	1,545	1,645	5,938	1,972	6,557	2,701
Sales tax	6,692	7,289	7,693	9,078	9,610	10,349	28,120	44,710	47,356	58,319
Other taxes	343	390	451	362	346	313	442	459	495	181
Motor Vehicle in Lieu tax	27	24	28	4,355	4,700	5,006	5,247	5,526	5,902	6,431
Investment earnings	73	294	324	580	802	3,015	92	(103)	2,802	7,470
Other	4	-	8	18	28	1,245	173	701	114	325
Total governmental activities	10,948	12,447	12,555	18,551	19,580	24,483	43,036	56,442	66,736	79,350
Total primary governmental activities	$ 10,948	$ 12,447	$ 12,555	$ 18,551	$ 19,580	$ 24,483	$ 43,036	$ 56,442	$ 66,736	$ 79,350
Total Change in Net Position	$ 18,558	$ 12,918	$ 16,481	$ 11,395	$ 4,350	$ 6,484	$ 30,725	$ 41,128	$ 47,485	$ 59,299

Notes:

(1) Beginning in fiscal year 2014-15, property taxes levied for fire services were reclassified from general revenue to program revenue as charges for services within the public safety function.

Source: City of Eastvale Finance Department

City of Eastvale

Fund Balances of Governmental Funds
Last Ten Fiscal Years

	Fiscal Year									
	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
General fund										
Nonspendable	$ -	$ 49	$ 51	$ 65	$ 19	$ 94	$ 92	$ 260	$ -	$ -
Restricted	6,918	6,969	5,925	7,070	8,323	10,269	11,445	14,473	16,876	19,544
Committed	7,179	1,000	3,000	3,000	3,000	3,000	30,745	78,955	109,901	93,515
Unassigned	7,917	17,749	18,715	27,935	30,929	34,622	32,810	16,869	17,493	73,026
Total general fund	22,014	25,767	27,691	38,070	42,271	47,985	75,092	110,557	144,270	186,085
All other governmental funds										
Nonspendable	$ -	$ -	$ -	$ -	$ -	$ -	$ 12	$ 18	$ -	$ -
Restricted	13,451	15,508	17,535	23,772	18,957	22,967	22,163	25,189	38,931	44,489
Unassigned	(39)	(383)	(190)	(1,165)	(282)	-	(456)	(760)	561	(4,172)
Total all other governmental funds	13,412	15,125	17,345	22,607	18,675	22,967	21,719	24,447	39,492	40,317
Total fund balances of governmental funds	$ 35,426	$ 40,892	$ 45,036	$ 60,677	$ 60,946	$ 70,952	$ 96,812	$ 135,005	$ 183,761	$ 226,402

City of Eastvale

Changes in Fund Balances of Governmental Funds
Last Ten Fiscal Years

	Fiscal Year						Fiscal Year			
	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Revenues										
Taxes:										
Property tax	$ 7,163	$ 8,141	$ 8,171	$ 8,930	$ 11,020	$ 11,435	$ 12,162	$ 12,989	$ 13,449	$ 14,819
Franchise tax	1,616	1,637	1,420	1,552	1,545	1,645	5,938	1,972	6,557	2,701
Sales tax	6,692	7,289	7,693	9,078	9,610	10,349	28,120	44,710	47,356	58,319
Other taxes	343	390	451	379	347	313	442	459	495	181
Licenses, permits and fees	3,645	3,454	3,801	3,805	3,579	3,390	3,040	2,428	2,425	3,914
Fines and forfeitures	619	524	696	743	847	652	595	553	773	775
Intergovernmental	3,227	2,972	3,146	7,664	9,661	11,855	9,915	17,728	12,195	23,215
Special use fees	747	999	745	2,830	313	1,129	655	271	619	818
Assessments	215	227	229	229	280	324	423	2,805	1,162	1,523
Investment earnings	108	294	324	580	802	3,015	92	(421)	3,763	7,480
Other	52	50	47	53	62	1,984	238	843	392	481
Total revenues	24,427	25,977	26,723	35,843	38,066	46,091	61,620	84,336	89,186	114,226
Expenditures										
Current:										
General government	$ 1,911	$ 2,077	$ 2,048	$ 2,545	$ 7,520	$ 5,249	$ 6,552	$ 9,602	$ 6,013	$ 7,119
Public safety	9,621	10,030	11,630	13,148	13,061	16,467	15,907	17,560	19,870	21,568
Public Works	795	982	863	875	1,506	3,139	2,240	2,257	2,404	2,411
Community development	2,621	2,903	3,460	3,867	4,258	4,603	4,117	5,269	5,421	5,764
Revenue neutrality	393	444	456	468	482	498	505	524	545	556
Debt service:						-				
Principal	-	-	-	-	-	56	237	4,680	503	495
Interest	-	-	-	-	-	413	239	125	4	28
Cost of Issuance	-	-	-	-	683	-				
Capital outlay	1,498	4,074	4,123	4,298	14,777	5,659	6,898	6,127	6,577	34,476
Total expenditures	16,839	20,510	22,580	25,201	42,287	36,084	36,695	46,144	41,338	72,417
Excess of revenues over expenditures	7,588	5,467	4,143	10,642	(4,221)	10,007	24,925	38,192	47,848	41,809
Other financing sources										
Proceeds of long-term debt	-	-	-	-	4,492	-	-	-	-	-
Leases (as lessee)									909	831
Total other financing sources	-	-	-	-	4,492	-	-	-	909	831
Net change in fund balance	$ 7,588	$ 5,467	$ 4,143	$ 10,642	$ 271	$ 10,007	$ 24,925	$ 38,192	$ 48,758	$ 42,640
Debt service as a % of noncapital expenditures	0.0%	0.0%	0.0%	0.0%	0.0%	1.4%	1.7%	12.0%	1.5%	1.4%

Notes:
Source: City of Eastvale Finance Department

City of Eastvale

Assessed Value and Estimated Value of Taxable Property
Last Ten Fiscal Years

Fiscal Year	Residential Property	Commercial Property	Industrial Property	Other	Total Assessed valuation	Less Tax Exempt Property	Total Taxable Assessed Value	District Tax (1) Rate (City)
2015	$ 6,464,576	$ 242,419	$ 408,625	$ 495,062	$ 7,610,682	$ (18,594)	$ 7,592,088	0.10057
2016	6,866,359	261,470	440,387	489,328	8,057,544	(19,868)	8,037,676	0.09996
2017	7,251,789	272,192	465,414	491,561	8,480,956	(24,368)	8,456,588	0.10082
2018	7,663,784	288,085	642,081	486,943	9,080,893	(26,206)	9,054,687	0.09875
2019	8,055,727	325,604	896,230	541,404	9,818,965	(28,597)	9,790,368	0.09800
2020	8,356,245	385,613	1,015,665	662,736	10,420,259	(36,163)	10,384,096	0.09800
2021	8,731,141	432,684	1,126,015	646,112	10,935,952	(39,047)	10,896,905	0.09694
2022	9,162,997	478,897	1,253,529	562,394	11,457,817	-	11,457,817	0.09654
2023	9,677,094	488,326	1,447,137	658,297	12,270,854	-	12,270,854	0.09597
2024	10,060,619	579,445	2,138,417	576,065	13,354,545	-	13,354,545	0.09598

City of Eastvale

Ratio of Outstanding Debt by Type
Last Ten Fiscal Years

Fiscal Year	General Obligation Bonds	Lease Revenue Bonds	Loans Payable	Lease/ Subscription Liablities	Total Governmental Activities	# of Actual Assessed Value of Property	Per Capita
2015	$ -	$ -	$ -	$ -	$ -	0.000%	-
2016	-	-	-	-	-	0.000%	-
2017	-	-	-	-	-	0.000%	-
2018	-	-	-	-	-	0.000%	-
2019	-	-	4,491,640	-	4,491,640	0.000%	68
2020	-	-	4,435,892	-	4,435,892	0.000%	67
2021	-	-	4,206,301	-	4,206,301	0.000%	62
2022	-	-	-	692,689	692,689	0.000%	10
2023	-	-	-	1,099,145	1,099,145	0.000%	16
2024	-	-	-	1,302,711	1,302,711	0.000%	19

Notes:
Details regarding the City's outstanding debt can be found in the notes to the financial statement.

Source: City of Eastvale Finance Department

City of Eastvale

Ratio of General Bonded Debt
Last Ten Fiscal Years

Fiscal Year	General Obligation Bonds	Tax Allocation Bonds	Certificates of Participation	Total Governmental Activities	Percent of Assessed Value	Debt per Capita
2015	$ -	$ -	$ -	$ -	0.00%	-
2016	-	-	-	-	0.00%	-
2017	-	-	-	-	0.00%	-
2018	-	-	-	-	0.00%	-
2019	-	-	-	-	0.00%	-
2020	-	-	-	-	0.00%	-
2021	-	-	-	-	0.00%	-
2022	-	-	-	-	0.00%	-
2023	-	-	-	-	0.00%	-
2024	-	-	-	-	0.00%	-

Notes:
Details regarding the City's outstanding debt can be found in the notes to the financial statement.

City of Eastvale

Direct and Overlapping Bonded Debt
For the Year Ended June 30, 2024

2023-24 Assessed Valuation	$ 13,300,199,195		
Overlapping Tax and Assessment Debt	Outstanding Debt 6/30/2024	Percent Applicable [1]	Amount Applicable to City 6/30/2024
Metropolitan Water District	$ 18,210,000	0.344%	$ 62,642
Riverside Community College District	282,851,456	8.686	24,568,477
Corona-Norco Unified School District	477,878,766	22.311	106,619,531
Jurupa-Unified School District	142,689,417	13.948	19,902,320
Corona-Norco Unified School District Comm Facilities District	63,246,022	91.622-100	61,037,581
Jurupa Community Services District Comm Facilities District	241,865,000	32.091-100	240,513,611
Total Overlapping Tax and Assessment Debt			$ 452,704,162
Direct and Overlapping General Fund Debt			
Riverside County General Fund Obligations	$ 652,187,035	3.352%	$ 21,861,309
Riverside County Pension Obligation Bonds	670,785,000	3.352	22,484,713
Riverside City Community College District Certificates of Participa	24,550,000	8.686	2,132,413
Corona-Norco Unified School District General Fund Obligations	17,114,629	22.311	3,818,445
Jurupa Unified School District Certificates of Participation	43,860,159	13.948	6,117,615
City of Eastvale	**1,302,711**	**100**	**1,302,711**
Western Municipal Water District General Fund Obligations	2,724,440	10.501	286,093
Total Direct and Overlapping General Fund Debt			$ 58,003,299
Overlapping Tax Increment Debt (Successor Agency)	264,510,032	7.288-16.816%	32,804,390
Total Direct Debt			$ 1,302,711
Total Gross Overlapping Debt			$ 542,209,140
Total Net Overlapping Debt			$ 543,511,851
Gross Combined Total Debt			$ 543,511,851
Net Combined Total Debt			$ 543,511,851
Ratios to 2023-24 Assessed Valuation			
Total Overlapping Tax and Assessment Debt	3.40%		
Total Direct Debt	**0.01%**		
Gross Combined Total Debt	4.09%		
Net Combined Total Debt	4.09%		
Rations to Redevelopment Successor Agency Incremental Valuation ($1,615,322,463)			
Total Overlapping Tax Increment Debt	2.03%		

Notes:
(1) The percentage of overlapping debt applicable to the city is estimated using taxable assessed property value. Applicable percentages were estimated by determining the portion of the overlapping district's assessed value that is within the boundaries of the city divided by the district's total taxable assessed value.

(2) Excludes tax and revenue anticipation notes, enterprise revenue, mortgage revenue and non-bonded capital lease obligations.

Source: Avenu Insights

Legal Debt Margin Information
Last Ten Fiscal Years

Fiscal Year	Assessed Valuation	Legal Debt Limit (15% of Assessed Value)	Amount of Debt Applicable to Debt Limit	Legal Debt Margin	Total Debt Applicable to the Limit as a Percentage of the Debt Limit
2015	$ 7,592,088	$ 1,138,813	$ -	$ 1,138,813	0.0%
2016	8,037,676	1,205,651	-	1,205,651	0.0%
2017	8,577,102	1,286,565	-	1,286,565	0.0%
2018	9,085,096	1,362,764	-	1,362,764	0.0%
2019	9,818,965	1,472,845	-	1,472,845	0.0%
2020	10,420,259	1,563,039	-	1,563,039	0.0%
2021	10,935,952	1,640,393	-	1,640,393	0.0%
2022	11,457,817	1,718,673	-	1,718,673	0.0%
2023	12,270,854	1,840,628	-	1,840,628	0.0%
2024	13,354,545	2,003,182	-	2,003,182	0.0%

Notes:

Section 43605 of the Government Code of the State of California limits the amount of general bonded indebtedness for public improvments to 15% of the assessed valuation of all real and personal property of the City. The City has no general obligation bonded debt.

Source: HdL, Coren & Cone

City of Eastvale

Pledged Revenue Coverage
Last Ten Fiscal Years

	Lease Revenue Bonds					
Fiscsal Year	Revenue	Less Operating Expenses	Net Available Revenue	Principal	Interest	Coverage
2015	The City has no direct outstanding bonded debt					
2016	The City has no direct outstanding bonded debt					
2017	The City has no direct outstanding bonded debt					
2018	The City has no direct outstanding bonded debt					
2019	The City has no direct outstanding bonded debt					
2020	The City has no direct outstanding bonded debt					
2021	The City has no direct outstanding bonded debt					
2022	The City has no direct outstanding bonded debt					
2023	The City has no direct outstanding bonded debt					
2024	The City has no direct outstanding bonded debt					

Notes:

Details regarding the City's outstanding debt can be found in the notes to the financial statements.

Source: City of Eastvale Finance Department

City of Eastvale

Direct and Overlapping Property Tax Rates
Last Ten Fiscal Years

	City Direct Rates				
Fiscal Year	Basic County, City, and School Levy	Community College District	Water District	School District	Total (1)
2015	1.00000	0.01791	0.00350	0.11092	1.13233
2016	1.00000	0.01725	0.00350	0.18908	1.20983
2017	1.00000	0.01649	0.00350	0.19695	1.21694
2018	1.00000	0.01616	0.00350	0.17946	1.19912
2019	1.00000	0.01478	0.00350	0.17751	1.19579
2020	1.00000	0.01476	0.00350	0.19579	1.21405
2021	1.00000	0.01470	0.00350	0.20038	1.21858
2022	1.00000	0.01470	0.00350	0.19988	1.21808
2023	1.00000	0.01470	0.00350	0.18535	1.20355
2024	1.00000	0.01470	0.00350	0.17567	1.19387

Notes:

(1) Total direct rate is the weighted average of all individual direct rates applied by the City of Eastvale. This amount includes the city's Share of 1% Levy Per Prop 13 plus community college, water and school districts.

Source: County of Riverside, Auditor-Controller/HdL, Coren & Cone

City of Eastvale

Principal Property Tax Payers
Last Ten Fiscal Years

Taxpayer	2024 Taxable Assessed Value	2024 Percentage of Total Taxable Assessed Value	2015 Taxable Assessed Value	2015 Percentage of Total Taxable Assessed Value
DPIF3 California 27 Archibald Avenue	$ 473,393,501	3.56%	$ -	-
Tarpon Property Ownership 2 LLC	322,082,489	2.42%	85,385,895	1.12%
Amazon Com Services LLC	232,021,038	1.74%	-	-
LRE Eastvale	220,000,000	1.65%	-	-
BPP Pacific Industrial California Reit	169,840,962	1.28%	-	-
Homecoming at Eastvale	152,043,108	1.14%	128,088,116	1.69%
Providence Owner LLC	139,230,000	1.05%	-	-
First Industrial LP	112,120,855	0.84%	-	-
AMB Institutional Alliance Fund	100,282,176	0.75%	60,098,627	0.79%
Rexford Industrial-Eastvale	87,164,172	0.66%	-	-
LBA CPT Industrial Company	-	-	89,096,764	1.17%
Eastvale Gateway	-	-	87,615,284	1.15%
Teachers Insurance & Annuity Association	-	-	43,111,213	0.57%
Prologis California	-	-	42,522,176	0.56%
Hamner Park Associates	-	-	36,942,138	0.49%
Providence Arhcibald LLC	-	-	34,599,872	0.46%
Cloverdale Marketpalce	-	-	33,990,891	0.45%
Total	$ 2,008,178,301	15.09%	$ 641,450,976	8.45%

Notes:
Source: HdL, Coren & Cone

(1) Total direct rate is the weighted average of all individual direct rates applied by the City of Eastvale. This amount includes the city's Share of 1% Levy Per Prop 13 plus community college, water and school districts.

Source: County of Riverside, Auditor-Controller/HdL, Coren & Cone

City of Eastvale

Principal Tax Levies and Collections
Last Ten Fiscal Years

	Collected within the Levy Year				Total Collections to Date	
Fiscal Year	Taxes Levied for the Levy Year	Amount	Percentage of Levy	Collection in Subsequent Years	Amount	Percentage of Levy
2015	$ 6,777,856	$ 6,555,914	96.73%	16,963	$ 6,572,877	96.98%
2016	7,148,652	7,062,635	98.80%	19,879	7,082,514	99.07%
2017	7,597,972	7,571,107	99.65%	17,515	7,588,622	99.88%
2018	7,873,083	7,848,417	99.69%	76,595	7,925,012	100.66%
2019	8,325,698	8,163,736	98.05%	76,585	8,240,321	98.97%
2020	8,837,417	8,692,642	98.36%	15,890	8,708,532	98.54%
2021	9,617,361	9,212,198	95.79%	0	9,212,198	95.79%
2022	9,718,427	9,617,922	98.97%	7,026	9,624,947	99.04%
2023	10,421,706	10,338,784	99.20%	29,161	10,367,945	99.48%
2024	11,247,167	11,123,624	98.90%	15,252	11,138,876	99.04%

Notes:

Source: City of Eastvale Finance Department, Riverside County Auditor-Controller's Office.

City of Eastvale

Demographic and Economic Status
Last Ten Fiscal Years

Calendar Year	(1) Population	(2) Personal Income in Thousands	(2) Per Capital Personal Income	(3) Median Age	(4) Unemployment Rate
2015	59,151	$ 1,793,044	$ 30,313	31.2	5.5%
2016	63,162	1,586,340	25,115	31.8	4.5%
2017	64,613	1,592,100	24,641	31.9	4.0%
2018	64,855	1,688,799	26,040	32.7	4.4%
2019	66,078	1,882,938	28,496	33.2	3.2%
2020	66,413	1,984,346	29,879	33.1	2.9%
2021	67,626	2,148,484	31,770	33.1	8.6%
2022	69,929	2,395,056	34,250	33.0	5.6%
2023	69,514	2,719,529	39,122	34.2	2.9%
2024	68,884	3,014,186	43,757	34.7	3.5%

Notes:

Source: (1) Population - California Department of Finance
(2) Personal Income/Population - US Census Bureau
(3) Median Age - HdL Coren & Cone
(4) Unemployment Rate - HdL Coren & Cone

City of Eastvale

Principal Employers
Current Fiscal Year

	2023-24	
Business Name	Number of Employees	Percent of Total Employment (%)
Amazon Fulfillment Center	4,958	14.21%
Walmart Distribution**	1,029	2.95%
Corona-Norco USD*	794	2.28%
Costco	353	1.01%
Ingram Micro	282	0.81%
Grainger Distribution Center	240	0.69%
Home Depot	191	0.55%
Komar Distribution Services	160	0.46%
Albertson	85	0.24%
City of Eastvale	69	0.20%
Total Top 10 Employers	8,161	23.38%
Total City Labor Force (1)	34,900	

Notes:
*Within the City of Eastvale only. Certificated and Classified Employees included.
** Includes 2 Distribution centers and NFI Industries
(1) Total City Labor Force provided by EDD Labor Force Data.

Source: Avenu Insights & Analytics

City of Eastvale

Governmental Activities Tax Revenue by Source
Last Ten Calendar Years

Fiscal Year	Property Tax	Sales & Use Tax	Motor Vehicle in-lieu Tax	Vehicle License Fee in-lieu Tax	Sales Tax in-lieu Tax	Franchise Tax	Other Taxes	Total
2015	$ 2,193	$ 6,692	$ 27	$ -	$ -	$ 1,616	$ 343	$ 10,871
2016	2,812	7,289	24	-	-	1,638	390	12,153
2017	2,631	7,693	28	-	-	1,420	451	12,223
2018	2,606	9,078	4,355	-	-	1,552	362	17,953
2019	2,549	9,610	4,700	-	-	1,545	346	18,750
2020	2,910	10,349	5,006	-	-	1,645	1,245	23,175
2021	3,024	28,120	5,247	-	-	5,938	442	42,771
2022	3,178	44,710	5,526	-	-	1,972	459	55,845
2023	3,510	47,356	5,902	-	-	6,557	495	63,820
2024	3,923	58,319	6,431	-	-	2,701	181	71,555

Note: Amounts in thousands

Source: City of Eastvale Finance Department

City of Eastvale

Taxable Sales by Category (in thousands of dollars)
Last Ten Calendar Years

Calendar Year	Other Retail Stores	All Other Outlets	Total
2015	$ 339,959	$ 325,662	$ 665,621
2016	357,869	387,769	745,638
2017	367,606	398,041	765,647
2018	382,404	463,113	845,517
2019	472,690	442,403	915,093
2020	549,385	445,217	994,602
2021	558,785	511,449	1,070,234
2022	743,978	3,745,567	4,489,545
2023	815,329	3,897,359	4,712,688
2024	816,239	4,170,466	4,986,705

Notes:

Due to confidentiality issues, the names of the ten largest revenue payers are not available. The categories presented are intended to provide alternative information regarding the sources of the City's revenue.

Source: HdL, Coren & Cone/State of California Board of Equalization

City of Eastvale

Full-time City Employees by Function
Last Ten Fiscal Years

Fiscal Year	General Government	Public Safety	Public Works	Community Development	Community Safety	Total
2015	10.25	0.00	0.00	2.50	0.00	12.75
2016	9.50	0.00	0.00	2.25	0.00	11.75
2017	10.00	0.00	0.00	1.75	0.00	11.75
2018	13.75	0.00	0.00	4.00	0.00	17.75
2019	15.00	0.00	0.00	9.25	0.00	24.25
2020	18.50	0.00	0.00	12.75	0.00	31.25
2021	16.75	0.00	0.00	20.00	0.00	36.75
2022	27.75	0.00	1.00	13.50	16.50	58.75
2023	23.50	0.00	10.00	9.50	15.50	58.50
2024	24.50	0.00	17.00	10.00	17.50	69.00

Notes:

The City of Eastvale contracted services for Public Works, Planning, Building & Safety through 2018, at which point services started to be provided by city employees. The city continues to partially contract engineering, planning, and building services. Police and Fire services are fully contracted. Parks and Recreation is provided by the Jurupa Community Services District.

Source: City of Eastvale Finance Department

City of Eastvale

Operating Indicators by Function
Last Ten Fiscal Years

	Fiscal Year									
	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Finance										
Business registration applications / renewals	1,837	1,297	1,632	2,083	1,625	1,124	2,396	2,490	2,846	2,501
Building and Safety										
Construction valuation	$ 184,550,926	$ 205,136,969	$ 230,282,478	$ 75,756,134	$ 154,206,189	$ 188,393,503	$ 434,097,814	$ 121,449,018	$ 43,352,977	$ 347,388,217
Building permits issued	2,481	1,677	1,584	1,196	1,488	1,416	4,138	1,968	2,031	1,442
Public Safety										
Total arrests	612	571	621	488	532	510	475	547	661	535
Calls for service	27,579	28,717	31,875	31,204	25,797	24,211	24,171	25,906	26,634	26,868

Notes:

Source: City of Eastvale, Various Departments

City of Eastvale

Capital Asset Statistics by Function
Last Ten Fiscal Years

Fiscal Year	Street (miles)[1]	Traffic Signalized Intersections[2]	Bridges[3]	Buildings[4]
2015	365	44	1	1
2016	367	47	2	1
2017	368	47	2	1
2018	368	48	2	1
2019	368	50	2	3
2020	368	64	2	4
2021	414	67	2	4
2022	414	67	2	4
2023	414	72	3	4
2024	414	72	3	4

Notes:

Source: City of Eastvale Public Works Department

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Independent Accountant's Report

To the Honorable City Council
Eastvale, California

We have performed the procedures enumerated below to the accompanying Appropriations Limit Worksheet of the City of Eastvale, California (the City) for the year ended June 30, 2024. The management of the City is responsible for the accompanying Appropriations Limit Worksheet.

The City has agreed to and acknowledged that the procedures performed are appropriate to meet the intended purpose of meeting the requirements of Section 1.5 of Article XIII-B of the California Constitution. These procedures, which were suggested by the League of California Cities and presented in the publication entitled *Agreed-upon Procedures Applied to the Appropriations Limitation Prescribed by Article XIII-B of the California Constitution,* were performed solely to assist you in meeting the requirements. This report may not be suitable for any other purpose. The procedures performed may not address all the items of interest to a user of this report and may not meet the needs of all users of this report and, as such, users are responsible for determining whether the procedures performed are appropriate for their purposes.

The procedures and the associated findings are as follows:

1. We obtained the completed worksheets and compared the limit and annual adjustment factors included in those worksheets to the limit and annual adjustment factors that were adopted by resolution of the City Council. We also compared the population and inflation options included in the aforementioned documents to those that were selected by a recorded vote of the City Council.

   Finding: No exceptions were noted as a result of our procedures.

2. For the accompanying Appropriations Limit Worksheet, we added last year's limit to total adjustments and agreed the resulting amount to this year's limit.

   Finding: No exceptions were noted as a result of our procedures.

3. We agreed the current year information presented in the accompanying Appropriations Limit Worksheet to the other documents referenced in number one above.

   Finding: No exceptions were noted as a result of our procedures.

4. We agreed the prior year appropriations limit presented in the accompanying Appropriations Limit Worksheet to the prior year appropriations limit adopted by the City Council during the prior year.

   Finding: No exceptions were noted as a result of our procedures.

We were engaged by the City to perform this agreed-upon procedures engagement and conducted our engagement in accordance with attestation standards established by the American Institute of Certified Public Accountants. We were not engaged to and did not conduct an examination or review, the objective of which would be the expression of an opinion or conclusion, respectively, on accompanying Appropriations Limit Worksheet for the year ended June 30, 2024. Accordingly, we do not express such an opinion or conclusion. Had we performed additional procedures, other matters might have come to our attention that would have been reported to you.

We are required to be independent of the City and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements related to our agreed-upon procedures engagement.

This report is intended solely for the information and use of the City Council and management of the City of Eastvale, California, and is not intended to be and should not be used by anyone other than these specified parties. However, this report is a matter of public record and its distribution is not limited.

Rogers, Anderson, Malody & Scott, LLP.

San Bernardino, California
December 18, 2024

City of Eastvale
APPROPRIATIONS LIMIT WORKSHEET
2023 – 2024

Per capita personal income change		4.44%
Population change:		
City population growth		0.34%
CPI change converted to a ratio		1.0444
Population change converted to a ratio		1.0034
Calculation of growth factor *		1.0480
2022 - 2023 limit	$	39,253,023
2023 - 2024 Limit* ($39,253,023 x 1.0480)		41,137,168
Addition pursuant to California Government Code 7902.2.2		25,152,570
2023 - 2024 Limit	$	66,289,738

* Factor not rounded.

CITY OF EASTVALE

AGENDA STAFF REPORT

City Council/Eastvale Public Financing Authority/Eastvale Parking Authority Meeting
CITY COUNCIL/EASTVALE PUBLIC FINANCING AUTHORITY/EASTVALE PARKING AUTHORITY BUSINESS
Agenda Item No. 13.2
January 22, 2025

Fiscal Year 2024-25 Mid-Year Budget Review

Prepared By:

Amanda Wells, Finance Director/City Treasurer

Recommended Action(s)

Staff recommends that the City Council:

1. Approve and Adopt a Resolution approving Mid-Year Budget Appropriations; and
2. Authorize the City Manager to execute all documents and take all actions necessary to implement the above approvals.

Summary

Each year the City Council adopts an operating and capital improvement budget, which commits resources for the accomplishment of the City's Strategic Plan, policies, and execution of services to the public. The budget is a dynamic document that is amended during the year for various reasons, including City Council actions on department requests, actions by third parties which impact the budget plan, or changes in the economy. The mid-year review allows staff to report on trends and actions that have occurred subsequent to the budget approval in June and to address any newly identified budget changes expected before the fiscal year end. During the mid-year review staff also has the benefit of updating ending balances and available resources based on the audited financials for fiscal year 2023-24; audited financials for the prior fiscal year will be presented to Council on January 22, 2024.

The current fiscal year began in July 2024 with the adopted fiscal year 2024-25 budget. This budget document represented staff's best estimate of the City's financial performance for the coming year. The adopted budget estimated General Fund (net of the restricted Fire Fund) revenues at $69.6

million and expenditures at $50.2 million. Net of transfers, the General Fund had a surplus of $31.2 million. The mid-year amended budget will bring the total General Fund revenues to $76.5 million and expenditures to $51.3 million. Net of transfers the new surplus is expected to be $36.9 million. It is important to note that these figures represent the General Fund in total and do not discern between operating and non-operating activities. Additional detail on the General Fund Operating Statement can be found in the background section below.

As mentioned above, revenues and expenditures often vary from the forecasts of the adopted budget. In order for the adopted budget to continue to be a useful management tool, the Finance Department captured changes to revenue and expenditures throughout the year and updates the budgetary numbers. One of the primary purposes of the mid-year review is to present for the City Council's consideration, additional adjustments of revenues and expenditures.

The City's mid-year budget review process involves a review of posted activity and the identification and investigation of variances to the established budget along with ongoing consultations with departments to estimate the resources needed for the remainder of the fiscal year. After compiling mid-year budget estimates, a proposed mid-year budget is brought to the City Council for adoption.

A comprehensive list of recommended adjustments to the City's budget is included as Attachment 2.1. The remainder of this report will focus on proposed amendments, underlying rationale, and June 30, 2025 forecasts. This report presents information on all of the City's funds; however, the primary emphasis is the General Fund.

Background

FISCAL YEAR 2024-25 MID-YEAR BUDGET ANALYSIS

SECTION 1: SUMMARY OF GENERAL FUND – REVENUES, EXPENDITURES & AVAILABLE RESOURCES

Overall, general fund revenue projections are $79,528,016 and expenditures are $51,328,513 (inclusive of transfers). General fund revenues are expected to exceed expenditures by $25,199,503, creating a budget surplus. Of the $79.5 million in revenues, $55.4 million are attributable to operating revenues, $21.1 million are non-operating revenues. Of the $51.3 million in expenditures, $38.4 million are attributable to operating expenditures, $12.9 million are non-operating expenditures. As a result, the city is expected to end the 2024-25 fiscal year with a $17.0 million operating surplus, with an additional $8.2 million in non-operating surplus. The fiscal year 2024-25 budget includes $11,082,690 in transfers out to the General Capital Projects Fund, $1,140,000 of transfers out for Capital Replacement Funds, and $8,809 of transfers out for general contributions for special assessment districts.

General Fund Revenues

Overall, General Fund revenues are forecasted to increase in comparison to the adopted budget, several budget amendments are requested at this time. Below is a list of the material requests:

- *Sales taxes* are forecasted to increase throughout the remainder of the fiscal year and exceed adopted budget estimates. Adopted sales tax budget totaled $49.0 million and this revenue category is expected to increase to $50.1 million. A budget appropriation of $1.1 million is requested with the Mid-Year adoption. Of the sales taxes, $36.5 million is categorized as

regular and recurring sales tax and $13.6 million is categorized as one-time and non-recurring sales tax.

- *Franchise fees* are forecasted to increase for both electric utilities and refuse. Electric fees are expected to increase an additional $35,000 over adopted budget projections. Refuse is expected to increase $500,000 over adopted budget projections. These adjustments are based on trend data for the full 2023-24 fiscal year, which was not closed until December 2024, and several months of data for the current fiscal year.
- *Building construction permitting fees* are projected to increase based on current year and prior year trends. The increase is solely related to increased new development in the city, primarily the New Home development at Limonite and Hamner Avenues. This projection is solely based on one-time development and therefore is not projected to be a long-term operating revenue. An additional $2.4 million in revenue is projected for this category of fees.
- *Permit issuance fees* are projected to increase similar to building fees. A $125,000 increase is expected and is based on current year and prior year trends.
- *Technology fees* are charged as a percentage of permitting fees. As permitting fees are expected to increase, so too will technology fees. Technology fees are expected to increase $300,000. As this is tied to new development, this is also not expected to be an ongoing source of operating revenues.
- *Interest Income* is projected to increase $2.1 million as the city continues to build reserves for the Civic Center project and interest rates are expected to remain stable.

In total, General Fund revenues are expected to increase 9.85% for a total of $6.9 million, bringing total General Fund revenue budget to $76.5 million.

General Fund Expenditures

Expenditures are forecasted to increase $1,135,000 from the adopted budget. This figure represents a 2.26% increase. The attached General Fund Summary by Category (Attachment 1.1) illustrates the revised revenues and expenditures for the General Fund. An analysis of major expenditures is presented in the following sections by category:

- *Salaries and Benefits* are expected to increase nominally compared to budget, by a total of $75,000. The increase is solely due to an expected increase in staff inspection overtime costs for the New Home project. This increase is directly offset by permitting revenue.
- *Contract services* are forecasted to increase by $466,000 across three departments, Finance, Engineering, and Public Works.
    - *Finance* increases are due to the Civic Center project. The department estimates an additional $95,000 is needed to complete the bond sale for the project in coordination with bond counsel and the city's municipal advisor.
    - *Engineering* estimates an additional is required $21,000 to complete storm water inspection services provided by consultants.
    - *Public Works* requires an additional $320,000 for New Home development related private development contract services for inspections. Additionally, the department requires an additional $30,000 for encroachment permit related contract inspection services. Both categories of contract services are offset by permitting revenue.
- *Debt Service* is projected to increase a total of $526,000. The increase is related to two Economic Development Agreements. The first is an 80% Transient Occupancy Tax abatement for Staybridge Hotel. Staff estimates the TOT rebates for the year will total $136,000. The second is a 65% Sales Tax abatement for Rivian, staff estimates the rebate for the year will

total $390,000.

General Fund Forecast Summary

Revenues are forecasted at $76.5 million with $21.1 million attributable to the one-time revenue sources. The figure includes all general taxes, fees, fines, interest, miscellaneous income, and transfers. Expenditures are forecasted at $51.3 million with $12.9 million attributable to one-time expenditures. The general fund net revenue is forecasted to be $25.2 million, including transfers, at June 30, 2025.

General Fund Available Resources

The beginning balance for the General Fund reflects the Fiscal Year 2023-24 audited ending balance. Total projected fund balance at June 30, 2025 is $191.7 million. The major available resource categories are listed below.

- *Assigned Reserves* are forecasted to total $65,700,467 at the end of the fiscal year, June 30, 2055.
    - Assigned emergency reserves are set by Council policy and represent a General Fund Operating Contingency (based upon 50% of expenditure appropriations) and total $19.2 million.
    - A CIP Grants Cash Flow reserve has been added and totals $6.5 million. Once grant reimbursements are received this reserve will be released to unassigned fund balance. This reserve has been continually reduced as cash flows into the Grants Fund.
    - Special Revenue Fund Negative Fund-Balance, totaling $177,584 ensures adequate funds are available to cover special district operating losses at the end of the fiscal year.
    - The Business Incentive Loan Program reserve totaling $230,000 is the available funding for the City Council's loan program. As loans are approved by City Council and issued, this reserve will be reduced.
    - A Land Purchase reserve for the City's Downtown is held at $12.0 million.
    - A Financial System Implementation reserve totaling $1.0 million is held to cover the cost in the next fiscal year of replacing the city's current financial software with a more robust system.
    - An assigned Civic Center reserve of $26.6 million is held in the assigned reserve and will be filtered into the individual buildings once the cost estimate for the project is finalized.
- *Committed Reserves* are forecasted to total $118,610,029 at the end of the fiscal year, June 30, 2025*. Committed Reserves are separated into two categories, regular committed reserves and appropriations limit qualified capital outlay reserves.*
    - Committed Reserves: $66,734,498
        - *Facility Construction: City Hall:* Staff recommends holding the city hall commitment stable at $33,000,000 for the construction of the future city hall facility.
        - *Facility Construction: Library:* Staff recommends holding the library commitment to $10,000,000 for the construction of the future library facility.
        - *Facility Construction: Police Station:* Staff recommends the continued commitment of $9,300,000 of fund balance for the new Police Substation construction.
        - *Other Committed Reserves:* The City continues to maintain a $2.5 million committed reserve for pension liability (CalPERS), $1.7 million fire truck equipment purchase reserve, and $3.0 million reserve for public safety rate

increase stabilization. At the budget adoption City Council approved a $7.0 million debt service reserve, further buffering the city's strategic position for issuing bonds.

- Appropriations Limit Qualified Capital Outlay Committed Reserves: $51,875,531
  - *Facility Construction, City Hall*: Staff recommends continuing the specific commitment of $20,420,029 of appropriations limit surplus towards the city hall facility. This is in addition to the non-appropriations limit commitment indicated above. Staff utilized this reserve for City Hall project budget appropriations during the 2024-25 budget process.
  - *Facility Construction, Library*: Staff recommends continuing the specific library facility commitment of $17,595,000 of appropriations limit surplus. This is in addition to the non-appropriations limit commitment indicated above.
  - *Facility Construction, Police Station*: Staff recommends continuing the specific police facility commitment of $12,895,000 of appropriations limit surplus. This is in addition to the non-appropriations limit commitment indicated above.
  - *Equipment Purchase, Fire Truck*: Staff recommends continuing the fire truck commitment of $965,502 for the purchase of a new fire truck.

- *Unassigned Fund Balance:* Total unassigned General Fund fund-balance is projected to total $7.4 million at June 30, 2025, which is in within the city's fund balance policy.

SECTION 2: SUMMARY OF OTHER GENERAL PURPOSE FUNDS: FIRE FUND

The *Fire Fund* houses general purpose property taxes levied specifically for the purpose of fire protection services and funds are restricted through the City's incorporation procedures and revenue neutrality agreement by the County of Riverside for fire protection services and operations. The City contracts for two medic engines and one medic squad, which deploy from the two city-operated fire stations.

Fire Fund Revenues

Fire Fund revenues are forecasted to remain stable compared to the adopted budget, for a total of $9.6 million. The only major revenue source in this fund is property tax, with some minimal licenses, permits, and fees.

Fire Fund Expenditures

Forecasted expenditures are expected to come in below the adopted budget, however invoices for the first half of the fiscal year have not yet been received from Riverside County Fire and staff cannot conduct trend analysis yet. The city did receive a new fiscal year cost estimate from Riverside County and staff has adjusted budget lower for contract services by $420,000. As a result, staff expects budget to decrease from $8,441,400 to $8,021,400 based on the Riverside County provided estimate.

Fire Fund Available Resources

The Beginning Balance for the Fire Fund reflects the Fiscal Year 2023-24 audited ending balance. Total projected fund balance at June 30, 2025 is $19.4 million. The major available resource categories are listed below.

- *Assigned Reserves* are forecasted to lower slightly to $9,296,150 at the end of the fiscal year, June 30, 2025, due to the projected decrease in contract costs.

    - Assigned reserves represent a Fire Fund Emergency Contingency (based upon 75% of expenditure appropriations) totaling $7,296,150 and $2.0 million for the city's third fire station.
- *Committed Reserves* are forecasted to total $8,400,000 at the end of the fiscal year, June 30, 2024.
    - *Facility Construction: Third Fire Station:* Staff recommends the continued commitment of $8,000,000 for the construction of a future third fire station facility.
    - *Equipment Purchase: Apparatus Replacement Reserve:* Staff recommends continuing the apparatus replacement commitment of $400,000.
- *Unassigned Fund Balance:* Total projected unassigned Fire Fund fund-balance is estimated to end the fiscal year at $1,709,617.

SECTION 3: SUMMARY OF OTHER FUNDS

The attached Other Fund Forecast (Attachment 1.4) illustrates the revised revenues, expenditures, for the Special Revenue Funds, Capital Project Funds, and Capital Reserve Funds. The noteworthy changes at mid-year in the other funds are:

- *Gas Tax* and *Measure A (Riverside County Transportation Commission 1/2 cent sales tax)* revenues are forecasted to remain on target for the remainder for the fiscal year, no changes are expected.
- *Miscellaneous Grants Fund* revenues are expected to increase $3.8 million to recognize estimated grant reimbursements for the Limonite Gap Bridge project. Additionally, expenditure budget is being reduced by $2.9 million as the Limonite Gap Bridge project is complete and no additional expenditures are expected. An appropriation request accompanies this forecast.
- Transportation Uniform Mitigation Fee Fund revenues are expected to increase $2.7 million for reimbursables related to the Limonite Gap Bridge Project. An appropriation request accompanies this forecast.
- *Community Facility Districts* including 2017-1, 2017-2, 2019-1, and 2020-1 require budget appropriations for both revenue and expenditures totaling $163,206 across all four funds. Levy information from the city's consultant were not completed at the time of budget adoption.

Other Funds Available Resources

The Beginning Balance for all Other Funds reflect the Fiscal Year 2024-25 audited ending balance. No major changes were identified within the city's other funds, however staff would like to note that several funds are anticipated to complete the year with a negative fund balance:

- *Special Revenue Funds*: A majority of the special revenue funds are forecasted to finish the fiscal year with a positive fund balance.
    - *Landscape Maintenance and Community Facility District Funds:* Several of the City's special financing districts are forecasted to end the year with a negative fund balance. Many of these funds with an expected negative fund balance are assessing the maximum levies allowable, however expenditures in the districts are exceeding revenues. General Fund unassigned fund balance will be required to balance these funds at the end of the fiscal year; the use of General Funds is only temporary and the funds will be placed back into the General Fund on July 1, 2025. The city currently carries an assigned reserve to ensure adequate General Fund fund-balance is available to cover these negative balances. The total forecasted negative balance for special

financing districts is $177,584.

- *Grant Funds:* Several of the City's grants funds are forecasted to end the year with a negative fund balance. This is due to the reimbursement nature of many of the City's grants; funds are reimbursed to the City after the completion of the projects. Generally, General Fund unassigned fund balance will be required to balance these funds at the end of the fiscal year; the use of General Funds is only temporary and the funds will be placed back into the General Fund on July 1, 2025. Additionally, Finance staff implemented internal controls to ensure that these funds are monitored and reconciled regularly. Similar to the special district funds mentioned above, an assigned reserve ensures adequate General Fund fund-balance is available to cover these negative balances. The total forecasted negative fund balance for reimbursable grant funds is $6.5 million, these funds will be reimbursed either later in the current fiscal year or next fiscal years.

SECTION 4: FUTURE CONSIDERATIONS

During budget workshops City Council and staff discussed the possibility of expanding law enforcement services and additional personnel. Staff is currently running a test program for Geographic Information Systems (GIS) services through a new consultant. Depending on the outcome of the test program, staff will make additional recommendations regarding whether the services need to be provided by in-house employees or if the provision of services should remain with consultants. Additionally, City Council discussed the possibility of expanding law enforcement services. Staff determined that the need for additional services will be tied to the opening of the city's first Walmart location at Limonite and Archibald Avenues. Originally, it was projected that the store would open to the public during the 2024-25 fiscal year, however the current status of the development suggests the facility will likely open in the next 2025-26 fiscal year. Staff will bring options for expanding law enforcement services to City Council during the 2025-26 budget process and workshops.

The final consideration that will affect both the current and next fiscal year is ongoing negotiations between Riverside County and Riverside Sheriff bargaining units. One of the bargaining units recently completed negotiations with the County and the County approved a Memorandum of Understanding (MOU) in December 2024. Riverside Sheriff staff estimated a 4.0 - 4.25% rate increase for the 2024-25 fiscal year. Due to the MOU adoption, city staff expects the annual rate increase to grow to 7.0% for the remainder of the fiscal year. Staff does not recommend an increase to the law enforcement budget at this time, as there is usually budget savings in the department at the end of the fiscal year. Riverside Sheriff provides the city with an estimate, however those estimates are calculated at top step and benefits for each position. Staff considers potential savings in the proposed budget amounts based on trends and expected increases, but budget savings typically still remain. Based on trend and current budget savings for the first half of the fiscal year, staff expects there will be adequate budget savings to cover the cost of the partial year increase.

Environmental

Not Applicable.

Strategic Plan Action - Priority Level: 3 | Target #: 3 | Goal #: 6

Ensure that City revenues align with expenditures.

Fiscal Impact

The proposed resolutions and reports are technical in nature and will enable the Finance Department to make necessary budget adjustments to the adopted budget for the City of Eastvale. Other recommended actions, various budget appropriations for positions and other programs, and capital improvement plan amendments all have budget related impacts which have been discussed in this report and are included in the totals listed below. The effect of these adjustments will be to change estimated revenues and expenditures as presented in the attachments. The net impact of these adjustments is illustrated on the Available Resources Summary (Attachment 1.5). Implementing the recommended adjustments will supply proper information for fiscal year 2025-26 budget preparation.

Total revenue appropriation requests for all funds total $13,443,050. Total expenditure appropriation requests for all funds total $2,039,845. These figures include transfers. Each fund has available fund balance to fulfill the budget appropriation requests.

Prior City Council/Commission Action

In preparation for the adoption of the Fiscal-Year 2024-25 Annual Operating Budget staff followed the budget timeline as contained within the 2024-25 budget document. The City Council held a Strategic planning Workshop and Priorities Update on February 28, 2024. City Council was also presented with a budget goal setting session and workshop conducted on April 24, 2024. On June 12, 2024 the draft budget was presented to Council as a budget study session, no changes were made to the proposed budget. On June 26, 2024 the City Council unanimously adopted the budget. The first quarter interim financial report was received and filed by the City Council on December 11, 2024.

Attachment(s)

Attachment 1 - Mid-Year Budget Reports
Attachment 2 - Resolution: Approving Mid-Year Budget Appropriations
Attachment 2.1 - Exhibit A to Resolution: Schedule of Mid-Year Appropriations

CITY OF EASTVALE
Fiscal Year 2024-25
Mid-Year Budget

Attachment 1.1

General Fund Summary by Category

Description	Audited Actuals 2022-23	Audited Actuals 2023-24	Amended Budget 2024-25	Actuals 1/6/2025	Amount Over(Under) Budget 2024-25	Mid-Year Appropriation Request 2024-25	Mid-Year Amended Budget 2024-25	% Budget Used
GENERAL FUND								
Revenues								
Property Taxes	$ 4,004,362	$ 4,004,968	$ 4,215,800	$ 322,859	$ (3,892,941)	$ -	$ 4,215,800	8%
Sales & Use Tax	47,356,371	58,319,348	49,000,000	11,359,058	(37,640,942)	1,100,000	50,100,000	23%
Franchise Fees	6,556,660	2,700,740	2,100,000	657,613	(1,442,387)	535,000	2,635,000	25%
Transient Occupancy Tax	-	-	250,000	29,400	(220,600)	-	170,000	17%
License, Permits & Fees	2,347,535	3,701,400	2,416,750	3,044,051	627,301	2,955,000	5,296,750	57%
Fines, Penalties & Forfeitures	724,866	713,504	805,000	314,252	(490,748)	215,000	1,020,000	31%
Intergovernmental	6,077,206	6,632,569	6,425,000	118,980	(6,306,020)	35,000	6,540,000	2%
Use of Money & Property	1,511,747	5,289,049	3,700,000	3,308,892	(391,108)	2,100,000	5,800,000	57%
Miscellaneous	299,556	374,955	240,060	125,967	(114,093)	-	240,060	52%
Transfers In	298,240	531,786	510,406	-	(510,406)	-	510,406	0%
Total General Fund Revenues	**69,176,543**	**82,268,318**	**69,663,016**	**19,281,072**	**(50,381,944)**	**6,940,000**	**76,528,016**	25%
Expenditures								
Personnel	$ 6,127,883	$ 7,514,498	$ 11,528,246	$ 4,646,573	$ (6,881,673)	$ 75,000	$ 11,603,246	40%
Contract Services (Law Enforcement)	12,445,838	13,215,383	14,585,233	3,940,848	(10,644,385)	-	14,585,233	27%
Contract Services	3,934,059	3,848,020	6,535,435	1,463,619	(5,071,816)	466,000	7,001,435	21%
Maintenance	345,138	291,750	555,710	111,794	(443,916)	32,500	588,210	19%
Operations	960,061	2,627,366	3,730,890	1,465,348	(2,265,542)	35,500	3,766,390	39%
Capital Outlay	758,553	(367,180)	726,500	369,562	(356,938)	-	726,500	51%
Debt Service	533,242	697,014	300,000	98,698	(201,302)	526,000	826,000	12%
Transfers Out	12,761,462	15,247,922	12,231,499	12,231,506	7	-	12,231,499	100%
Total General Fund Expenditures	**37,866,236**	**43,074,773**	**50,193,513**	**24,327,949**	**(25,865,564)**	**1,135,000**	**51,328,513**	47%
NET REVENUE	***31,310,307***	***39,193,545***	***19,469,503***	***(5,046,877)***		***5,805,000***	***25,199,503***	
OTHER PURPOSE GENERAL FUNDS								
RESTRICTED STRUCTURAL FIRE FUND								
Revenues								
Property Taxes (Restricted for Fire Services)	$ 8,379,338	$ 9,196,030	$ 9,070,000	$ 521,411	$ (8,548,589)	$ -	$ 9,070,000	6%
Sales & Use Tax	-	-	-	-	-	-	-	0%
Franchise Fees	-	-	-	-	-	-	-	0%
Other Taxes	-	-	-	-	-	-	-	0%
License, Permits & Fees	77,971	143,895	110,000	34,178	(75,822)	-	110,000	31%
Fines, Penalties & Forfeitures	92,793	86,348	90,000	-	(90,000)	-	90,000	0%
Intergovernmental	-	-	-	-	-	-	-	0%
Use of Money & Property	432,432	625,717	320,000	147,690	(172,310)	-	320,000	46%
Miscellaneous	-	-	-	-	-	-	-	0%
Transfers	-	-	-	-	-	-	-	0%
Total Fire Fund Revenues	**8,982,534**	**10,051,989**	**9,590,000**	**703,278**	**(8,886,722)**	**-**	**9,590,000**	7%
Expenditures								
Salaries	$ -	$ -	$ -	$ -	$ -	$ -	$ -	0%
Benefits	-	-	-	-	-	-	-	0%
Contract Services	6,298,267	6,821,529	8,441,400	9,909	(8,431,491)	(420,000)	8,021,400	0%
Maintenance	70,167	77,995	85,000	21,356	(63,644)	-	85,000	25%
Operations	(87,248)	205,979	306,800	42,678	(264,122)	-	306,800	14%
Capital Outlay	26,094	-	1,015,000	-	(1,015,000)	-	1,015,000	0%
Debt Service	272,717	278,171	300,000	-	(300,000)	-	300,000	0%
Transfers Out	-	-	-	-	-	-	-	0%
Total General Fund Expenditures	**6,579,997**	**7,383,673**	**10,148,200**	**73,944**	**(10,074,256)**	**(420,000)**	**9,728,200**	1%
NET REVENUE	***2,402,537***	***2,668,316***	***(558,200)***	***629,335***		***420,000***	***(138,200)***	

CITY OF EASTVALE
Fiscal Year 2024-25
Mid-Year Budget

Attachment 1.2

General Fund Summary by Departments

	Description	Audited Actuals 2022-23	Audited Actuals 2023-24	Amended Budget 2024-25	Actuals 1/6/2025	Amount Over(Under) Budget 2024-25	Mid-Year Appropriation Request 2024-25	Mid-Year Amended Budget 2024-25	% Budget Used
	GENERAL FUND								
	Revenues								
	General Services								
	Non Departmental	$ 66,138,827	$ 78,086,136	$ 66,491,266	$ 16,158,189	$ (50,333,077)	$ 4,070,000	$ 70,561,266	24%
	City Clerk	74,273	108,780	70,150	37,381	(32,769)	-	70,150	53%
	City Manager	-	-	-	-	-	-	-	0%
	Finance	145,228	184,249	110,100	73,178	(36,922)	60,000	170,100	66%
	General Government	-	-	-	-	-	-	-	0%
	City Attorney	22,944	30,346	15,000	6,063	(8,937)	-	15,000	40%
	Subtotal General Services	**66,381,272**	**78,409,511**	**66,686,516**	**16,274,811**	**(50,411,705)**	**4,130,000**	**70,816,516**	**24%**
	Community Development								
	Community Development	$ 117,231	$ 380,719	$ 225,000	$ 227,855	$ 2,855	$ 30,000	$ 180,000	101%
	Subtotal Community Developmen	**117,231**	**380,719**	**225,000**	**227,855**	**2,855**	**30,000**	**180,000**	**101%**
	Public Works								
	Public Works	$ 778,728	$ 937,868	$ 795,000	$ 492,401	$ (302,599)	$ 40,000	$ 835,000	62%
	Subtotal Community Developmen	**778,728**	**937,868**	**795,000**	**492,401**	**(302,599)**	**40,000**	**835,000**	**62%**
	Community Safety								
	Community Safety	$ 1,240,799	$ 1,903,631	$ 1,103,000	$ 1,982,256	$ 879,256	$ 2,590,000	$ 3,693,000	180%
	Subtotal Community Safety	**1,240,799**	**1,903,631**	**1,103,000**	**1,982,256**	**879,256**	**2,590,000**	**3,693,000**	**180%**
	Public Safety								
	Public Safety	$ 658,514	$ 636,589	$ 833,500	$ 300,633	$ (532,867)	$ 150,000	$ 983,500	36%
	Subtotal Public Safety	**658,514**	**636,589**	**833,500**	**300,633**	**(532,867)**	**150,000**	**983,500**	**36%**
	Community Services & Recreation								
	Community Services & Recreation	$ -	$ -	$ 20,000	$ 3,115	$ (16,885)	$ -	$ 20,000	16%
	Subtotal Community Services & Re	**-**	**-**	**20,000**	**3,115**	**(16,885)**	**-**	**20,000**	16%
	Total General Fund Revenues	**69,176,543**	**82,268,318**	**69,663,016**	**19,281,072**	**(50,381,944)**	**6,940,000**	**76,528,016**	**28%**
	Expenditures								
	General Services								
100	City Council	$ 162,650	$ 161,344	$ 307,206	$ 101,778	$ (205,428)	$ -	$ 307,206	33%
110	City Attorney	295,852	307,171	382,800	111,063	(271,737)	-	382,800	29%
290	General Government	12,680,685	15,793,582	13,998,989	12,588,891	(1,410,098)	526,000	14,524,989	87%
	Subtotal General Services	**13,139,186**	**16,262,097**	**14,688,995**	**12,801,731**	**(1,887,264)**	**526,000**	**15,214,995**	**84%**
	City Manager								
200	City Manager	$ 521,256	$ 595,799	$ 756,002	$ 308,282	$ (447,720)	$ -	$ 756,002	41%
	Subtotal City Manager	**521,256**	**595,799**	**756,002**	**308,282**	**(447,720)**	**-**	**756,002**	**41%**
	Human Resources & Risk Mgmt								
220	Human Resources	$ 601,869	$ 743,535	$ 993,821	$ 363,539	$ (630,282)	$ -	$ 993,821	37%
230	Risk Management	388,154	550,270	873,200	756,556	(116,644)	-	873,200	87%
	Subtotal Human Resources & Risk Mg	**990,024**	**1,293,804**	**1,867,021**	**1,120,095**	**(746,926)**	**-**	**1,867,021**	**60%**
	Government Services								
120	City Clerk	$ 579,863	$ 497,458	$ 865,716	$ 263,223	$ (602,493)	$ -	$ 865,716	30%
240	Information Technology	289,575	375,722	398,864	154,221	(244,643)	-	398,864	39%
260	Communications	320,256	374,202	432,542	212,337	(220,205)	-	432,542	49%
	Subtotal Government Services	**1,189,694**	**1,247,381**	**1,697,122**	**629,780**	**(1,067,342)**	**-**	**1,697,122**	**37%**
	Finance								
210	Finance	$ 1,139,254	$ 1,231,399	$ 1,954,216	$ 695,260	$ (1,258,956)	$ 99,500	$ 2,053,716	34%
	Subtotal Finance	**1,139,254**	**1,231,399**	**1,954,216**	**695,260**	**(1,258,956)**	**99,500**	**2,053,716**	**34%**
	Community Development								
301	Administration	$ 1,356,552	$ 474,789	$ 455,353	$ 179,740	$ (275,613)	$ -	$ 455,353	39%

CITY OF EASTVALE
Fiscal Year 2024-25
Mid-Year Budget

Attachment 1.2

General Fund Summary by Departments

	Description	Audited Actuals 2022-23	Audited Actuals 2023-24	Amended Budget 2024-25	Actuals 1/6/2025	Amount Over(Under) Budget 2024-25	Mid-Year Appropriation Request 2024-25	Mid-Year Amended Budget 2024-25	% Budget Used
300	Planning	686,329	665,670	1,118,907	396,549	(722,358)	-	1,118,907	35%
302	Economic Development	-	718,113	1,138,720	444,600	(694,120)	-	1,138,720	39%
	Subtotal Community Development	**2,042,881**	**1,858,571**	**2,712,980**	**1,020,889**	**(1,692,091)**	**-**	**2,712,980**	**38%**
	Public Works								
320	Engineering	$ 1,419,521	$ 2,041,620	$ 3,233,118	$ 1,115,025	$ (2,118,093)	$ 23,000	$ 3,256,118	34%
500	Public Works	275,437	596,730	1,706,397	351,479	(1,354,918)	439,000	2,145,397	16%
295	Facility Maintenance	557,645	371,872	562,932	182,463	(380,469)	10,000	572,932	32%
296	Facility Landscaping	181,504	149,746	278,342	82,400	(195,942)	22,500	300,842	27%
600	Landscaping (public right-of-way)	-	-	-	-	-	-	-	0%
	Subtotal Community Development	**2,434,108**	**3,159,967**	**5,780,789**	**1,731,366**	**(4,049,423)**	**494,500**	**6,275,289**	**28%**
	Community Safety								
311	Administration	$ 315,828	$ 541,379	$ 966,748	$ 389,595	$ (577,153)	$ 15,000	$ 981,748	40%
310	Building Safety	1,273,580	1,111,581	1,866,944	381,559	(1,485,385)	-	1,866,944	20%
330	Community Enhancement & Safety	811,417	765,922	984,857	354,973	(629,884)	-	984,857	36%
	Subtotal Community Safety	**2,400,825**	**2,418,882**	**3,818,549**	**1,126,127**	**(2,692,422)**	**15,000**	**3,833,549**	**29%**
	Public Safety								
400	Law Enforcement	$ 12,621,198	$ 13,537,188	$ 15,111,083	$ 4,192,340	$ (10,918,743)	$ -	$ 15,111,083	28%
430	Animal Control	276,155	274,649	367,500	102,985	(264,515)	-	367,500	28%
440	Crossing Guards	108,149	116,260	150,000	13,029	(136,971)	-	150,000	9%
	Subtotal Public Safety	**13,005,502**	**13,928,096**	**15,628,583**	**4,308,355**	**(11,320,228)**	**-**	**15,628,583**	**28%**
	Community Services & Recreation								
720	Community Services & Recreation	$ 1,003,507	$ 1,078,775	$ 1,289,256	$ 586,064	$ (703,192)	$ -	$ 1,289,256	45%
	Subtotal Community Services & Re	**1,003,507**	**1,078,775**	**1,289,256**	**586,064**	**(703,192)**	**-**	**1,289,256**	**45%**
	Total General Fund Expenditures	**37,866,236**	**43,074,773**	**50,193,513**	**24,327,949**	**(25,865,564)**	**1,135,000**	**51,328,513**	**47%**
	TOTAL GENERAL FUND NET REVEN	***31,310,307***	***39,193,545***	***19,469,503***	***(5,046,877)***		***5,805,000***	***25,199,503***	
	OTHER PURPOSE GENERAL FUNDS								
	RESTRICTED STRUCTURAL FIRE FUND								
	Revenues								
	Property Taxes (Restricted for Fire Serv	$ 8,379,338	$ 9,196,030	$ 9,070,000	$ 521,411	$ (8,548,589)	$ -	$ 9,070,000	6%
	Sales & Use Tax	-	-	-	-	-	-	-	0%
	Franchise Fees	-	-	-	-	-	-	-	0%
	Other Taxes	-	-	-	-	-	-	-	0%
	License, Permits & Fees	77,971	143,895	110,000	34,178	(75,822)	-	110,000	31%
	Fines, Penalties & Forfeitures	92,793	86,348	90,000	-	(90,000)	-	90,000	0%
	Intergovernmental	-	-	-	-	-	-	-	0%
	Use of Money & Property	432,432	625,717	320,000	147,690	(172,310)	-	320,000	46%
	Miscellaneous	-	-	-	-	-	-	-	0%
	Transfers	-	-	-	-	-	-	-	0%
	Total Fire Fund Revenues	**8,982,534**	**10,051,989**	**9,590,000**	**703,278**	**(8,886,722)**	**-**	**9,590,000**	**7%**
	Expenditures								
	Public Safety								
290	General Government	$ 30,899	$ 278,171	$ 300,000	$ -	$ (300,000)	$ -	$ 300,000	0%
295	Facility Maintenance	146,078	194,022	253,450	59,416	(194,034)	-	253,450	23%
296	Facility Landscaping	22,065	32,470	71,600	3,122	(68,478)	-	71,600	4%
320	Engineering	-	-	-	-	-	-	-	0%
420	Fire Services	6,380,954	6,879,010	9,523,150	11,406	(9,511,744)	(420,000)	9,103,150	0%
	Total Fire Fund Expenditures	**6,579,997**	**7,383,673**	**10,148,200**	**73,944**	**$ (10,074,256)**	**$ (420,000)**	**$ 9,728,200**	**1%**
	TOTAL FIRE FUND NET REVENUE	***2,402,537***	***2,668,316***	***(558,200)***	***629,335***		***420,000***	***(138,200)***	

CITY OF EASTVALE
Fiscal Year 2024-25
Mid-Year Budget

Attachment 1.3

General Fund Operating Summary

Description	Audited Actuals 2022-23	Audited Actuals 2023-24	Amended Budget 2024-25	Actuals 1/6/2025	Amount Over(Under) Budget 2024-25	Mid-Year Appropriation Request 2024-25	Mid-Year Amended Budget 2024-25	% Budget Used
GENERAL FUND								
Operating Revenues								
Property Taxes	$ 4,004,362	$ 4,004,968	$ 4,215,800	$ 322,859	$ (3,892,941)	$ -	$ 4,215,800	8%
Sales & Use Tax	30,966,371	31,415,102	32,100,000	9,337,987	(22,762,013)	950,000	36,460,000	26%
Franchise Fees	2,556,660	2,700,740	2,100,000	657,613	(1,442,387)	535,000	2,635,000	25%
Transient Occupancy Tax	-	-	250,000	29,400	(220,600)	-	170,000	17%
License, Permits & Fees	2,347,535	3,701,400	2,416,750	3,044,051	627,301	185,000	2,526,750	120%
Fines, Penalties & Forfeitures	724,866	713,504	805,000	314,252	(490,748)	215,000	1,020,000	31%
Intergovernmental	6,077,206	6,632,569	6,425,000	118,980	(6,306,020)	35,000	6,540,000	2%
Use of Money & Property	1,024,247	1,544,489	1,110,000	508,892	(601,108)	-	1,110,000	46%
Miscellaneous	299,556	374,955	240,060	125,967	(114,093)	-	240,060	52%
Transfers In	298,240	531,786	510,406	-	(510,406)	-	510,406	0%
Total General Fund Operating Revenues	**48,299,043**	**51,619,512**	**50,173,016**	**14,460,001**	**(35,713,015)**	**1,920,000**	**55,428,016**	26%
Operating Expenditures								
Personnel	$ 6,127,883	$ 7,514,498	$ 11,528,246	$ 4,646,573	$ (6,881,673)	$ 75,000	$ 11,603,246	40%
Contract Services (Law Enforcement)	12,445,838	13,215,383	14,585,233	3,940,848	(10,644,385)	-	14,585,233	27%
Contract Services	3,934,059	3,848,020	5,835,435	763,619	(5,071,816)	466,000	6,301,435	12%
Maintenance	345,138	291,750	555,710	111,794	(443,916)	32,500	588,210	19%
Operations	960,061	2,627,366	3,730,890	1,465,348	(2,265,542)	35,500	3,766,390	39%
Capital Outlay	758,553	(367,180)	726,500	369,562	(356,938)	-	726,500	51%
Debt Service	533,242	697,014	300,000	98,698	(201,302)	526,000	826,000	12%
Transfers Out	40,703	19,640	8,809	8,816	7	-	8,809	100%
Total General Fund Operating Expenditures	**25,145,477**	**27,846,491**	**37,270,823**	**11,405,259**	**(25,865,564)**	**1,135,000**	**38,405,823**	30%
NET OPERATING REVENUE	***23,153,566***	***23,773,021***	***12,902,193***	***3,054,742***		***785,000***	***17,022,193***	
Non-Operating Revenues								
Sales Tax	$16,390,000	$26,904,246	$ 16,900,000	$ 2,021,071	$(14,878,929)	$ 150,000	13,640,000	15%
Franchise Fees (Retention Fees)	4,000,000	-	-	-	-	-	-	0%
License, Permits & Fees (One-Time Construction)			-	-		2,770,000	2,770,000	0%
Use of Money and Property (Interest)	487,500	2,316,000	2,590,000	2,800,000	210,000	2,100,000	4,690,000	60%
Use of Money and Property (Unrealized Gain/Los	-	1,428,560	-	-	-	-	-	0%
Transfers In (ARPA SLFRF)	-	-	-	-	-	-	-	0%
Total General Fund Non-Operating Revenues	**20,877,500**	**30,648,806**	**19,490,000**	**4,821,071**	**(14,668,929)**	**5,020,000**	**21,100,000**	23%
Non-Operating Expenditures								
Operations (Unrealized Loss)	$ -	$ -	$ -	$ -	$ -	$ -	-	0%
Contract Services (Developer Permits)	-	-	700,000	700,000	-	-	700,000	100%
Debt Service (Tarpon Properties Payoff)	-	-	-	-	-	-	-	0%
Transfers Out (Streetlight Payoff)	-	-	-	-	-	-	-	0%
Transfers Out (Capital Replacement Reserves)	1,303,652	1,020,000	1,140,000	1,140,000	-	-	1,140,000	100%
Transfers Out (CIP)	11,417,107	14,208,282	11,082,690	11,082,690	-	-	11,082,690	100%
Total General Fund Non-Operating Expenditu	**12,720,759**	**15,228,282**	**12,922,690**	**12,922,690**	**-**	**-**	**12,922,690**	100%
NET NON-OPERATING REVENUE	***8,156,741***	***15,420,524***	***6,567,310***	***(8,101,619)***		***5,020,000***	***8,177,310***	

CITY OF EASTVALE
Fiscal Year 2024-25
Mid-Year Budget

Attachment 1.3

General Fund Operating Summary

Description	Audited Actuals 2022-23	Audited Actuals 2023-24	Amended Budget 2024-25	Actuals 1/6/2025	Amount Over(Under) Budget 2024-25	Mid-Year Appropriation Request 2024-25	Mid-Year Amended Budget 2024-25	% Budget Used
OTHER PURPOSE GENERAL FUNDS								
RESTRICTED STRUCTURAL FIRE FUND								
Operating Revenues								
Property Taxes (Restricted for Fire Services)	$ 8,379,338	$ 9,196,030	$ 9,070,000	521,411	$ (8,548,589)	$ -	$ 9,070,000	6%
Sales & Use Tax	-	-	-	-	-	-	-	0%
Franchise Fees	-	-	-	-	-	-	-	0%
Other Taxes	-	-	-	-	-	-	-	0%
License, Permits & Fees	77,971	143,895	110,000	34,178	(75,822)	-	110,000	31%
Fines, Penalties & Forfeitures	92,793	86,348	90,000	-	(90,000)	-	90,000	0%
Intergovernmental	-	-	-	-	-	-	-	0%
Use of Money & Property	432,432	625,717	320,000	147,690	(172,310)	-	320,000	46%
Miscellaneous	-	-	-	-	-	-	-	0%
Transfers	-	-	-	-	-	-	-	0%
Total Fire Fund Revenues	**8,982,534**	**10,051,989**	**9,590,000**	**703,278**	**(8,886,722)**	**-**	**9,590,000**	7%
Operating Expenditures								
Salaries	$ -	$ -	$ -	-	$ -	$ -	$ -	0%
Benefits	-	-	-	-	-	-	-	0%
Staff Development	-	-	-	-	-	-	-	0%
Contract Services	6,298,267	6,821,529	8,441,400	9,909	(8,431,491)	(420,000)	8,021,400	0%
Maintenance	70,167	77,995	85,000	21,356	(63,644)	-	85,000	25%
Operations	(87,248)	205,979	306,800	42,678	(264,122)	-	306,800	14%
Capital Outlay	0	-	1,015,000	-	(1,015,000)	-	1,015,000	0%
Debt Service	272,717	278,171	300,000	-	(300,000)	-	300,000	0%
Transfers Out	-	-	-	-	-	-	-	0%
Subtotal Fire Fund Expenditures	**6,553,903**	**7,383,673**	**10,148,200**	**73,944**	**(10,074,256)**	**(420,000)**	**9,728,200**	1%
NET OPERATING REVENUE	***2,428,631***	***2,668,316***	***(558,200)***	***629,335***		***420,000***	***(138,200)***	
Non-Operating Revenues								
Use of Money and Property (Unrealized Gain/Los	$ -	$ -	$ -	$ -	$ -	$ -	$ -	0%
Transfers In	-	-	-	-	-	-	-	0%
Total Fire Fund Non-Operating Revenues	**-**	**-**	**-**	**-**	**$ -**	**-**	**-**	**0%**
Non-Operating Expenditures								
CIP (Fire Station)	$ -	$ -		$ -	$ -	$ -	$ -	0%
CIP (Vehicle Purchase)	26,094	-	-	-	-	-	-	0%
Total Fire Fund Non-Operating Expenditures	**26,094**	**-**	**-**	**-**	**$ -**	**-**	**-**	**0%**
NET NON-OPERATING REVENUE	***(26,094)***	**-**	**-**	**-**		**-**	**-**	

CITY OF EASTVALE
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Other Funds Summary

*Data includes transfers

	Description	Audited Actuals 2022-23	Audited Actuals 2023-24	Amended Budget 2024-25	Actuals 1/6/2025	Amount Over(Under) Budget 2024-25	Mid-Year Appropriation Request 2024-25	Mid-Year Amended Budget 2024-25	% Budget Used
OTHER FUNDS									
Revenues									
120	General Plan Fund	$ -	$ 56,795	$ -	$ 59,872	$ 59,872	$ 25,000	$ 100,000	60%
200	Gas Tax	1,910,031	2,068,582	1,997,500	742,627	(1,254,873)	-	1,997,500	37%
205	SB1	1,630,373	1,841,295	1,798,800	501,284	(1,297,516)	-	1,798,800	28%
206	Area Drainage Plan (ADP)	22,224	30,080	8,800	6,802	(1,998)	-	8,800	77%
210	Measure A	3,561,411	3,433,382	3,238,500	557,735	(2,680,765)	-	3,238,500	17%
211	TDA Fund	146,666	-	-	-	-	-	-	0%
220	AQMD	105,726	155,405	117,100	24,926	(92,174)	-	117,100	21%
230	Grants: Law Enforcement Grants	-	-	-	-	-	-	-	0%
240	Grants: Miscellaneous Grants Fund	520,685	10,820,267	2,738,782	2,575,204	(163,578)	3,760,000	6,498,782	40%
241	Grants: Coronavirus Relief Fund	-	-	-	-	-	-	-	0%
242	Grants: American Rescue Plan Act Fund	-	-	-	-	-	-	-	0%
243	Public, Educational, or Governmental Access Fu	1,444	885	-	480	480	-	-	0%
250	Grants: Community Development Block Grant	-	-	-	7	7	-	-	0%
260	Local Law Enforcement Services	-	-	-	-	-	-	-	0%
270	TUMF Reimbursement Fund	13,818	451,322	-	315,216	315,216	2,700,000	2,700,000	12%
290	Transportation DIF	520,618	574,123	258,500	100,237	(158,263)	-	258,500	39%
291	Fire DIF	70,837	144,417	45,500	67,316	21,816	-	45,500	148%
292	Public Facilities DIF	69,972	226,542	163,000	124,050	(38,950)	-	163,000	76%
293	Road and Bridge Benefit District	218,470	867,221	125,000	401,348	276,348	-	125,000	321%
294	Quimby Parkland Fees	-	12,387	-	89	89	-	-	0%
300	LLMD 89-1 Zone 10	4,743	12	-	-	-	-	-	0%
301	LLMD 89-1 Zone 33	707	185	150	-	(150)	-	150	0%
302	LLMD 89-1 Zone 41	76,992	99,814	80,602	14,232	(66,370)	-	80,602	18%
303	LLMD 89-1 Zone 79	1,667	1,783	1,813	128	(1,685)	-	1,813	7%
304	LLMD 89-1 Zone 85	985	1,176	702	236	(466)	-	702	34%
305	LLMD 89-1 Zone 111	24,893	15,827	26,198	1,316	(24,882)	-	26,198	5%
306	LLMD 89-1 Zone 115	4,094	4,269	4,464	19	(4,445)	-	4,464	0%
307	LLMD 89-1 Zone 116	7,897	7,233	8,035	491	(7,544)	-	8,035	6%
308	LLMD 89-1 Zone 147	1,717	1,785	1,865	5	(1,860)	-	1,865	0%
309	LLMD 89-1 Zone 151	9,512	9,702	11,129	-	(11,129)	-	11,129	0%
310	LLMD 89-1 Zone 156	7,139	7,282	8,353	-	(8,353)	-	8,353	0%
311	Benefit Assessment District 2014-2	11,259	10,183	7,703	3,473	(4,230)	-	7,703	45%
312	LLMD 2014-1	18,215	17,087	6,922	4,067	(2,855)	-	6,922	59%
313	LLMD 2014-3	7,114	9,230	4,673	1,885	(2,788)	-	4,673	40%
314	LLMD 2014-4	6,071	4,134	1,016	128	(888)	-	1,016	13%
315	Community Facilities District 2019-1	11,030	9,618	11,914	84	(11,830)	-	11,914	1%
316	Community Facilities District 2024-1 Limonite/A	-	-	-	-	-	-	-	0%
317	Community Facilities District 2024-2 Zone 1 Lea	-	-	-	-	-	-	-	0%
400	Community Facilities District 2017-1	41,746	45,285	93,435	2,240	(91,195)	-	93,435	2%
401	Community Facilities District 2017-2	49,212	35,390	50,611	564	(50,047)	-	50,611	1%
402	Community Facilities District 2020-1 Hamner Pl	95,925	99,168	99,652	-	(99,652)	18,051	117,703	0%
403	LMD 98-2 ORIGINAL	11,024	5,485	6,683	152	(6,531)	-	6,683	2%
404	LMD 98-2 ANNEX 01/Zone A	8,149	4,749	4,729	23	(4,706)	-	4,729	0%
405	LMD 98-2 ANNEX 02/Zone B	91,834	64,280	125,476	957	(124,519)	-	125,476	1%
406	LMD 98-2 ANNEX 03/Zone C	16,645	10,371	10,183	86	(10,097)	-	10,183	1%
407	LMD 98-2 ANNEX 04/Zone D	22,287	15,673	15,366	155	(15,211)	-	15,366	1%
408	LMD 98-2 ANNEX 06/Zone F	22,359	11,367	16,077	341	(15,736)	-	16,077	2%
409	LMD 2001-1 Zone G	1,092	1,254	1,244	21	(1,223)	-	1,244	2%
410	LMD 2001-1 Zone S	1,320	1,643	1,649	19	(1,630)	-	1,649	1%
411	LMD 2001-1 Zone W	14,940	70	130	-	(130)	-	130	0%
412	LMD 2001-2 Zone A	18,360	15,067	30,779	580	(30,199)	-	30,779	2%
413	LMD 2001-2 Zone B	17,360	11,964	18,576	286	(18,290)	-	18,576	2%
414	LMD 2001-2 Zone C	1,094	674	1,224	12	(1,212)	-	1,224	1%
415	LMD 2001-2 Zone D	11,887	7,999	10,479	228	(10,251)	-	10,479	2%
416	LMD 2001-2 Zone F	3,067	2,633	44,920	110	(44,810)	-	44,920	0%

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Other Funds Summary

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417	LMD 2001-2 Zone G	10,287	9,437	16,628	229	(16,399)	-	16,628	1%
418	LMD 2001-2 Zone H	28,855	19,990	24,204	495	(23,709)	-	24,204	2%
419	LMD 2001-2 Zone J	18,512	13,370	17,295	389	(16,906)	-	17,295	2%
420	LMD 2001-2 Zone K	1,716	1,880	1,943	9	(1,934)	-	1,943	0%
421	LMD 2001-2 Zone M	2,771	1,677	1,665	28	(1,637)	-	1,665	2%
422	LMD 2001-3 Zone A	12,739	13,396	13,679	91	(13,588)	-	13,679	1%
423	LMD 2001-3 Zone B	9,909	8,173	8,241	125	(8,116)	-	8,241	2%
424	LMD 2001-3 Zone C	8,419	4,639	13,543	202	(13,341)	-	13,543	1%
425	LMD 2001-3 Zone D	17,458	9,343	28,634	482	(28,152)	-	28,634	2%
426	LMD 2001-3 Zone E	38,591	22,706	62,312	996	(61,316)	-	62,312	2%
427	LMD 2001-3 Zone F	14,954	4,824	22,328	419	(21,909)	-	22,328	2%
428	LMD 2001-3 Zone G	7,967	6,918	11,545	67	(11,478)	-	11,545	1%
429	LMD 2001-3 Zone H	6,331	3,742	14,177	141	(14,036)	-	14,177	1%
430	LMD 2001-3 Zone I	40,910	25,353	38,671	878	(37,793)	-	38,671	2%
431	LMD 2001-3 Zone J	11,936	7,174	11,188	209	(10,979)	-	11,188	2%
432	LMD 2001-3 Zone K	14,651	8,290	12,710	170	(12,540)	-	12,710	1%
433	LMD 2001-3 Zone L	14,175	8,636	12,728	293	(12,435)	-	12,728	2%
434	LMD 2001-3 Zone M	25,718	15,716	31,542	578	(30,964)	-	31,542	2%
435	LMD 2001-3 Zone N	43,034	20,318	25,427	518	(24,909)	-	25,427	2%
436	LMD 2001-3 Zone O	2,746	1,519	4,318	59	(4,259)	-	4,318	1%
437	LMD 2001-3 Zone P	14,526	8,324	23,275	362	(22,914)	-	23,275	2%
438	LMD 2001-3 Zone Q	5,997	3,618	10,967	178	(10,789)	-	10,967	2%
439	LMD 2001-3 Zone R	1,699	1,067	1,257	20	(1,237)	-	1,257	2%
440	LMD 2001-3 Zone S	3,061	1,717	4,568	79	(4,489)	-	4,568	2%
441	LMD 2001-3 Zone T	21,130	12,021	35,180	505	(34,675)	-	35,180	1%
442	LMD 2001-3 Zone U	14,313	8,485	23,230	344	(22,886)	-	23,230	1%
443	LMD 2001-3 Zone V	23,359	13,631	39,312	593	(38,719)	-	39,312	2%
444	LMD 2001-3 Zone W	7,854	8,985	12,483	201	(12,282)	-	12,483	2%
445	LMD 2001-3 Zone X	2,365	1,321	3,385	50	(3,335)	-	3,385	1%
446	LMD 2001-3 Zone Y	3,689	2,099	5,933	106	(5,827)	-	5,933	2%
447	LMD 2001-3 Zone Z	4,093	2,296	6,542	91	(6,451)	-	6,542	1%
448	LMD 2001-3 Zone AA	2,843	1,615	3,905	59	(3,846)	-	3,905	2%
449	LMD 2001-3 Zone BB	2,464	1,343	3,501	55	(3,446)	-	3,501	2%
450	LMD 2001-3 Zone CC	17,523	10,601	14,777	237	(14,540)	-	14,777	2%
451	LMD 2001-3 Zone DD	23,649	14,894	32,114	585	(31,529)	-	32,114	2%
452	LMD 2001-3 Zone EE	9,563	15,881	15,425	474	(14,951)	-	15,425	3%
453	LMD 2001-3 Zone FF	21,436	12,637	19,431	337	(19,094)	-	19,431	2%
454	LMD 2001-3 Zone GG	6,056	3,452	9,510	137	(9,373)	-	9,510	1%
455	LMD 2001-3 Zone HH	4,877	2,771	7,289	153	(7,136)	-	7,289	2%
456	LMD 2001-3 Zone II	10,433	5,828	17,003	282	(16,721)	-	17,003	2%
457	LMD 2001-3 Zone JJ	2,102	1,178	2,982	57	(2,925)	-	2,982	2%
458	LMD 2001-3 Zone KK	1,655	1,664	2,036	-	(2,036)	-	2,036	0%
459	LMD 2001-3 Zone LL	4,358	2,252	6,591	72	(6,519)	-	6,591	1%
460	LMD 2001-3 Zone MM	5,042	3,146	4,941	80	(4,861)	-	4,941	2%
461	LMD 2001-3 Zone NN	7,293	4,227	11,684	226	(11,458)	-	11,684	2%
462	LMD 2001-3 Zone OO	7,230	4,175	12,397	199	(12,198)	-	12,397	2%
463	LMD 2001-3 Zone PP	8,413	4,814	14,606	194	(14,412)	-	14,606	1%
464	LMD 2001-3 Zone QQ	3,648	2,116	5,526	128	(5,398)	-	5,526	2%
465	LMD 2001-3 Zone RR	21,582	13,226	37,050	510	(36,541)	-	37,050	1%
466	LMD 2001-3 Zone SS	8,167	4,739	13,107	199	(12,908)	-	13,107	2%
467	LMD 2001-3 Zone TT	3,602	2,056	5,888	103	(5,785)	-	5,888	2%
468	LMD 2001-3 Zone UU	2,844	1,510	4,913	64	(4,849)	-	4,913	1%
469	LMD 2001-3 Zone VV	2,434	2,513	4,722	57	(4,665)	-	4,722	1%
470	LMD 2001-3 Zone WW	9,570	5,583	14,393	244	(14,149)	-	14,393	2%
471	LMD 2001-3 Zone XX	2,242	2,843	3,597	64	(3,533)	-	3,597	2%
472	LMD 2001-3 Zone YY	19,033	11,887	17,410	442	(16,968)	-	17,410	3%
473	LMD 2001-3 Zone ZZ	4,300	2,726	6,864	141	(6,723)	-	6,864	2%
474	LMD 2001-3 Zone AAA	17,999	10,753	29,510	466	(29,044)	-	29,510	2%

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Other Funds Summary

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475	LMD 2001-3 Zone BBB	11,626	6,775	18,817	280	(18,537)	-	18,817	1%
476	LMD 2001-3 Zone CCC	28,879	17,254	41,253	603	(40,650)	-	41,253	1%
477	LMD 2001-3 Zone DDD	21,166	12,722	34,327	492	(33,835)	-	34,327	1%
478	LMD 2001-3 Zone EEE	2,900	3,459	6,110	60	(6,050)	-	6,110	1%
479	LMD 2001-3 Zone FFF	20,119	11,827	32,883	567	(32,316)	-	32,883	2%
480	LMD 2001-3 Zone GGG	7,672	4,708	12,126	269	(11,857)	-	12,126	2%
481	LMD 2001-3 Zone HHH	2,137	3,910	4,021	-	(4,021)	-	4,021	0%
482	LMD 2001-3 Zone III	13,216	14,862	15,181	(14)	(15,195)	-	15,181	0%
483	LMD 2001-3 Zone JJJ	11,775	7,200	18,834	275	(18,559)	-	18,834	1%
484	LMD 2001-3 Zone LLL	11,151	5,044	4,927	72	(4,855)	-	4,927	1%
485	LMD 2001-3 Zone MMM	8,225	4,783	13,119	178	(12,941)	-	13,119	1%
486	Illumination District No 2 Subarea 35	3,795	5,352	20,925	55	(20,870)	-	20,925	0%
487	Illumination District No 2 Subarea 42	1,496	1,777	2,212	16	(2,196)	-	2,212	1%
488	Illumination District No 2 Subarea 46	3,263	4,550	13,213	22	(13,191)	-	13,213	0%
489	Illumination District No 2 Subarea 49	4,113	4,802	4,677	58	(4,619)	-	4,677	1%
490	Illumination District No 2 Subarea 55	679	684	669	10	(659)	-	669	2%
500	Debt Service	-	-	-	-	-	-	-	0%
600	Capital Projects	11,417,107	14,208,282	11,082,690	11,108,466	25,776	-	11,082,690	100%
601	General Information Technology Capital Replac	433,652	50,000	50,000	50,000	-	-	50,000	100%
602	General Fleet Capital Replacement Fund	120,000	120,000	240,000	240,000	-	-	240,000	100%
603	General Street Maintenance Capital Fund	500,000	500,000	500,000	500,000	-	-	500,000	100%
604	General Facility Maintenance Capital Fund	250,000	250,000	250,000	250,000	-	-	250,000	100%
700	Information Technology	-	-	-	-	-	-	-	0%
	Total Other Fund Revenues	**22,951,703**	**36,874,180**	**24,424,300**	**17,674,918**	**(6,749,382)**	**6,503,051**	**31,002,351**	**57%**
	Expenditures								
120	General Plan Fund	$ -	$ -	$ -	$ -	$ -	$ -	$ -	0%
200	Gas Tax	1,280,427	2,684,385	4,102,853	161,066	(3,941,787)	-	4,102,853	4%
205	SB1	(7,078)	3,938,265	1,812,711	21,725	(1,790,986)	-	1,812,711	1%
206	Area Drainage Plan (ADP)	(13,822)	-	-	-	-	-	-	0%
210	Measure A	1,572,979	4,542,330	8,074,355	486,760	(7,587,595)	-	8,074,355	6%
211	TDA Fund	44,348	-	-	-	-	-	-	0%
220	AQMD	1,844	519,472	-	-	-	-	-	0%
230	Law Enforcement Grants	-	-	-	-	-	-	-	0%
240	Grants: Miscellaneous Grants Fund	479,696	13,029,122	12,631,223	6,909,107	(5,722,116)	(2,900,000)	9,731,223	71%
241	Grants: Coronavirus Relief Fund	-	-	-	-	-	-	-	0%
242	Grants: American Rescue Plan Act Fund	-	-	-	-	-	-	-	0%
243	Public, Educational, or Governmental Access Fu	-	-	-	-	-	-	-	0%
250	Grants: Community Development Block Grant	-	-	-	-	-	-	-	0%
260	Local Law Enforcement Services	-	-	-	-	-	-	-	0%
270	TUMF Reimbursement Fund	157,993	1,671,198	3,170,812	686,594	(2,484,218)	-	3,170,812	22%
290	Transportation DIF	(3,547)	5,170	377	-	(377)	-	377	0%
291	Fire DIF	(7,086)	910	160	-	(160)	-	160	0%
292	Public Facilities DIF	485,117	3,260	1,282	-	(1,282)	-	1,282	0%
293	Road and Bridge Benefit District	(98,390)	-	196,635	-	(196,635)	-	196,635	0%
294	Quimby Parkland Fees	-	-	-	-	-	-	-	0%
300	LLMD 89-1 Zone 10	159	527	-	18	18	-	-	0%
301	LLMD 89-1 Zone 33	8	8,095	-	5	5	-	-	0%
302	LLMD 89-1 Zone 41	(14,775)	20,269	62,602	5,748	(56,854)	-	62,602	9%
303	LLMD 89-1 Zone 79	884	1,493	1,652	513	(1,139)	-	1,652	31%
304	LLMD 89-1 Zone 85	(374)	147	402	2	(400)	-	402	0%
305	LLMD 89-1 Zone 111	8,522	14,694	17,179	4,758	(12,421)	-	17,179	28%
306	LLMD 89-1 Zone 115	11,544	14,138	11,454	3,266	(8,188)	-	11,454	29%
307	LLMD 89-1 Zone 116	4,950	7,152	7,232	1,866	(5,366)	-	7,232	26%
308	LLMD 89-1 Zone 147	5,179	5,949	5,592	1,462	(4,130)	-	5,592	26%
309	LLMD 89-1 Zone 151	19,258	38,973	24,336	5,616	(18,721)	-	24,336	23%
310	LLMD 89-1 Zone 156	13,403	16,161	14,744	3,589	(11,155)	-	14,744	24%
311	Benefit Assessment District 2014-2	4,860	7,379	6,938	2,064	(4,874)	-	6,938	30%

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312	LLMD 2014-1	5,096	9,327	6,133	3,619	(2,514)	-	6,133	59%
313	LLMD 2014-3	3,603	5,701	4,146	1,636	(2,510)	-	4,146	39%
314	LLMD 2014-4	726	1,613	801	362	(439)	-	801	45%
315	Community Facilities District 2019-1	3,198	4,455	397	1,839	1,442	3,810	4,207	44%
316	Community Facilities District 2024-1 Limonite/A	-	18,820	-	-	-	-	-	0%
317	Community Facilities District 2024-2 Zone 1 Lea	-	22,017	-	-	-	-	-	0%
400	Community Facilities District 2017-1	1,612	26,446	649	1,839	1,190	8,200	8,849	21%
401	Community Facilities District 2017-2	25,840	31,863	3,288	4,023	735	21,135	24,423	16%
402	Community Facilities District 2020-1 Hamner Pl	123,806	143,595	15,414	44,961	29,547	112,010	127,424	35%
403	LMD 98-2 ORIGINAL	5,417	4,509	3,754	808	(2,946)	-	3,754	22%
404	LMD 98-2 ANNEX 01/Zone A	4,141	3,190	8,255	610	(7,645)	-	8,255	7%
405	LMD 98-2 ANNEX 02/Zone B	40,253	46,871	45,889	12,201	(33,688)	-	45,889	27%
406	LMD 98-2 ANNEX 03/Zone C	8,395	6,572	8,688	1,208	(7,480)	-	8,688	14%
407	LMD 98-2 ANNEX 04/Zone D	10,981	8,858	11,409	1,616	(9,793)	-	11,409	14%
408	LMD 98-2 ANNEX 06/Zone F	8,944	7,415	8,450	1,488	(6,962)	-	8,450	18%
409	LMD 2001-1 Zone G	477	620	4,732	144	(4,588)	-	4,732	3%
410	LMD 2001-1 Zone S	995	1,323	13,023	357	(12,666)	-	13,023	3%
411	LMD 2001-1 Zone W	18,434	18,934	-	9,108	9,108	-	-	0%
412	LMD 2001-2 Zone A	10,987	14,908	11,834	3,745	(8,089)	-	11,834	32%
413	LMD 2001-2 Zone B	8,921	7,646	9,315	1,737	(7,578)	-	9,315	19%
414	LMD 2001-2 Zone C	691	714	536	72	(464)	-	536	13%
415	LMD 2001-2 Zone D	6,090	4,991	6,297	1,121	(5,176)	-	6,297	18%
416	LMD 2001-2 Zone F	1,785	1,674	2,221	949	(1,272)	-	2,221	43%
417	LMD 2001-2 Zone G	4,767	7,411	6,405	1,600	(4,805)	-	6,405	25%
418	LMD 2001-2 Zone H	14,741	11,806	15,574	2,576	(12,998)	-	15,574	17%
419	LMD 2001-2 Zone J	10,315	8,784	10,634	2,056	(8,578)	-	10,634	19%
420	LMD 2001-2 Zone K	2,832	3,572	3,278	1,320	(1,958)	-	3,278	40%
421	LMD 2001-2 Zone M	1,360	1,044	1,315	175	(1,140)	-	1,315	13%
422	LMD 2001-3 Zone A	4,986	5,571	14,081	1,320	(12,761)	-	14,081	9%
423	LMD 2001-3 Zone B	3,327	2,743	12,946	484	(12,462)	-	12,946	4%
424	LMD 2001-3 Zone C	2,794	3,505	3,307	742	(2,565)	-	3,307	22%
425	LMD 2001-3 Zone D	6,211	8,054	6,528	1,957	(4,571)	-	6,528	30%
426	LMD 2001-3 Zone E	13,735	17,531	16,782	4,224	(12,558)	-	16,782	25%
427	LMD 2001-3 Zone F	1,430	1,608	2,599	207	(2,392)	-	2,599	8%
428	LMD 2001-3 Zone G	4,446	5,160	4,742	1,247	(3,495)	-	4,742	26%
429	LMD 2001-3 Zone H	3,227	4,002	2,753	982	(1,771)	-	2,753	36%
430	LMD 2001-3 Zone I	18,922	14,481	19,149	2,599	(16,550)	-	19,149	14%
431	LMD 2001-3 Zone J	5,419	4,148	5,487	729	(4,758)	-	5,487	13%
432	LMD 2001-3 Zone K	8,217	6,396	6,071	1,203	(4,868)	-	6,071	20%
433	LMD 2001-3 Zone L	6,185	4,486	6,601	748	(5,854)	-	6,601	11%
434	LMD 2001-3 Zone M	9,448	10,470	11,902	2,325	(9,577)	-	11,902	20%
435	LMD 2001-3 Zone N	29,601	17,745	15,249	3,242	(12,007)	-	15,249	21%
436	LMD 2001-3 Zone O	935	1,206	1,130	270	(860)	-	1,130	24%
437	LMD 2001-3 Zone P	5,015	6,465	6,116	1,572	(4,544)	-	6,116	26%
438	LMD 2001-3 Zone Q	2,753	3,339	2,752	773	(1,979)	-	2,752	28%
439	LMD 2001-3 Zone R	815	726	812	111	(701)	-	812	14%
440	LMD 2001-3 Zone S	1,063	1,347	1,266	305	(961)	-	1,266	24%
441	LMD 2001-3 Zone T	7,191	9,158	8,660	2,206	(6,454)	-	8,660	25%
442	LMD 2001-3 Zone U	12,620	7,046	7,376	1,682	(5,694)	-	7,376	23%
443	LMD 2001-3 Zone V	9,454	11,293	9,934	2,664	(7,270)	-	9,934	27%
444	LMD 2001-3 Zone W	3,136	3,824	7,695	904	(6,791)	-	7,695	12%
445	LMD 2001-3 Zone X	831	1,060	989	234	(755)	-	989	24%
446	LMD 2001-3 Zone Y	1,311	1,665	1,562	384	(1,178)	-	1,562	25%
447	LMD 2001-3 Zone Z	1,424	1,810	1,701	418	(1,283)	-	1,701	25%
448	LMD 2001-3 Zone AA	1,015	1,195	1,176	257	(919)	-	1,176	22%
449	LMD 2001-3 Zone BB	801	1,020	957	221	(736)	-	957	23%
450	LMD 2001-3 Zone CC	10,381	5,509	8,472	904	(7,568)	-	8,472	11%
451	LMD 2001-3 Zone DD	8,547	8,339	11,167	1,521	(9,646)	-	11,167	14%

CITY OF EASTVALE
Fiscal Year 2024-25
Mid-Year Budget

Attachment 1.4

Other Funds Summary

*Data includes transfers

	Description	Audited Actuals 2022-23	Audited Actuals 2023-24	Amended Budget 2024-25	Actuals 1/6/2025	Amount Over(Under) Budget 2024-25	Mid-Year Appropriation Request 2024-25	Mid-Year Amended Budget 2024-25	% Budget Used
452	LMD 2001-3 Zone EE	3,986	6,422	4,756	1,134	(3,622)	-	4,756	24%
453	LMD 2001-3 Zone FF	10,264	7,022	10,219	1,388	(8,831)	-	10,219	14%
454	LMD 2001-3 Zone GG	2,120	2,692	2,536	636	(1,900)	-	2,536	25%
455	LMD 2001-3 Zone HH	1,718	2,268	2,056	511	(1,545)	-	2,056	25%
456	LMD 2001-3 Zone II	3,571	4,538	4,283	1,083	(3,200)	-	4,283	25%
457	LMD 2001-3 Zone JJ	734	931	870	203	(667)	-	870	23%
458	LMD 2001-3 Zone KK	3,317	4,252	1,272	1,106	(166)	-	1,272	87%
459	LMD 2001-3 Zone LL	6,370	1,833	2,391	416	(1,975)	-	2,391	17%
460	LMD 2001-3 Zone MM	2,273	2,053	2,390	396	(1,994)	-	2,390	17%
461	LMD 2001-3 Zone NN	2,567	3,261	3,069	773	(2,296)	-	3,069	25%
462	LMD 2001-3 Zone OO	2,726	4,238	3,071	834	(2,237)	-	3,071	27%
463	LMD 2001-3 Zone PP	3,807	4,426	3,565	1,042	(2,523)	-	3,565	29%
464	LMD 2001-3 Zone QQ	1,317	1,712	1,579	390	(1,189)	-	1,579	25%
465	LMD 2001-3 Zone RR	7,600	9,790	9,699	2,330	(7,369)	-	9,699	24%
466	LMD 2001-3 Zone SS	2,920	3,724	3,482	887	(2,595)	-	3,482	25%
467	LMD 2001-3 Zone TT	1,526	1,936	1,530	461	(1,069)	-	1,530	30%
468	LMD 2001-3 Zone UU	909	1,163	1,090	253	(837)	-	1,090	23%
469	LMD 2001-3 Zone VV	1,082	1,387	2,110	321	(1,789)	-	2,110	15%
470	LMD 2001-3 Zone WW	3,440	4,363	4,117	1,050	(3,067)	-	4,117	26%
471	LMD 2001-3 Zone XX	1,452	1,700	2,665	469	(2,196)	-	2,665	18%
472	LMD 2001-3 Zone YY	8,934	6,655	8,958	1,158	(7,800)	-	8,958	13%
473	LMD 2001-3 Zone ZZ	1,516	1,952	1,842	454	(1,388)	-	1,842	25%
474	LMD 2001-3 Zone AAA	6,256	7,846	7,798	1,886	(5,912)	-	7,798	24%
475	LMD 2001-3 Zone BBB	4,427	5,667	4,971	1,372	(3,599)	-	4,971	28%
476	LMD 2001-3 Zone CCC	11,916	13,011	12,881	3,015	(9,866)	-	12,881	23%
477	LMD 2001-3 Zone DDD	7,810	9,831	9,368	2,320	(7,048)	-	9,368	25%
478	LMD 2001-3 Zone EEE	470	3,153	2,980	256	(2,724)	-	2,980	9%
479	LMD 2001-3 Zone FFF	7,194	9,013	8,683	2,157	(6,526)	-	8,683	25%
480	LMD 2001-3 Zone GGG	3,308	4,661	3,514	978	(2,536)	-	3,514	28%
481	LMD 2001-3 Zone HHH	2,459	2,580	1,933	612	(1,321)	-	1,933	32%
482	LMD 2001-3 Zone III	30,926	19,495	18,961	2,936	(16,025)	-	18,961	15%
483	LMD 2001-3 Zone JJJ	4,301	5,372	5,145	1,212	(3,933)	-	5,145	24%
484	LMD 2001-3 Zone LLL	2,128	2,152	2,381	502	(1,879)	-	2,381	21%
485	LMD 2001-3 Zone MMM	2,959	3,834	3,594	927	(2,667)	-	3,594	26%
486	Illumination District No 2 Subarea 35	3,618	4,728	4,616	1,546	(3,070)	-	4,616	33%
487	Illumination District No 2 Subarea 42	1,341	1,577	1,506	498	(1,008)	-	1,506	33%
488	Illumination District No 2 Subarea 46	8,226	4,291	4,656	1,176	(3,480)	-	4,656	25%
489	Illumination District No 2 Subarea 49	5,027	5,522	5,182	1,698	(3,484)	-	5,182	33%
490	Illumination District No 2 Subarea 55	821	1,073	1,308	292	(1,016)	-	1,308	22%
500	Debt Service	-	-	-	-	-	-	-	0%
600	Capital Projects	3,273,187	8,801,649	23,910,990	2,256,032	(21,654,958)	-	23,910,990	9%
601	General Information Technology Capital Replac	-	-	-	-	-	-	-	0%
602	General Fleet Capital Replacement Fund	-	-	-	-	-	-	-	0%
603	General Street Maintenance Capital Fund	-	-	-	-	-	-	-	0%
604	General Facility Maintenance Capital Fund	-	-	-	-	-	-	-	0%
700	Information Technology	-	-	-	-	-	-	-	0%
	Total Other Fund Expenditures	**7,906,268**	**36,108,448**	**54,632,955**	**10,728,476**	**(43,904,479)**	**(2,754,845)**	**51,878,110**	**21%**

CITY OF EASTVALE
Fiscal Year 2024-25
Mid-Year Budget

Attachment 1.5

Available Resources Summary

Fund Name & Type	Audited Fund Balance 2021-22	Audited Fund Balance 2022-23	Audited Fund Balance 2023-24	Mid-Year Amended Revenue Budget 2024-25	Mid-Year Amended Expenditure Budget 2024-25	Estimated Available Fund Balance 6/30/2025
GENERAL FUNDS						
100 General Fund	$ 96,083,818	$ 127,394,125	$ 166,483,478	$ 76,528,016	$ 51,328,513	$ 191,682,981
TOTAL General Funds	**96,083,818**	**127,394,125**	**166,483,478**	**76,528,016**	**51,328,513**	**191,682,981**
OTHER PURPOSE GENERAL FUNDS						
110 Restricted Structural Fire Fund	$ 14,473,114	$ 16,875,651	$ 19,543,967	$ 9,590,000	$ 9,728,200	$ 19,405,767
120 General Plan Fund	-	-	56,795	-	-	56,795
TOTAL Other Purpose General Funds	**14,473,114**	**16,875,651**	**19,600,762**	**9,590,000**	**9,728,200**	**19,462,562**
SPECIAL REVENUE FUNDS						
200 Gas Tax Fund	$ 3,154,024	$ 3,783,628	$ 3,177,175	$ 1,997,500	$ 4,102,853	$ 1,071,822
205 Road Maintenance and Rehabilitation Fund	800,050	2,437,501	340,531	1,798,800	1,812,711	326,620
206 Area Drainage Plan (ADP)	885,689	921,734	951,814	8,800	-	960,614
210 Measure A Fund	4,648,626	6,637,058	5,528,110	3,238,500	8,074,355	692,255
211 TDA Fund	(102,318)	-	-	-	-	-
220 Air Quality Management District	513,467	617,349	243,932	117,100	-	361,032
230 Law Enforcement Grants	-	-	-	-	-	-
240 Grants: Miscellaneous Grants Fund	(14,784)	26,204	(2,182,651)	6,498,782	9,731,223	(5,415,092)
241 Grants: Coronavirus Relief Fund	-	-	-	-	-	-
242 Grants: American Rescue Plan Act Fund	-	-	-	-	-	-
243 Public, Educational, or Governmental Access Fund	2,703	4,147	5,032	-	-	5,032
250 Grants: Community Development Block Grant	(7)	(7)	(7)	-	-	(7)
260 Local Law Enforcement Services	-	-	-	-	-	-
270 TUMF Reimbursement Find	(625,167)	(769,342)	(1,989,218)	2,700,000	3,170,812	(2,460,030)
290 DIF Transportation Facilities Fund	423,775	947,941	1,516,894	258,500	377	1,775,017
291 DIF Fire Facilities Fund	538,832	616,755	760,262	45,500	160	805,602
292 DIF Public Facilities Fund	590,338	175,194	398,476	163,000	1,282	560,194
293 Road and Bridge Benefit District	6,670,033	6,986,893	7,854,113	125,000	196,635	7,782,478
294 Quimby Parkland Fees			12,387	-	-	12,387
300 LLMD 89-1 Zone 10	(4,069)	515	-	-	-	-
301 LLMD 89-1 Zone 33	7,210	7,910	-	150	-	150
302 LLMD 89-1 Zone 41	1,788,103	1,879,870	1,959,414	80,602	62,602	1,977,414
303 LLMD 89-1 Zone 79	16,207	16,990	17,279	1,813	1,652	17,440
304 LLMD 89-1 Zone 85	30,600	31,958	32,987	702	402	33,287
305 LLMD 89-1 Zone 111	166,660	183,032	184,164	26,198	17,179	193,183
306 LLMD 89-1 Zone 115	(28,207)	(35,657)	(45,526)	4,464	11,454	(52,516)
307 LLMD 89-1 Zone 116	61,041	63,988	64,070	8,035	7,232	64,873
308 LLMD 89-1 Zone 147	(6,212)	(9,674)	(13,839)	1,865	5,592	(17,566)
309 LLMD 89-1 Zone 151	(50,753)	(60,500)	(89,771)	11,129	24,336	(102,978)
310 LLMD 89-1 Zone 156	(22,520)	(28,784)	(37,662)	8,353	14,744	(44,053)
311 Benefit Assessment District 2014-2	13,403	19,802	22,605	7,703	6,938	23,370
312 LLMD 2014-1	18,548	31,667	39,427	6,922	6,133	40,216
313 LLMD 2014-3	7,890	11,402	14,932	4,673	4,146	15,459
314 LLMD 2014-4	10,180	15,525	18,047	1,016	801	18,262
315 Community Facilities District 2019-1 Cloverdale	(654)	7,179	12,342	11,914	4,207	20,049
316 Community Facilities District 2024-1 Limonite/Arcl	-	-	(18,820)	-	-	(18,820)
317 Community Facilities District 2024-2 Zone 1 Leal	-	-	(22,017)	-	-	(22,017)
400 Community Facilities District 2017-1 Goodman Cor	255,799	295,932	314,771	93,435	8,849	399,357
401 Community Facilities District 2017-2 Sendero	53,197	76,569	80,096	50,611	24,423	106,284
402 Community Facilities District 2020-1 Hamner Place	52,480	24,598	(19,829)	117,703	127,424	(29,550)
403 LMD 98-2 ORIGINAL	14,937	20,544	21,519	6,683	3,754	24,448
404 LMD 98-2 ANNEX 01/Zone A	(2,191)	1,817	3,375	4,729	8,255	(151)
405 LMD 98-2 ANNEX 02/Zone B	13,087	64,667	82,076	125,476	45,889	161,663
406 LMD 98-2 ANNEX 03/Zone C	272	8,521	12,320	10,183	8,688	13,815
407 LMD 98-2 ANNEX 04/Zone D	(2,374)	8,932	15,747	15,366	11,409	19,704
408 LMD 98-2 ANNEX 06/Zone F	26,624	40,039	43,991	16,077	8,450	51,618
409 LMD 2001-1 Zone G	1,717	2,332	2,966	1,244	4,732	(522)

CITY OF EASTVALE
Fiscal Year 2024-25
Mid-Year Budget

Attachment 1.5

Available Resources Summary

	Fund Name & Type	Audited Fund Balance 2021-22	Audited Fund Balance 2022-23	Audited Fund Balance 2023-24	Mid-Year Amended Revenue Budget 2024-25	Mid-Year Amended Expenditure Budget 2024-25	Estimated Available Fund Balance 6/30/2025
410	LMD 2001-1 Zone S	2,089	2,414	2,734	1,649	13,023	(8,640)
411	LMD 2001-1 Zone W	14,079	10,585	(617)	130	-	(487)
412	LMD 2001-2 Zone A	45,807	53,181	53,340	30,779	11,834	72,285
413	LMD 2001-2 Zone B	23,568	32,007	36,324	18,576	9,315	45,585
414	LMD 2001-2 Zone C	1,293	1,695	1,656	1,224	536	2,344
415	LMD 2001-2 Zone D	15,432	21,229	24,236	10,479	6,297	28,418
416	LMD 2001-2 Zone F	2,600	3,881	13,416	44,920	2,221	56,115
417	LMD 2001-2 Zone G	24,870	30,389	32,416	16,628	6,405	42,639
418	LMD 2001-2 Zone H	35,195	49,308	57,492	24,204	15,574	66,122
419	LMD 2001-2 Zone J	24,278	32,474	37,060	17,295	10,634	43,721
420	LMD 2001-2 Zone K	1,117	1	(1,692)	1,943	3,278	(3,027)
421	LMD 2001-2 Zone M	1,942	3,352	3,986	1,665	1,315	4,336
422	LMD 2001-3 Zone A	(14,920)	(7,167)	658	13,679	14,081	256
423	LMD 2001-3 Zone B	(3,135)	3,447	8,877	8,241	12,946	4,172
424	LMD 2001-3 Zone C	21,467	27,092	28,225	13,543	3,307	38,461
425	LMD 2001-3 Zone D	43,417	54,664	55,953	28,634	6,528	78,059
426	LMD 2001-3 Zone E	95,124	119,981	125,155	62,312	16,782	170,685
427	LMD 2001-3 Zone F	37,754	51,278	54,494	22,328	2,599	74,223
428	LMD 2001-3 Zone G	1,054	4,574	6,332	11,545	4,742	13,135
429	LMD 2001-3 Zone H	14,303	17,407	17,146	14,177	2,753	28,570
430	LMD 2001-3 Zone I	55,862	77,850	88,722	38,671	19,149	108,244
431	LMD 2001-3 Zone J	15,985	22,502	25,528	11,188	5,487	31,229
432	LMD 2001-3 Zone K	15,442	21,876	23,770	12,710	6,071	30,409
433	LMD 2001-3 Zone L	17,038	25,028	29,179	12,728	6,601	35,306
434	LMD 2001-3 Zone M	52,240	68,510	73,757	31,542	11,902	93,397
435	LMD 2001-3 Zone N	33,391	46,824	49,396	25,427	15,249	59,574
436	LMD 2001-3 Zone O	6,257	8,069	8,383	4,318	1,130	11,571
437	LMD 2001-3 Zone P	36,662	46,173	48,033	23,275	6,116	65,192
438	LMD 2001-3 Zone Q	14,505	17,749	18,028	10,967	2,752	26,243
439	LMD 2001-3 Zone R	1,628	2,512	2,853	1,257	812	3,298
440	LMD 2001-3 Zone S	7,075	9,072	9,442	4,568	1,266	12,744
441	LMD 2001-3 Zone T	54,380	68,318	71,182	35,180	8,660	97,702
442	LMD 2001-3 Zone U	35,606	37,299	38,739	23,230	7,376	54,593
443	LMD 2001-3 Zone V	60,262	74,167	76,506	39,312	9,934	105,884
444	LMD 2001-3 Zone W	18,405	23,122	28,283	12,483	7,695	33,071
445	LMD 2001-3 Zone X	5,245	6,779	7,039	3,385	989	9,435
446	LMD 2001-3 Zone Y	8,765	11,143	11,577	5,933	1,562	15,948
447	LMD 2001-3 Zone Z	9,695	12,364	12,850	6,542	1,701	17,691
448	LMD 2001-3 Zone AA	6,136	7,965	8,385	3,905	1,176	11,114
449	LMD 2001-3 Zone BB	5,743	7,406	7,729	3,501	957	10,273
450	LMD 2001-3 Zone CC	21,073	28,214	33,307	14,777	8,472	39,612
451	LMD 2001-3 Zone DD	48,052	63,155	69,710	32,114	11,167	90,657
452	LMD 2001-3 Zone EE	23,315	28,893	38,351	15,425	4,756	49,020
453	LMD 2001-3 Zone FF	27,284	38,456	44,071	19,431	10,219	53,283
454	LMD 2001-3 Zone GG	14,635	18,572	19,332	9,510	2,536	26,306
455	LMD 2001-3 Zone HH	11,733	14,892	15,395	7,289	2,056	20,628
456	LMD 2001-3 Zone II	26,369	33,230	34,520	17,003	4,283	47,240
457	LMD 2001-3 Zone JJ	4,707	6,076	6,323	2,982	870	8,435
458	LMD 2001-3 Zone KK	1,620	(42)	(2,630)	2,036	1,272	(1,866)
459	LMD 2001-3 Zone LL	10,208	8,196	8,615	6,591	2,391	12,815
460	LMD 2001-3 Zone MM	7,428	10,197	11,290	4,941	2,390	13,841
461	LMD 2001-3 Zone NN	18,180	22,906	23,871	11,684	3,069	32,486
462	LMD 2001-3 Zone OO	17,875	22,379	22,316	12,397	3,071	31,642
463	LMD 2001-3 Zone PP	20,973	25,579	25,967	14,606	3,565	37,008
464	LMD 2001-3 Zone QQ	8,196	10,527	10,931	5,526	1,579	14,878
465	LMD 2001-3 Zone RR	54,592	68,574	72,009	37,050	9,699	99,360
466	LMD 2001-3 Zone SS	20,354	25,601	26,617	13,107	3,482	36,242

CITY OF EASTVALE
Fiscal Year 2024-25
Mid-Year Budget

Attachment 1.5

Available Resources Summary

Fund Name & Type	Audited Fund Balance 2021-22	Audited Fund Balance 2022-23	Audited Fund Balance 2023-24	Mid-Year Amended Revenue Budget 2024-25	Mid-Year Amended Expenditure Budget 2024-25	Estimated Available Fund Balance 6/30/2025
467 LMD 2001-3 Zone TT	8,607	10,682	10,803	5,888	1,530	15,161
468 LMD 2001-3 Zone UU	6,717	8,652	8,998	4,913	1,090	12,821
469 LMD 2001-3 Zone VV	5,555	6,907	8,032	4,722	2,110	10,644
470 LMD 2001-3 Zone WW	23,361	29,491	30,711	14,393	4,117	40,987
471 LMD 2001-3 Zone XX	3,147	3,937	5,080	3,597	2,665	6,012
472 LMD 2001-3 Zone YY	24,511	34,611	39,843	17,410	8,958	48,295
473 LMD 2001-3 Zone ZZ	10,479	13,262	14,037	6,864	1,842	19,059
474 LMD 2001-3 Zone AAA	45,690	57,433	60,340	29,510	7,798	82,052
475 LMD 2001-3 Zone BBB	29,064	36,264	37,371	18,817	4,971	51,217
476 LMD 2001-3 Zone CCC	61,609	78,573	82,816	41,253	12,881	111,188
477 LMD 2001-3 Zone DDD	53,376	66,732	69,622	34,327	9,368	94,581
478 LMD 2001-3 Zone EEE	6,113	8,542	8,849	6,110	2,980	11,979
479 LMD 2001-3 Zone FFF	51,876	64,801	67,616	32,883	8,683	91,816
480 LMD 2001-3 Zone GGG	18,489	22,854	22,901	12,126	3,514	31,513
481 LMD 2001-3 Zone HHH	(1,202)	(1,524)	(194)	4,021	1,933	1,894
482 LMD 2001-3 Zone III	23,136	5,426	793	15,181	18,961	(2,987)
483 LMD 2001-3 Zone JJJ	29,534	37,008	38,837	18,834	5,145	52,526
484 LMD 2001-3 Zone LLL	(1,818)	7,205	10,098	4,927	2,381	12,644
485 LMD 2001-3 Zone MMM	18,972	24,238	25,186	13,119	3,594	34,711
486 Illumination District No 2 Subarea 35	7,499	7,677	8,300	20,925	4,616	24,609
487 Illumination District No 2 Subarea 42	2,106	2,262	2,462	2,212	1,506	3,168
488 Illumination District No 2 Subarea 46	8,124	3,161	3,420	13,213	4,656	11,977
489 Illumination District No 2 Subarea 49	10,343	9,429	8,709	4,677	5,182	8,204
490 Illumination District No 2 Subarea 55	2,076	1,934	1,545	669	1,308	906
491 JCSD Special District Temporary Fund	-	(759)	-	-	-	-
TOTAL Special Revenue Funds	**21,537,849**	**27,134,953**	**21,534,252**	**18,779,661**	**27,967,120**	**12,346,793**
DEBT SERVICE FUND						
500 General Debt Service Fund	$ -	$ -	$ -	$ -	$ -	$ -
TOTAL Debt Service Fund	**-**	**-**	**-**	**-**	**-**	**-**
CAPITAL PROJECTS FUNDS						
600 General Capital Projects Fund	$ 2,908,958	$ 11,052,878	$ 16,459,511	$ 11,082,690	$ 23,910,990	$ 3,631,211
601 General Information Technology Capital Replacem	-	553,652	483,652	50,000	-	533,652
602 General Fleet Capital Replacement Fund	-	120,000	240,000	240,000	-	480,000
603 General Street Maintenance Capital Fund	-	500,000	1,000,000	500,000	-	1,500,000
604 General Facility Maintenance Capital Fund	-	250,000	500,000	250,000	-	750,000
605 General Catch Basin & Storm Drain Maintenance C	-	-	100,000	100,000	-	200,000
TOTAL Capital Projects Fund	**2,908,958**	**12,476,530**	**18,783,163**	**12,222,690**	**23,910,990**	**7,094,863**
INTERNAL SERVICE FUNDS						
700 Information Technology Internal Service Fund	$ -	$ -	$ -	$ -	$ -	$ -
TOTAL Internal Service Funds	**-**	**-**	**-**	**-**	**-**	**-**
TOTAL	**$ 135,003,739**	**$ 183,881,258**	**$ 226,401,655**	**$ 117,120,367**	**$ 112,934,823**	**$ 230,587,199**

CITY OF EASTVALE
Fiscal Year 2024-25
Mid-Year Budget

Attachment 1.5

Available Resources Summary

Fund Name & Type	Audited Fund Balance 2021-22	Audited Fund Balance 2022-23	Audited Fund Balance 2023-24	Mid-Year Amended Revenue Budget 2024-25	Mid-Year Amended Expenditure Budget 2024-25	Estimated Available Fund Balance 6/30/2025
GENERAL FUND - FUND BALANCE RESERVES AND COMMITMENTS						
Total General Fund Estimated Fund Balance at 06/30/2025						$ 191,682,981
Nonspendable (Per 06/30/2024 ACFR):						
Prepaid Items					-	
Total Nonspendable Fund Balance						-
Restricted:						
Restricted Fund Balance					-	
Total Restricted Fund Balance						-
Assigned:						
Emergency Contingency (50% of Adopted Operating Appropriations)					19,202,912	
Cash Flow: CIP Grants					6,500,000	6,500,000
Cash Flow: Special Revenue Fund Negative Fund Balance					177,584	
Loan Program: Business Incentive Loan					230,000	
Land Purchases (FY2025)					12,000,000	
Financial System Implementation (FY2026)					1,000,000	
Civic Center Reserve					26,589,971	
Total Assigned Reserves						*65,700,467*
Committed:						
Facility Construction: City Hall					33,000,000	
Facility Construction: Library					10,200,000	
Facility Construction: Police Station					9,300,000	
Equipment Purchase, Fire Truck					1,734,498	
Pension Liability (CalPERS Reserve)					2,500,000	
Public Safety Rate Increase Stabilization					3,000,000	
Debt Service Reserve: Civic Center					7,000,000	
Total Committed Reserves						*66,734,498*
Committed Appropriations Limit Qualified Capital Outlay Reserve:						
General Fund: Facility Construction: City Hall - Appropriations Limit					20,420,029	
General Fund: Facility Construction: Library - Appropriations Limit					17,595,000	
General Fund: Facility Construction: Police Station - Appropriations Limit					12,895,000	
General Fund: Equipment Purchase: Fire Truck - Appropriations Limit					965,502	
Total Appropriations Limit Committed Reserves						*51,875,531*
Total General Funds Estimated Unassigned Fund Balance at 06/30/2025						**$ 7,372,486**
RESTRICTED STRUCTURAL FIRE FUND - FUND BALANCE RESERVES AND COMMITMENTS						
Total Fire Funds Estimated Fund Balance at 06/30/2025						$ 19,405,767
Assigned:						
Emergency Contingency (75% of Adopted Operating Appropriations)					7,296,150	
Facility Construction: Third Fire Station					2,000,000	
Total Assigned Reserves						*9,296,150*
Committed:						
Facility Construction: Third Fire Station					8,000,000	
Equipment Purchase: Apparatus Replacement Reserve					400,000	
Total Committed Reserves						*8,400,000*
Total Fire Funds Estimated Unassigned Fund Balance at 06/30/2025						**$ 1,709,617**
Restricted by the County of Riverside (Per 06/30/2024 ACFR):						
Restricted Fund Balance					19,543,967	
Total Restricted Fund Balance						19,543,967

CITY OF EASTVALE
Fiscal Year 2024-25
Mid-Year Budget

Attachment 1.6

Assigned Reserve: Contingency Calculation

Fund Name & Type	Audited Fund Balance 2022-23	Audited Fund Balance 2023-24	Mid-Year Amended Revenue Budget 2024-25	Mid-Year Amended Expenditure Budget 2024-25	Estimated Available Fund Balance 6/30/2025
GENERAL FUNDS					
100 General Fund	$ 127,394,125	$ 166,483,478	$ 76,528,016	$ 51,328,513	$ 191,682,981
TOTAL General Funds	**127,394,125**	**166,483,478**	**76,528,016**	**51,328,513**	**191,682,981**
Assigned 50% Contingency Reserve					
Policy: 50% of Annual Budgeted Operating Expenditures					
Total Expenditures				51,328,513	
Non-Operating Expenditures				12,922,690	
Operating Expenditures					38,405,823
50% Reserve					**19,202,912**
5% Unassigned Reserve					**1,920,291**
OTHER PURPOSE GENERAL FUNDS					
110 Restricted Structural Fire Fund	$ 16,875,651	$ 19,543,967	$ 9,590,000	$ 9,728,200	$ 19,405,767
TOTAL Other Purpose General Funds	**16,875,651**	**19,543,967**	**9,590,000**	**9,728,200**	**19,405,767**
Assigned 75% Contingency Reserve					
Policy: 75% of Annual Budgeted Operating Expenditures					
Total Expenditures				9,728,200	
Non-Operating Expenditures				-	
Operating Expenditures					9,728,200
75% Reserve					**7,296,150**

CITY OF EASTVALE
Fiscal Year 2024-25
Mid-Year Budget

Attachment 1.7

Appropriations Limit Summary

	2017-18	2018-19	2019-20	Pre Voter Approved Override 2020-21	Voter Approved Override 2020-21	Post Voter Approved Override 2021-22	Post Voter Approved Override 2022-23	Post Voter Approved Override 2023-24	Post Voter Approved Override 2024-25
ADOPTED APPROPRIATIONS LIMIT									
Adopted Appropriations Limit	**$ 21,455,814**	**$ 23,077,364**	**$ 24,418,797**	**$ 25,794,921**	**$ 33,000,000**	**$ 35,473,578**	**$ 39,253,023**	**$ 40,991,901**	**$ 42,562,311**
Subject Revenue Appropriations									
General Fund	10,045,447	15,809,535	17,472,985	17,952,129	41,516,698	54,973,760	53,493,923	58,427,813	63,751,159
Fire Fund	5,055,030	5,346,150	6,285,042	6,406,287	6,406,287	7,298,931	7,785,000	8,400,000	9,070,000
Total Subject Revenue Appropri	**15,100,477**	**21,155,685**	**23,758,027**	**24,358,416**	**47,922,985**	**62,272,691**	**61,278,923**	**66,827,813**	**72,821,159**
Over(Under) Limit	**(6,355,337)**	**(1,921,679)**	**(660,770)**	**(1,436,505)**	**14,922,985**	**26,799,113**	**22,025,900**	**25,835,912**	**30,258,848**
AB137 Provision Calculation								**25,152,570**	**5,993,346**
Annual Available for Capital Outlay					**14,922,985**	**26,799,113**	**22,025,900**	**683,342**	**24,265,502**
Cumulative Available for Capital Outlay						**41,722,098**	**22,025,900**	**683,342**	**24,265,502**
Cumulative Available for Capital Outlay Expenditures and Reserves					41,722,098		22,025,900	683,342	24,265,502

	FY2021-22 Commitments and Expenditures	FY2022-23 Appropriations From Reserve	FY2022-23 Commitments and Expenditures	FY2023-24 Commitments and Expenditures	FY2024-25 Commitments and Expenditures
FY2021-22 Adopted Capital Outlay Reserve Commitments					
General Fund: Facility Construction City Hall - Appropriations Limit	18,399,529				
General Fund: Facility Construction Library - Appropriations Limit	10,595,000				
General Fund: Limonite Gap Bridge - Appropriations Limit	2,500,000				
General Fund: Equipment, Fire Truck Purchase - Appropriations Limit	1,500,000				
General Fund: Facility, Fire Station 27 Storage Facility - Appropriations Limit	2,000,000				
Subtotal Capital Outlay Reserve Commitments	**34,994,529**	-	-	-	-
FY2021-22 Adopted Capital Outlay Expenditures					
Streetlight Debt Pay-Off - Appropriations Limit	4,168,519				
Goodman Commerce Infrastructure Developer Agreement Pay-Off - Appropriations Limit	2,559,050				
Subtotal Capital Outlay Expenditure Budget	**6,727,569**	-	-	-	-
FY2022-23 Proposed Reserve Commitments					
General Fund: Facility Construction City Hall - Appropriations Limit			5,545,900		
General Fund: Facility Construction Library - Appropriations Limit			7,000,000		
Subtotal Capital Outlay Reserve Commitments	-	-	**12,545,900**	-	-
FY2022-23 Proposed Capital Outlay Expenditures					
93026: Appropriation from Reserve: Limonite Gap Bridge		2,500,000			
93026: Limonite Gap Bridge			4,525,000		
95001: Hamner Place			700,000		
94012: Prado Dam Inundation Utlity Mitigation			155,000		
95011: Facility Construction City Hall			3,100,000		
95018: Modular Offices			800,000		
93035: I-15 Corridor Landscaping			200,000		
Subtotal Capital Outlay Expenditure Budget	-	**2,500,000**	**9,480,000**	-	-
FY2023-24 Proposed Reserve Commitments					
General Fund: Facility Construction City Hall - Appropriations Limit				(3,525,400)	

CITY OF EASTVALE
Fiscal Year 2024-25
Mid-Year Budget

Attachment 1.7

Appropriations Limit Summary

	2017-18	2018-19	2019-20	Pre Voter Approved Override 2020-21	Voter Approved Override 2020-21	Post Voter Approved Override 2021-22	Post Voter Approved Override 2022-23	Post Voter Approved Override 2023-24	Post Voter Approved Override 2024-25
General Fund: Limonite Gap Bridge - Appropriations Limit						(2,500,000)			
General Fund: Equipment, Fire Truck Purchase - Appropriations Limit Release								(1,500,000)	
General Fund: Facility, Fire Station 27 Storage Facility - Appropriations Limit Release								(2,000,000)	
Subtotal Capital Outlay Reserve Commitments					-	**(2,500,000)**	-	**(7,025,400)**	-
FY2023-24 Proposed Capital Outlay Expenditures									
95011: Facility Construction City Hall								7,025,400	
93026: Limonite Gap Bridge MSHCP Fees								473,750	
95018: Modular Offices								209,592	
Subtotal Capital Outlay Expenditure Budget					-	-	-	**7,708,742**	-
FY2024-25 Proposed Reserve Commitments									
General Fund: Facility Construction Polic Station - Appropriations Limit									12,895,000
General Fund: Equioment Purchase: Fire Truck - Appropriations Limit									965,502
Subtotal Capital Outlay Reserve Commitments					-	-	-	-	**13,860,502**
FY2024-25 Proposed Capital Outlay Expenditures									
95011: Faclity Construction City Hall									4,500,000
93026: Limonite Gap Pedestrian Bridge Design									500,000
95018: Public Works Yard Construction									2,700,000
93023-24-25: Civic Center Public Spaces									2,705,000
Subtotal Capital Outlay Expenditure Budget					-	-	-	-	**10,405,000**
Remaining Appropriations Limit Surplus					0	-	-	-	-

CITY OF EASTVALE
Fiscal Year 2024-25
Mid-Year Budget

Attachment 1.8

Sales Tax Summary

Quarter	Fiscal Year 2018-19	Fiscal Year 2019-20**	Fiscal Year 2020-21	Fiscal Year 2021-22	Fiscal Year 2022-23	Fiscal Year 2023-24	Fiscal Year 2024-25	Budget 2024-25
Quarter 1	2,454,597	2,986,937	2,873,677	10,585,289	11,716,157	12,593,129	11,359,058	**50,100,000**
Quarter 2 #	2,693,017	2,807,803	3,144,645	12,241,575	13,047,245	22,003,231	4,298,319	
Quarter 3	2,129,355	2,272,291	10,892,874	10,836,091	10,173,170	11,478,848	-	**Quarterly**
Quarter 4	2,332,606	2,281,948	11,208,862	11,047,330	12,419,799	12,244,139	-	**Budget:**
TOTAL Sales Tax	**9,609,575**	**10,348,979**	**28,120,058**	**44,710,286**	**47,356,371**	**58,319,347**	**15,657,377**	**12,525,000**

NOTE: Sales tax figures represent sales tax receipts applicable to the quarters indicated. Amounts may not have been actually received in the quarter indicated, these totals may not be represented in other summary reports included in this report.

**Sales tax for quarter 1 2019-20 included a late payment from the state applicable to prior quarters, this timing issue is the result of a state software system conversion. As a result, the amounts for quarter 1 2019-20 appear higher than normal.

A true up for Quarter 2 ending December 31, 2020 was received in Quarter 2 2023-24.

RESOLUTION NO. 25-XX

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF EASTVALE, CALIFORNIA, AMENDING ITS OPERATING AND CAPITAL BUDGET FOR THE 2024-2025 FISCAL YEAR MID-YEAR REVIEW.

WHEREAS, the budget for fiscal year 2024-2025 of the City of Eastvale has been adopted by this Council in its original form, and said budget will need to be amended at ?mes to fulfill the goals of the City; and

WHEREAS, the City departments may not exceed their appropria?ons by character of expense, with character of expense being defined as personnel services, services and supplies, capital outlay, debt service and transfers, without the consent of the City Manager; and

WHEREAS, the City Manager may transfer appropria?ons, between accounts, departments, programs, and funds, as long as those appropria?ons do not exceed the grand total budget approved by Council.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF EASTVALE DOES HEREBY FIND, DETERMINE, AND RESOLVE AS FOLLOWS:

SECTION 1. THE CITY COUNCIL OF THE CITY OF EASTVALE AMENDS ITS FISCAL YEAR 2024-2025 BUDGET AS DEFINED IN ATTACHMENT "2.1" TO THE STAFF REPORT ACCOMPANYING THIS RESOLUTION PER THE MID-YEAR REVIEW RECOMMENDATIONS.

PASSED, APPROVED AND ADOPTED this 22nd day of January 2025.

_____
Mike McMinn
Mayor

APPROVED AS TO FORM:

_____
Erica Vega
City A?orney

ATTEST:

_____
Marc A. Donohue, MMC
Government Services Director/City Clerk

STATE OF CALIFORNIA)
COUNTY OF RIVERSIDE) §
CITY OF EASTVALE)

I, Marc A. Donohue, Government Services Director/City Clerk of the City of Eastvale, California, do hereby cer?fy that the foregoing City Council Resolu?on No. 25-XX, was duly adopted by the City Council of the City of Eastvale, California, at a mee?ng held on the 22nd day of January 2025, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

_____
Marc A. Donohue, MMC
Government Services Director/City Clerk

CITY OF EASTVALE
Fiscal Year 2024-25
Mid-Year Budget

Attachment 2.1
Exhibit A

Mid-Year Appropriation Requests

Account Number	Revenue/ Expenditure	Fund Title	Department	Description	Council Appropriation Request	Comment
100-000-4100	Revenue	General Fund	Non Departmental	Sales & Use Tax	1,100,000	Match new HdL budget projection
100-000-4151	Revenue	General Fund	Non Departmental	Fran Fee - Electric	35,000	Adjustment based on trend and YTD actuals
100-000-4152	Revenue	General Fund	Non Departmental	Fran Fee - Refuse Disposal	500,000	Adjustment based on trend and YTD actuals
100-000-4200	Revenue	General Fund	Non Departmental	Building Fixed Permit Fee	2,400,000	Adjustment based on current year and prior year trend, mostly due to new development in city. Will not be ongoing/operating revenue.
100-000-4215	Revenue	General Fund	Non Departmental	Development Fees-Planning	30,000	Adjustment based on current year and prior year trend, mostly due to new development in city. Will not be ongoing/operating revenue.
100-000-4220	Revenue	General Fund	Non Departmental	Technology Fees	300,000	Adjustment based on current year and prior year trend, mostly due to new development in city. Will not be ongoing/operating revenue.
100-000-4230	Revenue	General Fund	Non Departmental	Storm Water Inspection Fees	40,000	Adjustment based on trend and YTD actuals
100-000-4250	Revenue	General Fund	Non Departmental	Business Reg Fees	60,000	Adjustment based on trend and YTD actuals
100-000-4305	Revenue	General Fund	Non Departmental	Fines/Fees-Parking	150,000	Adjustment based on trend for new commercial enforcement officer
100-000-4307	Revenue	General Fund	Non Departmental	Fines & Forfeitures -Muni Code	65,000	Adjustment based on trend and YTD actuals
100-000-4392	Revenue	General Fund	Non Departmental	Permit Issuance Fee	125,000	Adjustment based on trend and YTD actuals
100-000-4450	Revenue	General Fund	Non Departmental	Cal Cops Revenue	35,000	Adjustment based on trend and YTD actuals
100-000-4600	Revenue	General Fund	Non Departmental	Interest Income	2,100,000	Adjustment based on trend and YTD actuals; based on civic center cash reserves, will not be ongoing/operating revenue.
			Fund 100	***Total Revenue Appropriation***	***6,940,000***	
100-210-6490	Expenditure	General Fund	Finance	Other Contract Services	95,000	Additional budget to cover UFI municipal advisor contract to complete civic center bonding and Stradling Yocca Carlson bond counsel contract to complete civic center bonding
100-210-6510	Expenditure	General Fund	Finance	Other Services & Supplies	4,500	Additional budget for CDIAC and Continuing Disclosure reporting for new civic center bonded debt (UFI)
100-290-6831	Expenditure	General Fund	General Government	Sales Tax Abatement/Sharing	390,000	Rivian sales tax abatement
100-290-6832	Expenditure	General Fund	General Government	Transient Occupancy Tax Abatement	136,000	Per TOT sharing agreement with Eastvale Palace LLC
100-295-6460	Expenditure	General Fund	PW: Facility Maintenance	Janitorial Services	10,000	Additional Janitorial services costs for City Hall Expansion
100-296-6436	Expenditure	General Fund	PW: Landscape Maintenance	Landscape Maintenance/Repair	22,500	Emergency backflow repairs at Citrus property, stolen backflow device at front of property
100-311-6463	Expenditure	General Fund	Comm Safety: Administration	Volunteer Program	15,000	Golf cart upfitting for grant funded golf carts purchased over summer
100-320-6170	Expenditure	General Fund	PW: Engineering	Uniforms	2,000	Additional need for replacement uniform budget for existing staff
100-320-6490	Expenditure	General Fund	PW: Engineering	Other Contract Services	21,000	Commercial Storm water inspection services

CITY OF EASTVALE
Fiscal Year 2024-25
Mid-Year Budget

Attachment 2.1
Exhibit A

Mid-Year Appropriation Requests

Account Number	Revenue/ Expenditure	Fund Title	Department	Description	Council Appropriation Request	Comment
100-500-6040	Expenditure	General Fund	PW: Public Works	Overtime	75,000	Overtime inspection related to land development (offset by permit revenue)
100-500-6170	Expenditure	General Fund	PW: Public Works	Uniforms	14,000	Additional need for uniform budget for new streets staff and replacement budget for existing staff
100-500-6433	Expenditure	General Fund	PW: Public Works	Contract Services: Private Development/Deposit	320,000	Additional need for New Home inspection services (consultants services charged to developer deposit accounts)
100-500-6490	Expenditure	General Fund	PW: Public Works	Other Contract Services	30,000	Encroachment Permit inspection services (offset by permitting revenue)
			Fund 100	***Total Expenditure Appropriation***	***1,135,000***	
			Fund 100	**Total Appropriations**	**8,075,000**	
110-420-6450	Expenditure	Structural Fire Fund	Fire	Fire Services	(420,000)	Per updated cost estimate from RivCo Fire
			Fund 120	***Total Revenue Appropriation***	***(420,000)***	
			Fund 120	**Total Appropriations**	**(420,000)**	
120-000-4245	Revenue	General Plan	Non Departmental	General Plan Update Fee	25,000	Adjustment based on trend and YTD actuals
			Fund 120	***Total Revenue Appropriation***	***25,000***	
			Fund 120	**Total Appropriations**	**25,000**	
240-000-4570	Revenue	Misc Grant Fund	Non Departmental	Grant Revenue	3,760,000	Recognize reimbursable grant funds for Limonite Gap Bridge project 93026
			Fund 120	***Total Revenue Appropriation***	***3,760,000***	
240-510-6662	Expenditure	Misc Grant Fund	PW: Streets	Bridges	(2,900,000)	Adjust budget for Limonite Gap Bridge Project 93026 - Project complete, budget reduction per actual expenditures
			Fund 240	***Total Expenditure Appropriation***	***(2,900,000)***	
			Fund 240	**Total Appropriations**	**860,000**	

CITY OF EASTVALE
Fiscal Year 2024-25
Mid-Year Budget

Attachment 2.1
Exhibit A

Mid-Year Appropriation Requests

Account Number	Revenue/ Expenditure	Fund Title	Department	Description	Council Appropriation Request	Comment
270-000-4580	Revenue	TUMF Fund	Non Departmental	TUMF Grants	2,700,000	Recognize reimbursable TUMF funds for Limonite Gap Bridge project 93026
			Fund 270	***Total Revenue Appropriation***	***2,700,000***	
			Fund 270	**Total Appropriations**	**2,700,000**	
315-600-6485	Expenditure	CFD 2019-1 Cloverdale	PW: Landscape Maintenance	Prop Tax Admin Charges	200	Levy information not available at time of budget adoption: Riverside County fees for special district administration
315-600-6490	Expenditure	CFD 2019-1 Cloverdale	PW: Landscape Maintenance	Other Contract Services	3,610	Levy information not available at time of budget adoption: NBS consulting fees for special district administration
			Fund 315	***Total Expenditure Appropriation***	***3,810***	
			Fund 315	**Total Appropriations**	**3,810**	
400-510-6372	Expenditure	CFD 2017-1 Goodman	PW: Streets	Utilities-Electric	4,000	Levy information not available at time of budget adoption: Special district utilities (electricity for streetlights/traffic signals)
400-510-6490	Expenditure	CFD 2017-1 Goodman	PW: Streets	Other Contract Services	500	Levy information not available at time of budget adoption: Streetlight maintenance allocation
400-600-6485	Expenditure	CFD 2017-1 Goodman	PW: Landscape Maintenance	Prop Tax Admin Charges	100	Levy information not available at time of budget adoption: Riverside County fees for special district administration
400-600-6490	Expenditure	CFD 2017-1 Goodman	PW: Landscape Maintenance	Other Contract Services	3,600	Levy information not available at time of budget adoption: NBS consulting fees for special district administration
			Fund 400	***Total Expenditure Appropriation***	***8,200***	
			Fund 400	**Total Appropriations**	**8,200**	
401-510-6372	Expenditure	CFD 2017-2 Sendero	PW: Streets	Utilities-Electric	115	Levy information not available at time of budget adoption: Special district utilities (electricity for streetlights/traffic signals)
401-510-6490	Expenditure	CFD 2017-2 Sendero	PW: Streets	Other Contract Services	210	Levy information not available at time of budget adoption: Streetlight maintenance allocation
401-600-6436	Expenditure	CFD 2017-2 Sendero	PW: Landscape Maintenance	Landscape Maintenance/Repair	17,000	Levy information not available at time of budget adoption: Landscaping services (Stay Green)
401-600-6485	Expenditure	CFD 2017-2 Sendero	PW: Landscape Maintenance	Prop Tax Admin Charges	200	Levy information not available at time of budget adoption: Riverside County fees for special district administration
401-600-6490	Expenditure	CFD 2017-2 Sendero	PW: Landscape Maintenance	Other Contract Services	3,610	Levy information not available at time of budget adoption: NBS consulting fees for special district administration
			Fund 401	***Total Expenditure Appropriation***	***21,135***	
			Fund 401	**Total Appropriations**	**21,135**	

CITY OF EASTVALE
Fiscal Year 2024-25
Mid-Year Budget

Attachment 2.1
Exhibit A

Mid-Year Appropriation Requests

Account Number	Revenue/ Expenditure	Fund Title	Department	Description	Council Appropriation Request	Comment
402-000-4075	Revenue	CFD 2020-1 Hamner Place	Non Departmental	Assessments	18,051	Levy information not available at time of budget adoption
			Fund 402	***Total Revenue Appropriation***	***18,051***	
402-295-6378	Expenditure	CFD 2020-1 Hamner Place	PW: Facility Maintenance	Utilities - Water/Sewer	16,930	Levy information not available at time of budget adoption: Special district utilities (water for landscaping)
402-510-6372	Expenditure	CFD 2020-1 Hamner Place	PW: Streets	Utilities-Electric	5,300	Levy information not available at time of budget adoption: Special district utilities (electricity for streetlights/traffic signals)
402-510-6490	Expenditure	CFD 2020-1 Hamner Place	PW: Streets	Other Contract Services	400	Levy information not available at time of budget adoption: Streetlight maintenance allocation
402-600-6436	Expenditure	CFD 2020-1 Hamner Place	PW: Landscape Maintenance	Landscape Maintenance/Repair	85,690	Levy information not available at time of budget adoption: Landscaping services (Mission Landscape)
402-600-6485	Expenditure	CFD 2020-1 Hamner Place	PW: Landscape Maintenance	Prop Tax Admin Charges	90	Levy information not available at time of budget adoption: Riverside County fees for special district administration
402-600-6490	Expenditure	CFD 2020-1 Hamner Place	PW: Landscape Maintenance	Other Contract Services	3,600	Levy information not available at time of budget adoption: NBS consulting fees for special district administration
			Fund 402	***Total Expenditure Appropriation***	***112,010***	
			Fund 402	**Total Appropriations**	**130,061**	
				GRAND TOTAL ALL APPROPRIATIONS	**$ 11,403,206**	