CITY OF EASTVALE

REGULAR CITY COUNCIL MEETING/EASTVALE PARKING AUTHORITY MEETING AGENDA

Eastvale City Hall Council Chambers
12363 Limonite Avenue, Suite 900, Eastvale, CA 91752
Regular City Council Meeting/Eastvale Parking Authority Meeting: 6:30 PM
Wednesday, January 8, 2025

City Councilmembers
Michael McMinn, Mayor
Jocelyn Yow, Mayor Pro Tem
Christian Dinco, Councilmember
Clint Lorimore, Councilmember
Todd Rigby, Councilmember

Mark Orme, City Manager
Erica Vega, City Attorney
Marc Donohue, Government Services Director/City Clerk

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/ANNOUCEMENTS**

   8.1. Recognition of Roadway Adoption Program Top Performers
   8.2. National Law Enforcement Appreciation Day
   8.3. Introduction of Public Works Construction Inspector - Luis Ortiz
   8.4. Introduction of Public Works Street Maintenance Worker - Aaron Fierro
   8.5. Introduction of Purchasing Manager - Karla Lopez

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 Meeting Minutes

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

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

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. City of Eastvale Crime Statistics – November 2024

Submitted by: Johnny Terfehr, Community Safety Director

RECOMMENDED ACTION(S):
Staff recommends that the City Council receive and file the Eastvale Crime Statistics for November 2024.

11.4. Actions relating to the organization of the Eastvale Parking Authority

Submitted by: Amanda Wells, Finance Director/City Treasurer

RECOMMENDED ACTION(S):
Staff recommends that the Board of Directors of the Eastvale Parking Authority (the "Parking Authority") approve 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 a Operations Agreement by and between the City of Eastvale and the Eastvale Parking Authority
Submitted by: Amanda Wells, Finance Director/City Treasurer

RECOMMENDED ACTION(S):
Staff recommends that the City Council enter 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
Submitted by: Amanda Wells, Finance Director/City Treasurer

RECOMMENDED ACTION(S):
Staff recommends that the City of Eastvale (the "City") and the Eastvale Parking Authority (the "Parking Authority") enter 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
Submitted by: Alexander Fung, Economic Development Manager

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

Submitted by: Samantha Greven, Management Analyst

RECOMMENDED ACTION(S):

Staff recommends that the City Council:

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

Submitted by: Johnny Terfehr, Community Safety Director

RECOMMENDED ACTION(S):

Staff recommends that the City Council authorize 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

Submitted by: Gustavo N. Gonzalez, Community Development Director

RECOMMENDED ACTION(S):

Staff recommends that the City Council adopt a resolution 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.

Submitted by: Mark Orme, City Manager

RECOMMENDED ACTION(S):
Staff recommends that the City Council authorize 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
Submitted by: Jimmy Chung, Public Works Director/City Engineer

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

The public is encouraged to express your views on any matter set for public hearing. It is our procedure to first receive the staff report, then to ask for public testimony, first from those in favor of the project followed by testimony from those in opposition to it, and if there is opposition, to allow those in favor, rebuttal testimony only as to the points brought up in opposition. To testify on the matter, you need to simply come forward to the speaker's podium at the appropriate time, give your name and address and make your statement. After a hearing is closed, you may not further speak on the matter unless requested to do so or are asked questions by the Mayor or a Councilmember. Public comment is limited to three (3) minutes each with a maximum of six (6) minutes (time may be donated by one speaker.)

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
Submitted by: David Murray, City Planner

RECOMMENDED ACTION(S):

Staff recommends that the City Council take the following actions:

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 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; and
3. Adopt a resolution 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.

13. CITY COUNCIL/EASTVALE PARKING AUTHORITY BUSINESS

14. CITY MANAGER/CITY STAFF REPORT

15. CITY COUNCIL COMMUNICATIONS/COMMITTEE REPORTS

16. ADJOURNMENT

The next regular meeting of the Eastvale City Council/Eastvale Parking Authority/Public Financing Authority is scheduled for Wednesday, January 22, 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 REGULAR MEETING
Wednesday, December 11, 2024
Regular Meeting: 5:30 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 was called to order at 5:30 p.m. by Mayor Dinco.

2. ROLL CALL

Present: Councilmembers Clint Lorimore, Todd Rigby, Jocelyn Yow, Mayor Pro Tem Mike McMinn, and Mayor Christian Dinco.

Absent:

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

3. CLOSED SESSION PUBLIC COMMENT – None

4. CLOSED SESSION ITEM(S)

4.1 CONFERENCE WITH REAL PROPERTY NEGOTIATORS (Government Code Section 54956.8)
Property: 14600 Baron Drive, Eastvale, CA, APN 130-040-007
Agency Negotiator: Gustavo Gonzalez, Community Development Director, Jimmy Chung, Public Works Director/City Engineer, and Enswins Cordero, Asst. Director of Community Services & Recreation
Negotiating Parties: Riverside County Regional Park and Open Space District
Under Negotiation: Price and Terms of Payment

City Attorney Vega stated that there was no reportable action.

5. INVOCATION

Rabbi Mendy Harlig from the Chabad Jewish Center of Chino Hills offered the invocation.

6. PLEDGE OF ALLEGIANCE

Mayor Pro Tem McMinn led the Pledge of Allegiance.

7. ADDITIONS/REVISIONS – None

8. CITY COUNCIL REORGANIZATION/APPOINTMENTS

8.1 Presentation to Outgoing Mayor Christian Dinco

Mayor Pro Tem McMinn presented a plaque to Mayor Dinco.

8.2 Oath of Office – Christian Dinco, Mayor, District 2

Government Services Director/City Clerk Donohue administered the Oath of Office to Christian Dinco.

8.3 Oath of Office – Mike McMinn, Mayor Pro Tem, District 5

Government Services Director/City Clerk Donohue administered the Oath of Office to Mike McMinn.

8.4 Office of Mayor and Mayor Pro Tem

On motion of Councilmember Dinco and second by Councilmember Rigby, the City Council voted unanimously to appoint Mike McMinn to serve as Mayor, who will preside until the last City Council meeting in Calendar Year 2025.

On motion of Councilmember Dinco and second by Councilmember Lorimore, the City Council voted unanimously to appoint Jocelyn Yow to serve as Mayor Pro Tem, who will assume the duties of the Mayor in the Mayor's absence and hold the office until the last City Council meeting in Calendar Year 2025.

8.5 City Council Regional Appointments

On motion of Councilmember Dinco and second by Councilmember Lorimore, the City Council voted unanimously to approve the Regional Appointments List, as revised by the City Council.

8.6 City Council Committee Appointments

On motion of Councilmember Rigby and second by Councilmember Lorimore, the City Council voted unanimously to approve the Committees Appointments List, as revised by the City Council.

8.7 Planning and Public Safety Commission Appointments

On motion of Councilmember Rigby and second by Councilmember Dinco, the City Council voted unanimously to appoint the list of Planning and Public Safety Commissioners.

9. PRESENTATIONS/ANNOUNCEMENTS

9.1 Introduction of Deputy City Clerk – Victoria Castreje

Deputy City Clerk Victoria Castreje was introduced.

9.2 Introduction of Public Works Construction Inspector – Luis Ortiz

This item was rescheduled to the January 8, 2025, City Council meeting.

9.3 Introduction of Public Works Street Maintenance Worker - Aaron Fierro

This item was rescheduled to the January 8, 2025, City Council meeting.

10. AGENCY PARTNER UPDATES

10.1 Youth Council Update

Rishi Vithlani from the Youth Council provided an update.

10.2 YMCA Update

Casey Christianson, Associate Executive Director of Child and Youth Development from the Corona-Norco Family YMCA, provided an update.

10.3 Eastvale Library Update

Eastvale Library Branch Manager Jamie Shin, Chief Librarian Joan Tyler, and Deputy Director Shannon Ng provided an update.

11. PUBLIC COMMENT – None

12. CONSENT CALENDAR

On motion of Councilmember Dinco second by Mayor McMinn, the City Council voted unanimously to approve the Consent Calendar.

12.1 City Council Meeting Minutes

The City Council approved the City Council meeting minutes from the regular meeting on November 13, 2024.

12.2 Warrant Register: October 2024

The City Council approved the payment of warrants as submitted by the Finance Department under Attachment 1.

12.3 Treasurer's Report: October 2024

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

12.4 Planning Department Update

The City Council received and filed the Planning Department Update.

12.5 Public Works Department Update

The City Council received and filed the Public Works Department Update.

12.6 City of Eastvale Crime Statistics – October 2024

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

12.7 Interim Financial Report – Fiscal Year 2024-25, Quarter 1

The City Council received and filed the Interim Financial Report for Fiscal Year 2024-25, Quarter 1 ending September 30, 2024.

12.8 Approval of the Cooperative Agreement with Riverside County Flood Control and Water Conservation District for Eastvale Parkway Street Storm Drain Stage 1 and 2, Line D-5 Lateral Storm Drain, Stage 1 and 2 related to Tract Map No. 38594

The City Council:

1. Approved the Cooperative Agreement with Riverside County Flood Control and Water Conservation District for Eastvale Parkway Street Storm Drain, Stage 1 and 2, Line D-5 Lateral Storm Drain, Stage 1 and 2 related to Tract Map No. 38594; and
2. Authorized the City Manager and Mayor to sign said agreement.

12.9 Community Facility Districts Annual Special Tax Accountability Reports and other Special Financing Districts Annual Reports Fiscal Year 2024-25

The City Council received and filed the Fiscal Year 2024-25 Annual Special Tax Accountability Reports for the City's Community Facility Districts and Annual Reports for all other Special Financing Districts.

12.10 Adoption of Ordinance Approving the First Amendment to Development Agreement No. 003 between the City and The New Home Company

The City Council adopted Ordinance 24-09, approving the First Amendment to Development Agreement No. 003 entitled:

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF EASTVALE, CALIFORNIA, APPROVING THE FIRST AMENDMENT TO DEVELOPMENT AGREEMENT NO. 003 ADOPTED BY ORDINANCE NO. 22-05 BY AND BETWEEN THE CITY OF EASTVALE AND THE NEW HOME COMPANY RELATED TO THE 158.6-ACRE SITE LOCATED AT THE NORTHWEST CORNER OF HAMNER AND LIMONITE AVENUES COMMONLY KNOWN AS THE LEAL PROPERTY

12.11 License Agreement for Staybridge Suites Parking Lot

The City Council approved the License Agreement by and between the City and Eastvale Palace LLC pertaining to the encroachment of the parking lot for the Staybridge Suites hotel into City property.

12.12 Annual Development Impact Fee Report as of June 30, 2024

The City Council received and filed the Annual Development Impact Fees Report as of June 30, 2024, and adopt the findings contained in Section 4 of the Report.

12.13 Professional Services Agreement with Apple One, Inc. for Temporary Staffing Services

The City Council approved the Agreement with Apple One and the issuance of a purchase order in the amount of $65,000 for temporary staffing services and authorize the City Manager to execute all necessary documents.

12.14 2025 City Council and Commissions Meeting/Holiday Schedule

The City Council approved the 2025 City Council/Commissions and Holiday Schedule.

12.15 Approve Amendment to Personnel Policies & Procedures Manual and Policy Against Harassment, Discrimination, and Retaliation

The City Council:

1. Adopted Resolution 24-67, amending the Personnel Policies and Procedures Manual; and
2. Adopted Resolution 24-68, amending the Policy Against Harassment, Discrimination, & Retaliation.

12.16 Award of Contract for Professional Services Agreement for Community Services Event (Miracle at Citrus)

The City Council approved the Professional Services Agreement in the amount of $73,591.00 with Bringing Home Christmas for professional snow, lighting, and decoration services; and authorized the City Manager to execute the Agreement.

12.17 Approval of Payment for the Annual Permit Fees to State Water Resources Control Board for Fiscal Year 2024/2025)

The City Council approved payment to the State Water Resources Control Board for Fiscal Year 2024/2025 Annual Permit.

13. PUBLIC HEARINGS – None

14. CITY COUNCIL BUSINESS

14.1 Formation of Eastvale Parking Authority

City Manager Orme and Vanessa Legbandt from Stradling Yocca Carlson & Rauth provided a verbal 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 Mayor McMinn, the City Council voted unanimously to adopt and approve Resolution 24-69 Declaring Need for, Appointing City Council as Members of, and Designating Interim Chair of the Parking Authority in the form attached hereto as Attachment 1.

14.2 Tree Policy

Public Works Director/City Engineer Chung 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.

The City Council provided feedback.

14.3 2024 Independent ZIP Code Advocacy Updates

Economic Development Manager Fung 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.

The City Council received and filed the update.

15. CITY MANAGER/CITY STAFF REPORT

City Manager Orme provided an update on upcoming City events.

16. CITY COUNCIL COMMUNICATIONS/COMMITTEE REPORTS

16.1 League of California Cities

No report was provided.

16.2 Southern California Association of Governments

Councilmember Lorimore provided a report.

16.3 Western Riverside Council of Governments

Councilmember Dinco provided a report.

16.4 Riverside Transit Agency

Mayor Pro Tem Yow provided a report.

16.5 Northwest Mosquito and Vector Control District

Councilmember Lorimore provided a report.

16.6 Riverside County Transportation Commission

Councilmember Lorimore provided a report.

16.7 Western Riverside County Regional Conservation Authority

Mayor Pro Tem Yow provided a report.

16.8 Finance Committee

No report was provided.

16.9 Eastvale Schools Committee

No report was provided.

16.10 Business and Development Success Ad-Hoc Committee

No report was provided.

16.11 Eastvale Legislative Ad-Hoc Committee

No report was provided.

16.12 Eastvale Community Services Ad-Hoc Committee

No report was provided.

16.13 City Council Communications

The City Council provided comments.

ADJOURNMENT – Mayor McMinn adjourned the regular meeting at 8:40 P.M. The next regular meeting of the Eastvale City Council is scheduled for Wednesday, January 8, 2025, at 6:30 P.M.

Marc A. Donohue, MMC
City Clerk

MINUTES
CITY OF EASTVALE

CITY COUNCIL SPECIAL MEETING
Tuesday, December 17, 2024
Special Meeting: 5:30 PM

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

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1. CALL TO ORDER

The special meeting of the Eastvale City Council was called to order at 5:30 p.m. by Mayor McMinn.

2. ROLL CALL

Present: Councilmembers Christian Dinco, Clint Lorimore, Todd Rigby, Mayor Pro Tem Jocelyn Yow, and Mayor Mike McMinn.

Absent:

City Staff Present: Acting City Manager Donohue and City Attorney Vega were present at Roll Call. Other staff members were present.

3. PLEDGE OF ALLEGIANCE

Councilmember Dinco led the Pledge of Allegiance.

4. CLOSED SESSION PUBLIC COMMENT – None

5. CLOSED SESSION ITEM

5.1 CONFERENCE WITH REAL PROPERTY NEGOTIATORS (Government Code § 54956.8)
Property: Approximately 1.7 acres of APN 164030044
City Negotiator: Gustavo Gonzalez, Community Development Director; Jimmy Chung, Public Works Director; Amanda Wells, Finance Director
Negotiating Parties: The New Home Company Southern California
Under Negotiation: Price and Terms of Payment

At the end of closed session, City Attorney Vega stated that there was no reportable action.

ADJOURNMENT – Mayor McMinn adjourned the special meeting at 6:24 P.M. The next regular meeting of the Eastvale City Council is scheduled for Wednesday, January 8, 2025, at 6:30 P.M.

Marc A. Donohue, MMC
City Clerk

CITY OF EASTVALE

AGENDA STAFF REPORT

City Council Meeting
CONSENT CALENDAR
Agenda Item No. 11.2
January 8, 2025

Treasurer's Report: November 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 November 30, 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 November are $236,952,565 (book value). Active deposits total $224,951,865; inactive deposits total $12,000,700. Net investment income received for fiscal year 2024-25 through the end of November (five months of the fiscal year) is $3,267,365. The net annualized yield on investments is 4.140%.

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: November 2024
Attachment 2 - PFM Statement: November 2024

CITY OF EASTVALE

Treasurer's Report

Fiscal Year 2024-25 as of November 30, 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 November 30, 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
December 31, 2023	$ 190,311,419	$ 12,031,786	$ 509,530	$ (9,635)	3.581%
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%

CITY OF EASTVALE
Treasurer's Report
Fiscal Year 2024-25 as of November 30, 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	$ 3,014,462	$ 3,014,462	$ 3,014,462	0.100%
First American Govt Oblig Fund CI Y	80,781	80,781	80,781	4.250%
Total Money Market	**$ 3,095,243**	**$ 3,095,243**	**$ 3,095,243**	**0.208%**
Sweep Accounts:				
Citizens Business Bank - General Sweep	$ 14,390,479	$ 14,390,479	$ 14,390,479	0.100%
Total Sweep Accounts	**$ 14,390,479**	**$ 14,390,479**	**$ 14,390,479**	**0.100%**
Pooled Investment Accounts:				
CAMP Pool	$ 106,855,248	$ 106,855,248	$ 106,855,248	4.870%
Local Agency Investment Fund*	61,157,844	61,157,844	61,283,895	4.477%
Total Pooled Investment	**$ 168,013,092**	**$ 168,013,092**	**$ 168,139,144**	**4.727%**
PFM Managed Investment Portfolio:				
U.S. Treasury Bond / Note	$ 20,690,000	$ 19,939,912	$ 19,924,408	2.820%
U.S. Treasury Bill	-	-	-	0.000%
Supra-National Agency Bond / Note	-	-	-	0.000%
Municipal Bond / Note	410,000	411,018	402,488	1.090%
Federal Agency Commercial	8,085,453	8,030,228	8,119,326	4.820%
Asset-Back Security / Collateralized	1,893,866	1,893,585	1,913,122	5.120%
Certificate of Deposit	360,000	360,000	366,329	5.080%
Federal Agency Bond / Note	770,000	768,603	742,775	0.540%
Bank Note	925,000	925,020	938,961	5.480%
Corporate Note	7,161,000	7,124,685	7,092,397	4.000%
Total PFM Managed Investments	**$ 40,295,319**	**$ 39,453,051**	**$ 39,499,808**	**3.571%**
ACTIVE DEPOSITS TOTAL	**$ 225,794,133**	**$ 224,951,865**	**$ 225,124,673**	**4.166%**
INACTIVE DEPOSITS				
Checking Account:				
Citizens Business Bank - General Account	$ 12,000,000	$ 12,000,000	$ 12,000,000	0.000%
Citizens Business Bank - HdL Holding	$ 700	$ 700	$ 700	0.000%
Total Inactive Deposits	**$ 12,000,700**	**$ 12,000,700**	**$ 12,000,700**	**0.000%**
INACTIVE DEPOSITS TOTAL	**$ 12,000,700**	**$ 12,000,700**	**$ 12,000,700**	
GRAND TOTAL CASH	**$ 237,794,833**	**$ 236,952,565**	**$ 237,125,373**	

**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 November 30, 2024

Dash Board Report Card

In accordance with the City Investment Policy, a quarterly investment report shall be filed with the City Council which provide

DIVERSIFICATION BY INSTRUMENT	
Money Market	1.37%
Sweep	6.39%
LAIF	27.22%
CAMP Pool	47.46%
Certificates of Deposit	0.16%
U.S. Treasury Bond/ Note	8.85%
U.S. Treasury Bill	0.00%
Supra-National Agency Bond/Note	0.00%
Municipal Bond / Note	0.18%
Federal Agency Collaterized Mortgage	3.61%
Asset-Backed Security/ Collateralized	0.85%
Federal Agency Bond/ Note	0.33%
Bank Note	0.42%
Corporate Note	3.15%
	100.00%

DIVERSIFICATION BY MATURITY	
Less Than 90 Days	82.45%
90 days to Six Months (26 Weeks)	0.17%
Six Months to One Year (52 Weeks)	1.13%
One to Two Years (104 Weeks)	4.40%
Two to Three Years (156 Weeks)	2.90%
Three to Four Years (208 Weeks)	4.84%
Four to Five Years	4.10%
Five Years +	0.00%
	100.00%

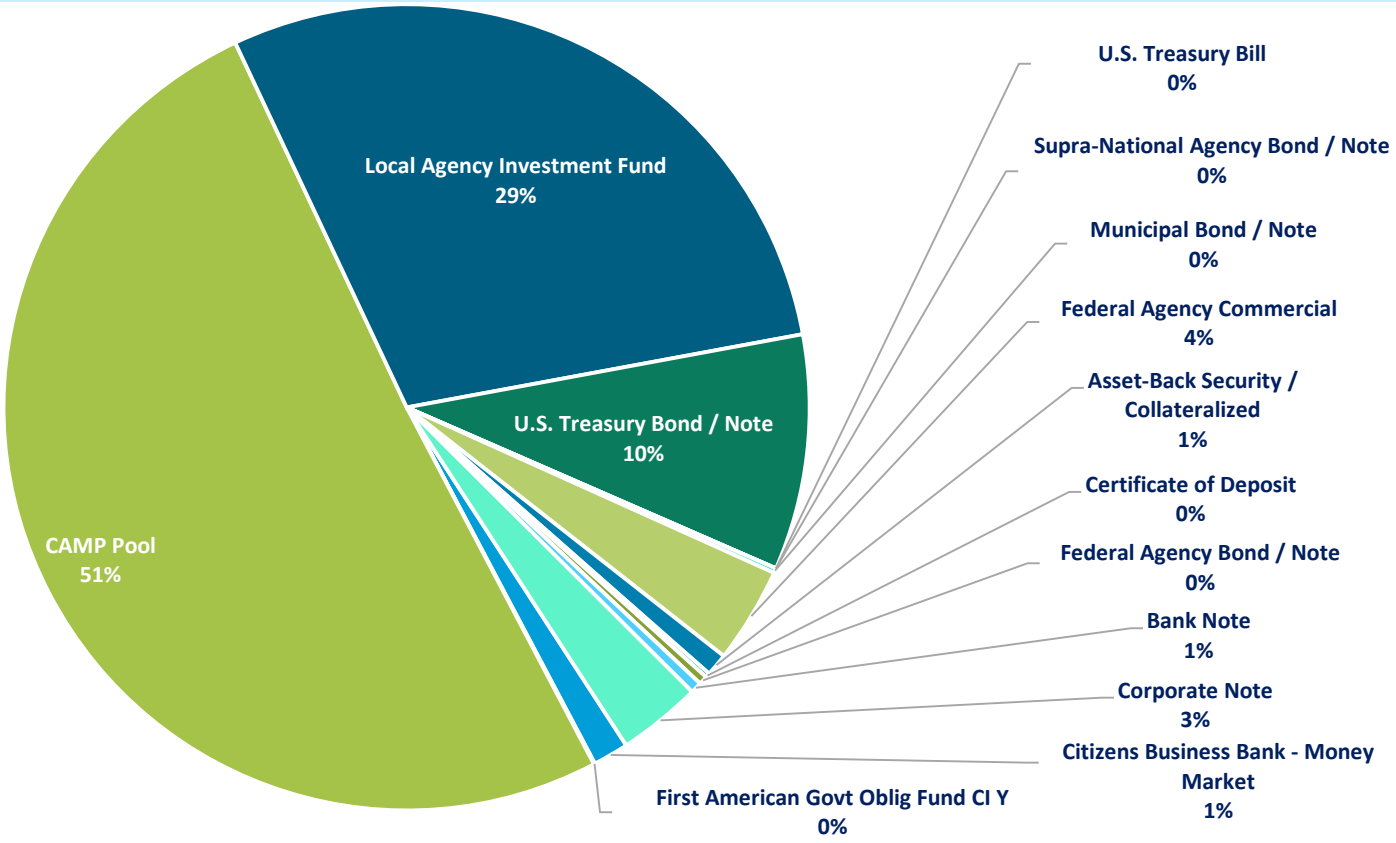
II. PORTFOLIO PERFORMANCE MEASURES

Yield at Cost - November 30, 2024	4.166%	
Annual Investment Income Budget	**$ 4,259,578**	**A**
Investment Income Received - YTD 11/30/2024	3,284,676	**B**
Less Investment Fees	(17,311)	**C**
Net Investment Income Received - YTD 11/30/2024	**$ 3,267,365**	**B+C**
Over/(Under) Annual Budget	*$ (992,213)*	**C-B**
% of Annual Budget	76.706%	
Net Yield Annualized at Cost - November 30, 2024	**4.140%**	

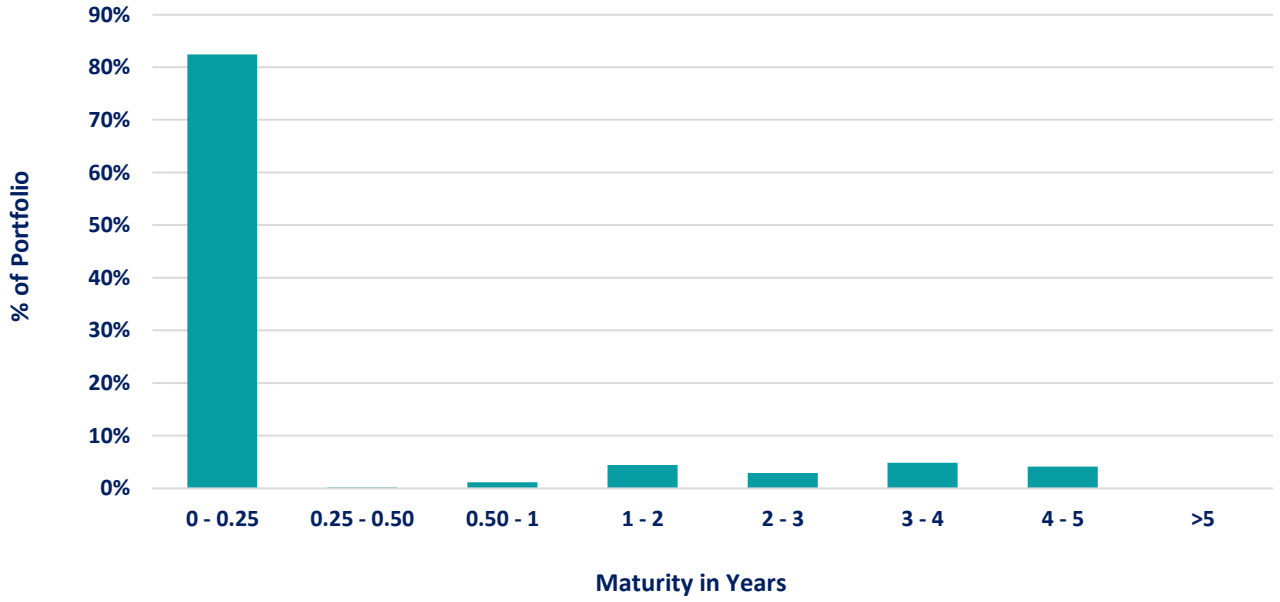
CITY OF EASTVALE
Treasurer's Report
Fiscal Year 2024-25 as of November 30, 2024

Dash Board Report Card

Active Investments: Diversification by Investment

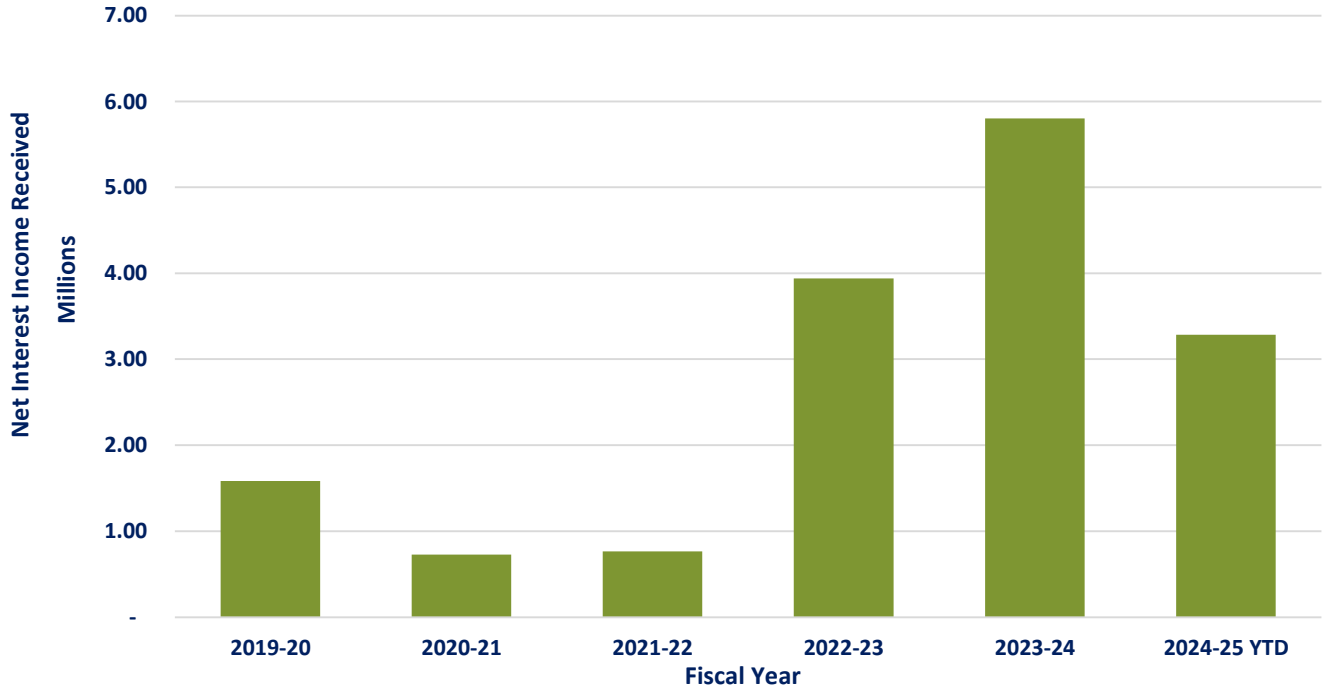


Active Investments: Diversification by Maturity



Dash Board Report Card

All Activity: Year Over Year Interest Income



CITY OF EASTVALE
Treasurer's Report
Fiscal Year 2024-25 as of November 30, 2024

Cash Breakdown per Fund Balance Reserve Policy

In accor Schedule of Investments - November 30, 2024

Money Market Accounts	$ 3,095,243
Sweep Accounts	14,390,479
Pooled Investment Accounts	168,013,092
PFM Managed Investments	39,453,051
Checking Account	12,000,700
Grand Total Cash - November 30, 2024	**$ 236,952,565**

Breakdown of Total Cash at November 30, 2024

Non-Spendable & Restricted Funds (Non-Discretionary Per Law):			$ 66,113,013
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			12,254,420
Grand Total Cash - November 30, 2024			**$ 236,952,565**

*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 November 30, 2024

Investment Income Detail

In accord Yield at Cost - November 30, 2024			4.166%
Annual Investment Income Budget	A	**$**	**4,259,578**
Investment Income Received YTD:			
Money Market (CBB)		$	1,272
Sweep (CBB)			10,019
Money Market (PFM)			2,435
LAIF			598,352
CAMP Pool			2,296,964
Certificate of Deposits			38,052
Municipal Bond/Note			3,631
U.S. Treasury Bill			108,890
U.S. Treasury Bond/ Note			302
Federal Agency Bond/ Note			3,372
Federal Agency Commercial Mortgage Backed Security			40,624
Asset-Backed Security			138,431
Corporate Note			114,536
Bank Note			9,956
Supra-National Agency Bond/Note			250
Realized Gain/ (Loss)			(82,411)
Total Investment Income Received - YTD 11/30/2024	B		**3,284,676**
Less Investment Fees Paid:			
Trust Fees-U.S. Bank			(1,823)
Management Fee-PFM			(15,488)
Total Investment Fees Paid - YTD 11/30/2024	C		**(17,311)**
Net Investment Income Received - YTD 11/30/2024	B+C	**$**	**3,267,365**
Investment Income Over/(Under) Annual Budget	*C-B*	*$*	*(992,213)*
% of Annual Budget			76.706%
Net Yield Annualized at Cost - November 30, 2024			**4.140%**

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Customer Service
PO Box 11813
Harrisburg, PA 17108-1813

ACCOUNT STATEMENT

CITY OF EASTVALE

For the Month Ending
November 30, 2024

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**

U.S. Bancorp Investments, Inc., is registered with the U.S. Securities and Exchange Commission (SEC) and is subject to the rules of the Municipal Securities Rulemaking Board (MSRB) as it relates to the distribution of shares of local government investment pools. The MSRB requires investors to be informed of the availability of the MSRB Investor Brochure which describes the protections that may be provided by the MSRB rules and how to file a complaint with an appropriate regulatory authority. The MSRB Investor Brochure can be found on the MSRB's website at www.msrb.org.

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Account Statement

For the Month Ending **November 30, 2024**

Consolidated Summary Statement

CITY OF EASTVALE

Portfolio Summary

Portfolio Holdings	Cash Dividends and Income	Closing Market Value
PFMAM Managed Account	111,443.98	39,499,807.56
CAMP Pool	0.00	106,855,248.07
Total	**$111,443.98**	**$146,355,055.63**

Investment Allocation

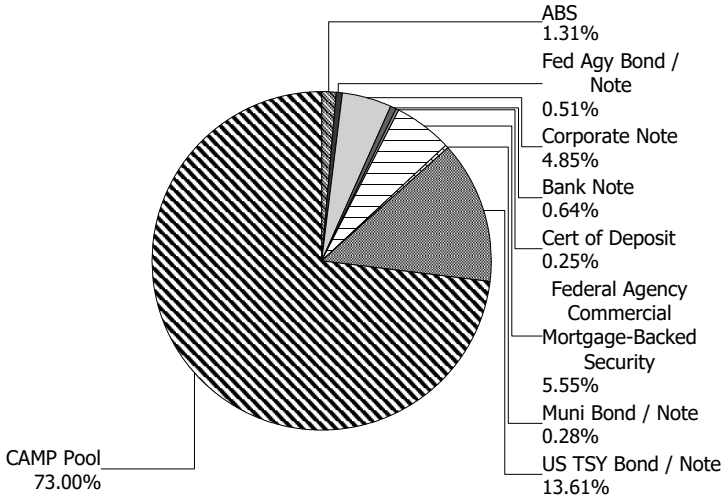
Investment Type	Closing Market Value	Percent
Asset-Backed Security	1,913,122.15	1.31
Federal Agency Bond / Note	742,775.10	0.51
Corporate Note	7,092,396.77	4.85
Bank Note	938,961.39	0.64
Certificate of Deposit	366,329.16	0.25
Federal Agency Commercial Mortgage-Backed Se	8,119,326.24	5.55
Municipal Bond / Note	402,488.39	0.28
U.S. Treasury Bond / Note	19,924,408.36	13.61
CAMP Pool	106,855,248.07	73.00
Total	**$146,355,055.63**	**100.00%**

Maturity Distribution (Fixed Income Holdings)

Portfolio Holdings	Closing Market Value	Percent
Under 30 days	106,855,248.07	73.01
31 to 60 days	0.00	0.00
61 to 90 days	0.00	0.00
91 to 180 days	381,817.99	0.26
181 days to 1 year	2,545,184.23	1.74
1 to 2 years	9,913,888.68	6.77
2 to 3 years	6,524,635.07	4.46
3 to 4 years	10,898,424.47	7.45
4 to 5 years	9,235,857.12	6.31
Over 5 years	0.00	0.00
Total	**$146,355,055.63**	**100.00%**

Weighted Average Days to Maturity **282**

Sector Allocation



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Managed Account Summary Statement

For the Month Ending **November 30, 2024**

CITY OF EASTVALE - INVESTMENT PORTFOLIO - 20240100

Transaction Summary - Managed Account	
Opening Market Value	**$39,301,006.41**
Maturities/Calls	(874,654.65)
Principal Dispositions	(384,796.88)
Principal Acquisitions	1,374,038.18
Unsettled Trades	0.00
Change in Current Value	84,214.50
Closing Market Value	**$39,499,807.56**

Cash Transactions Summary - Managed Account	
Maturities/Calls	860,000.00
Sale Proceeds	384,852.13
Coupon/Interest/Dividend Income	119,494.33
Principal Payments	14,654.65
Security Purchases	(1,376,020.78)
Net Cash Contribution	(340.11)
Reconciling Transactions	0.00

Earnings Reconciliation (Cash Basis) - Managed Account	
Interest/Dividends/Coupons Received	119,549.58
Less Purchased Interest Related to Interest/Coupons	(1,982.60)
Plus Net Realized Gains/Losses	(6,123.00)
Total Cash Basis Earnings	**$111,443.98**

Cash Balance	
Closing Cash Balance	**$124,546.31**

Earnings Reconciliation (Accrual Basis)	Total
Ending Amortized Value of Securities	39,857,787.45
Ending Accrued Interest	190,325.35
Plus Proceeds from Sales	384,852.13
Plus Proceeds of Maturities/Calls/Principal Payments	874,654.65
Plus Coupons/Dividends Received	119,494.33
Less Cost of New Purchases	(1,376,020.78)
Less Beginning Amortized Value of Securities	(39,740,316.28)
Less Beginning Accrued Interest	(207,755.44)
Total Accrual Basis Earnings	**$103,021.41**

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Portfolio Summary and Statistics

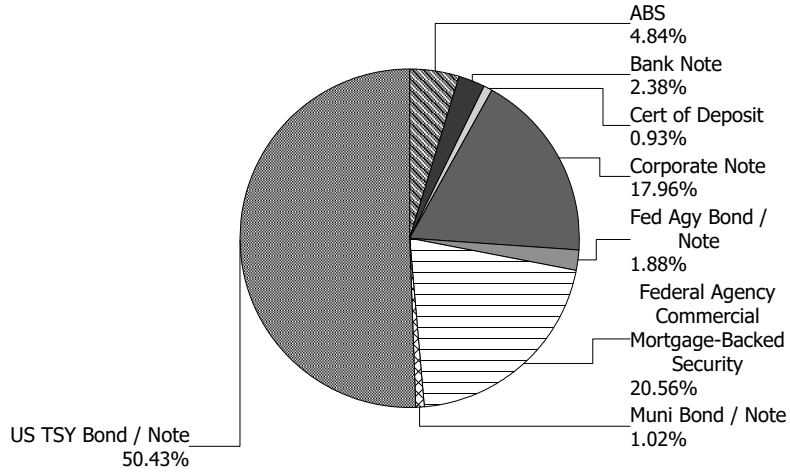
For the Month Ending **November 30, 2024**

CITY OF EASTVALE - INVESTMENT PORTFOLIO - 20240100

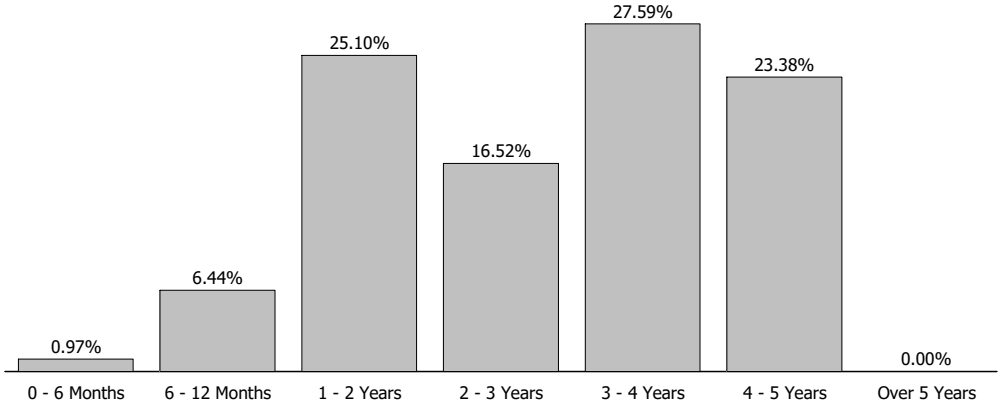
Account Summary

Description	Par Value	Market Value	Percent
U.S. Treasury Bond / Note	20,690,000.00	19,924,408.36	50.43
Municipal Bond / Note	410,000.00	402,488.39	1.02
Federal Agency Commercial Mortgage-Backed Security	8,085,453.05	8,119,326.24	20.56
Federal Agency Bond / Note	770,000.00	742,775.10	1.88
Corporate Note	7,161,000.00	7,092,396.77	17.96
Certificate of Deposit	360,000.00	366,329.16	0.93
Bank Note	925,000.00	938,961.39	2.38
Asset-Backed Security	1,893,865.92	1,913,122.15	4.84
Managed Account Sub-Total	**40,295,318.97**	**39,499,807.56**	**100.00%**
Accrued Interest		190,325.35	
Total Portfolio	**40,295,318.97**	**39,690,132.91**	
Unsettled Trades	**0.00**	**0.00**	

Sector Allocation



Maturity Distribution



Characteristics

Yield to Maturity at Cost	3.58%
Yield to Maturity at Market	4.39%
Weighted Average Days to Maturity	1044

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Managed Account Issuer Summary

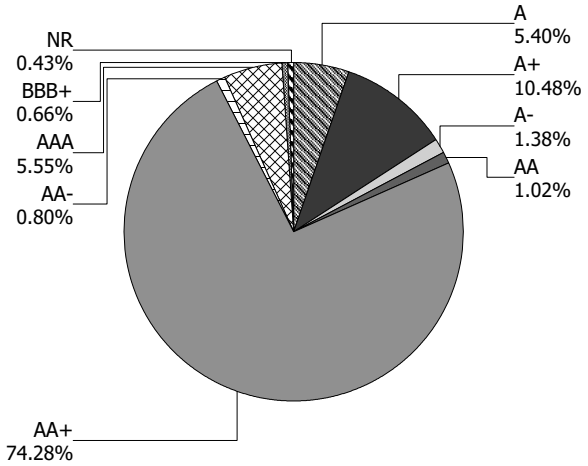
For the Month Ending **November 30, 2024**

CITY OF EASTVALE - INVESTMENT PORTFOLIO - 20240100

Issuer Summary

Issuer	Market Value of Holdings	Percent
Adobe Inc	382,064.80	0.97
American Express Co	314,027.21	0.80
Apple Inc	556,657.36	1.41
BA Credit Card Trust	136,314.23	0.35
Bank of America Corp	583,387.74	1.48
Bank of New York Mellon Corp	595,888.22	1.51
BlackRock Inc	315,433.57	0.80
Bristol-Myers Squibb Co	129,361.46	0.33
Citigroup Inc	812,329.44	2.06
Cooperatieve Rabobank UA	366,329.16	0.93
Deere & Co	279,811.68	0.71
Eli Lilly & Co	292,385.71	0.74
Federal Home Loan Mortgage Corp	7,765,824.98	19.65
Federal National Mortgage Association	1,096,276.36	2.78
Fifth Third Auto Trust	267,931.70	0.68
GM Financial Consumer Automobile Receiv	35,206.33	0.09
Goldman Sachs Group Inc	258,803.74	0.66
Home Depot Inc	374,670.66	0.95
Honda Auto Receivables Owner Trust	242,448.72	0.61
Hyundai Auto Receivables Trust	116,128.60	0.29
International Business Machines Corp	267,574.59	0.68
JPMorgan Chase & Co	1,116,515.32	2.82
Mastercard Inc	282,185.70	0.71
Microsoft Corp	450,190.22	1.14
Morgan Stanley	376,409.51	0.95
PACCAR Inc	277,695.83	0.70
PepsiCo Inc	186,314.43	0.47
State Board of Administration Finance C	279,474.14	0.71
Target Corp	271,415.76	0.69
Toyota Auto Receivables Owner Trust	165,978.86	0.42
Toyota Motor Corp	294,797.04	0.75
United States Treasury	19,924,408.36	50.43

Credit Quality (S&P Ratings)



pfm asset management

Managed Account Issuer Summary

For the Month Ending **November 30, 2024**

CITY OF EASTVALE - INVESTMENT PORTFOLIO - 20240100

Issuer	Market Value of Holdings	Percent
University of California Board of Regen	123,014.25	0.31
Wells Fargo & Co	562,551.88	1.42
Total	**$39,499,807.56**	**100.00%**

pfm asset management

Managed Account Detail of Securities Held

For the Month Ending **November 30, 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	265,000.00	AA+	Aaa	03/01/22	03/01/22	252,236.52	1.61	56.73	261,818.66	255,271.59
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	676.24	341,443.39	340,379.78
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	8.55	824,836.82	797,922.16
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	313.86	199,246.22	191,679.60
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	1,726.22	1,094,041.41	1,054,237.80
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	275.75	213,791.39	210,168.86
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	626.70	497,550.13	477,656.50
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	833.51	654,056.69	635,283.15
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	902.45	711,802.30	687,825.36
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	965.12	766,222.81	735,591.01
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	1,015.25	809,400.77	773,803.53
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	895.86	699,412.64	672,779.39
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	2.16	104,931.17	99,688.47
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	21.43	1,007,361.66	987,390.56

pfm asset management

Managed Account Detail of Securities Held

For the Month Ending **November 30, 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	842.07	546,726.65	532,071.23
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	4,952.45	740,717.34	720,058.50
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	94.20	208,102.95	201,746.82
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	6,933.42	1,020,176.75	1,000,206.90
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	1,089.05	154,417.13	155,018.14
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	1,342.33	383,144.62	380,148.58
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	432.46	919,337.75	910,538.23
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	61.21	576,589.18	571,091.73
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	8,432.34	523,055.36	516,445.28
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	564.03	206,754.27	202,640.63
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	965.12	352,876.49	346,740.63
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	5,794.48	565,882.82	567,818.04
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	2,363.32	1,034,303.65	1,011,357.63
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	1,858.29	618,099.50	607,818.24

pfm asset management

Managed Account Detail of Securities Held

For the Month Ending **November 30, 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 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	1,406.03	355,696.53	362,335.72
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	20.40	166,363.96	167,700.56
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	126.72	1,032,739.19	1,041,776.18
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	2,934.58	165,084.38	165,973.17
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	6,669.50	372,641.66	377,211.75
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	534.78	40,261.44	39,831.24
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	10,041.85	1,092,160.78	1,068,285.02
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	2,980.77	498,618.29	487,070.50
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	953.76	268,013.23	270,400.68
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	1,059.74	299,272.59	300,445.20
Security Type Sub-Total		**20,690,000.00**					**19,939,911.90**	**2.82**	**70,772.73**	**20,326,952.57**	**19,924,408.36**
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	49.06	125,042.67	123,014.25
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	419.33	80,068.86	78,448.88
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	1,074.54	205,000.00	201,025.26

pfm asset management

Managed Account Detail of Securities Held

For the Month Ending **November 30, 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
Municipal Bond / Note											
Security Type Sub-Total		**410,000.00**					**411,018.10**	**1.09**	**1,542.93**	**410,111.53**	**402,488.39**
Federal Agency Commercial Mortgage-Backed Security											
FHMS K061 A2 DTD 01/01/2017 3.347% 11/01/2026	3137BTUM1	258,923.63	AA+	Aaa	05/19/23	05/24/23	250,953.64	4.29	722.18	254,410.88	253,025.61
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	375,776.15	379,886.13
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	211,814.03	213,915.68
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	330,053.59	334,051.77
FHMS K507 A1 DTD 09/01/2023 4.800% 04/01/2028	3137HAMR4	345,180.89	AA+	Aaa	09/20/23	09/28/23	339,763.97	5.19	1,380.72	340,962.61	346,778.73
FHMS K506 A1 DTD 09/01/2023 4.650% 05/01/2028	3137HAMG8	187,800.68	AA+	Aaa	09/07/23	09/14/23	184,992.14	5.01	727.73	185,653.51	188,308.68
FHMS KJ46 A1 DTD 07/01/2023 4.777% 06/01/2028	3137HAD45	297,153.47	AA+	Aaa	07/19/23	07/27/23	297,146.02	4.78	1,182.92	297,148.06	297,220.93
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	362,601.04	363,058.56
FNA 2023-M6 A2 DTD 07/01/2023 4.190% 07/01/2028	3136BQDE6	358,329.76	AA+	Aaa	07/18/23	07/31/23	352,254.95	4.58	1,251.17	353,880.31	353,501.26
FHMS KJ47 A1 DTD 09/01/2023 5.272% 08/01/2028	3137HAMN3	198,064.62	AA+	Aaa	09/19/23	09/28/23	198,063.62	5.27	870.16	198,063.95	200,762.06
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	370,685.84	375,969.00
FHMS K508 A2 DTD 10/01/2023 4.740% 08/01/2028	3137HAO74	380,000.00	AA+	Aaa	10/11/23	10/19/23	371,664.32	5.25	1,501.00	373,394.45	382,514.08

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
Federal Agency Commercial Mortgage-Backed Security											
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	277,597.88	287,543.34
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	366,464.86	372,737.63
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	144,659.58	147,398.59
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	209,506.48	212,296.14
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	191,467.13	193,219.93
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	216,804.63	216,128.96
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	221,866.30	220,178.86
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	343,715.82	345,199.08
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	383,672.05	385,704.75
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	384,729.29	386,901.38
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	321,866.91	322,398.72
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	378,299.25
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	353,098.92	350,122.15
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	209,004.72	207,253.77

CITY OF EASTVALE - INVESTMENT PORTFOLIO - 20240100

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Federal Agency Commercial Mortgage-Backed Security											
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	402,111.23	404,951.20
Security Type Sub-Total		**8,085,453.05**					**8,030,227.50**	**4.82**	**31,038.77**	**8,056,010.22**	**8,119,326.24**
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	115.00	344,768.81	332,801.83
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	141.67	424,969.57	409,973.27
Security Type Sub-Total		**770,000.00**					**768,603.40**	**0.54**	**256.67**	**769,738.38**	**742,775.10**
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	243.75	261,654.03	258,803.74
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	50.25	133,711.47	129,361.46
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	1,552.88	280,000.00	278,557.44
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	1,348.67	340,000.00	338,798.78
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	3,503.00	466,952.72	450,190.22
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	4,281.98	275,637.93	277,695.83
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	4,743.15	298,462.98	304,830.30
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	368.33	49,963.74	47,616.80

CITY OF EASTVALE - INVESTMENT PORTFOLIO - 20240100

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Corporate Note											
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	1,731.17	234,938.61	223,798.96
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	2,704.86	380,514.80	362,246.78
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	2,866.67	383,854.10	382,064.80
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	3,859.50	272,703.00	267,574.59
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	2,335.67	376,763.11	374,670.66
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	2,615.92	233,748.75	233,641.44
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	844.94	140,784.44	142,630.04
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	1,306.67	560,703.17	556,657.36
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	2,354.69	124,865.18	127,187.13
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	2,825.63	151,477.02	152,624.55
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	3,647.83	365,000.00	380,128.52
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	4,147.53	422,055.71	432,200.92
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	351.85	34,944.94	35,385.18
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	2,784.62	275,865.61	280,048.39

pfm asset management

Managed Account Detail of Securities Held

For the Month Ending **November 30, 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											
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	4,425.00	277,491.41	282,185.70
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	3,098.75	184,733.24	186,314.43
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	707.78	49,904.20	49,965.60
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	1,627.89	114,875.61	114,920.88
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	1,840.22	129,495.92	129,910.56
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	811.42	64,865.55	64,423.97
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	2,871.17	230,318.13	227,961.74
Security Type Sub-Total		**7,161,000.00**					**7,124,684.68**	**4.00**	**65,851.79**	**7,116,285.37**	**7,092,396.77**
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	6,807.20	360,000.00	366,329.16
Security Type Sub-Total		**360,000.00**					**360,000.00**	**5.08**	**6,807.20**	**360,000.00**	**366,329.16**
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	9,578.38	554,567.35	562,551.88
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	282.84	370,612.61	376,409.51
Security Type Sub-Total		**925,000.00**					**925,020.35**	**5.48**	**9,861.22**	**925,179.96**	**938,961.39**

pfm asset management

Managed Account Detail of Securities Held

For the Month Ending **November 30, 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
Asset-Backed Security											
TAOT 2021-C A3 DTD 09/27/2021 0.430% 01/15/2026	89239BAC5	14,315.91	AAA	Aaa	09/21/21	09/27/21	14,314.77	0.43	2.74	14,315.61	14,241.41
HART 2021-C A3 DTD 11/17/2021 0.740% 05/15/2026	44935FAD6	9,550.01	AAA	NR	11/09/21	11/17/21	9,547.88	0.75	3.14	9,549.32	9,492.59
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	239,964.57	242,448.72
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	74,987.74	75,561.15
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	74,993.73	76,176.30
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	264,987.77	267,931.70
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	299,935.09	303,720.30
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	309,849.04	314,027.21
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	104,989.04	106,636.01
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	134,985.49	136,314.23
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	34,994.10	35,206.33
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	329,957.92	331,366.20
Security Type Sub-Total		**1,893,865.92**					**1,893,585.43**	**5.12**	**4,194.04**	**1,893,509.42**	**1,913,122.15**
Managed Account Sub-Total		**40,295,318.97**					**39,453,051.36**	**3.58**	**190,325.35**	**39,857,787.45**	**39,499,807.56**

CITY OF EASTVALE - INVESTMENT PORTFOLIO - 20240100

Securities Sub-Total	**$40,295,318.97**	**$39,453,051.36**	**3.58%**	**$190,325.35**	**$39,857,787.45**	**$39,499,807.56**
Accrued Interest						**$190,325.35**
Total Investments						**$39,690,132.91**

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	265,000.00	RBC Capi		96.33	255,271.59	3,035.07	(6,547.07)	0.90	4.44
US TREASURY N/B DTD 11/15/2022 4.500% 11/15/2025	91282CFW6	340,000.00	HSBC		100.11	340,379.78	(4,082.72)	(1,063.61)	0.93	4.44
US TREASURY N/B DTD 11/30/2020 0.375% 11/30/2025	91282CAZ4	830,000.00	Nomura		96.14	797,922.16	(10,971.20)	(26,914.66)	0.98	4.38
US TREASURY N/B DTD 12/31/2020 0.375% 12/31/2025	91282CBC4	200,000.00	HSBC		95.84	191,679.60	(5,078.21)	(7,566.62)	1.06	4.35
US TREASURY N/B DTD 12/31/2020 0.375% 12/31/2025	91282CBC4	1,100,000.00	JPMorgan		95.84	1,054,237.80	(19,680.17)	(39,803.61)	1.06	4.35
US TREASURY N/B DTD 02/01/2021 0.375% 01/31/2026	91282CBH3	220,000.00	JPMorgan		95.53	210,168.86	10,106.36	(3,622.53)	1.15	4.37
US TREASURY N/B DTD 02/01/2021 0.375% 01/31/2026	91282CBH3	500,000.00	BOFAML		95.53	477,656.50	(11,991.94)	(19,893.63)	1.15	4.37
US TREASURY N/B DTD 02/01/2021 0.375% 01/31/2026	91282CBH3	665,000.00	Nomura		95.53	635,283.15	7,351.70	(18,773.54)	1.15	4.37
US TREASURY N/B DTD 02/01/2021 0.375% 01/31/2026	91282CBH3	720,000.00	Citigrou		95.53	687,825.36	(3,655.89)	(23,976.94)	1.15	4.37
US TREASURY N/B DTD 02/01/2021 0.375% 01/31/2026	91282CBH3	770,000.00	BNPPSA		95.53	735,591.01	(19,610.55)	(30,631.80)	1.15	4.37
US TREASURY N/B DTD 02/01/2021 0.375% 01/31/2026	91282CBH3	810,000.00	Barclays		95.53	773,803.53	(33,633.58)	(35,597.24)	1.15	4.37
US TREASURY N/B DTD 03/01/2021 0.500% 02/28/2026	91282CBQ3	705,000.00	WellsFar		95.43	672,779.39	(13,218.66)	(26,633.25)	1.22	4.31
US TREASURY N/B DTD 06/01/2021 0.750% 05/31/2026	91282CCF6	105,000.00	RBC Capi		94.94	99,688.47	(5,081.84)	(5,242.70)	1.46	4.27
US TREASURY N/B DTD 06/01/2021 0.750% 05/31/2026	91282CCF6	1,040,000.00	Citigrou		94.94	987,390.56	34,246.81	(19,971.10)	1.46	4.27
US TREASURY N/B DTD 09/30/2021 0.875% 09/30/2026	91282CCZ2	565,000.00	RBC Capi		94.17	532,071.23	11,851.89	(14,655.42)	1.78	4.22
US TREASURY N/B DTD 02/15/2017 2.250% 02/15/2027	912828V98	750,000.00	JPMorgan		96.01	720,058.50	(10,546.97)	(20,658.84)	2.11	4.16
US TREASURY N/B DTD 04/30/2020 0.500% 04/30/2027	912828ZN3	220,000.00	Nomura		91.70	201,746.82	5,121.82	(6,356.13)	2.35	4.15

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		95.26	1,000,206.90	4,716.67	(19,969.85)	2.57	4.17
US TREASURY N/B DTD 09/30/2022 4.125% 09/30/2027	91282CFM8	155,000.00	BOFAML		100.01	155,018.14	1,029.27	601.01	2.63	4.12
US TREASURY N/B DTD 10/31/2022 4.125% 10/31/2027	91282CFU0	380,000.00	Nomura		100.04	380,148.58	(5,135.80)	(2,996.04)	2.71	4.11
US TREASURY N/B DTD 11/02/2020 0.500% 10/31/2027	91282CAU5	1,010,000.00	WellsFar		90.15	910,538.23	50,420.65	(8,799.52)	2.84	4.17
US TREASURY N/B DTD 11/30/2022 3.875% 11/30/2027	91282CFZ9	575,000.00	Citigrou		99.32	571,091.73	(6,289.13)	(5,497.45)	2.80	4.12
US TREASURY N/B DTD 01/03/2023 3.875% 12/31/2027	91282CGC9	520,000.00	WellsFar		99.32	516,445.28	(8,429.72)	(6,610.08)	2.83	4.11
US TREASURY N/B DTD 02/01/2021 0.750% 01/31/2028	91282CBJ9	225,000.00	GoldmanS		90.06	202,640.63	4,772.47	(4,113.64)	3.06	4.13
US TREASURY N/B DTD 02/01/2021 0.750% 01/31/2028	91282CBJ9	385,000.00	Nomura		90.06	346,740.63	12,482.43	(6,135.86)	3.06	4.13
US TREASURY N/B DTD 02/28/2023 4.000% 02/29/2028	91282CGP0	570,000.00	TD Secur		99.62	567,818.04	4,141.48	1,935.22	2.98	4.13
US TREASURY N/B DTD 03/31/2021 1.250% 03/31/2028	91282CBS9	1,110,000.00	BNPPSA		91.11	1,011,357.63	12,661.15	(22,946.02)	3.20	4.17
US TREASURY N/B DTD 05/01/2023 3.500% 04/30/2028	91282CHA2	620,000.00	BOFAML		98.04	607,818.24	(9,396.60)	(10,281.26)	3.17	4.12
US TREASURY N/B DTD 04/30/2024 4.625% 04/30/2029	91282CKP5	355,000.00	WellsFar		102.07	362,335.72	6,559.16	6,639.19	3.95	4.11
US TREASURY N/B DTD 05/31/2024 4.500% 05/31/2029	91282CKT7	165,000.00	JPMorgan		101.64	167,700.56	1,205.25	1,336.60	3.96	4.14
US TREASURY N/B DTD 05/31/2024 4.500% 05/31/2029	91282CKT7	1,025,000.00	JPMorgan		101.64	1,041,776.18	8,287.89	9,036.99	3.96	4.14
US TREASURY N/B DTD 07/01/2024 4.250% 06/30/2029	91282CKX8	165,000.00	Citigrou		100.59	165,973.17	882.94	888.79	4.06	4.14
US TREASURY N/B DTD 07/01/2024 4.250% 06/30/2029	91282CKX8	375,000.00	HSBC		100.59	377,211.75	4,760.58	4,570.09	4.06	4.14
US TREASURY N/B DTD 07/31/2024 4.000% 07/31/2029	91282CLC3	40,000.00	Citigrou		99.58	39,831.24	(446.88)	(430.20)	4.15	4.10

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		98.01	1,068,285.02	(23,971.62)	(23,875.76)	4.27	4.09
US TREASURY N/B DTD 09/30/2024 3.500% 09/30/2029	91282CLN9	500,000.00	TD Secur		97.41	487,070.50	(11,503.72)	(11,547.79)	4.36	4.09
US TREASURY N/B DTD 10/31/2024 4.125% 10/31/2029	91282CLR0	270,000.00	TD Secur		100.15	270,400.68	2,404.59	2,387.45	4.39	4.09
US TREASURY N/B DTD 10/31/2024 4.125% 10/31/2029	91282CLR0	300,000.00	HSBC		100.15	300,445.20	1,183.48	1,172.61	4.39	4.09
Security Type Sub-Total		**20,690,000.00**				**19,924,408.36**	**(15,503.54)**	**(402,544.21)**	**2.41**	**4.22**
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	98.41	123,014.25	(2,438.25)	(2,028.42)	0.45	4.47
FLORIDA ST BRD OF ADM DTD 09/16/2020 1.258% 07/01/2025	341271AD6	80,000.00	BOFAML		98.06	78,448.88	(2,116.72)	(1,619.98)	0.58	4.70
FLORIDA ST BRD OF ADM DTD 09/16/2020 1.258% 07/01/2025	341271AD6	205,000.00	BOFAML		98.06	201,025.26	(3,974.74)	(3,974.74)	0.58	4.70
Security Type Sub-Total		**410,000.00**				**402,488.39**	**(8,529.71)**	**(7,623.14)**	**0.54**	**4.63**
Federal Agency Commercial Mortgage-Backed Security										
FHMS K061 A2 DTD 01/01/2017 3.347% 11/01/2026	3137BTUM1	258,923.63	Citigrou		97.72	253,025.61	2,071.97	(1,385.27)	1.78	4.56
FHMS K064 A2 DTD 05/01/2017 3.224% 03/01/2027	3137BXQY1	390,000.00	MorganSt		97.41	379,886.13	12,006.44	4,109.98	2.04	4.47
FHMS K065 A2 DTD 07/01/2017 3.243% 04/01/2027	3137F1G44	220,000.00	MorganSt		97.23	213,915.68	6,488.34	2,101.65	2.19	4.49
FHMS K066 A2 DTD 08/01/2017 3.117% 06/01/2027	3137F2LJ3	345,000.00	CantorFi		96.83	334,051.77	11,422.86	3,998.18	2.29	4.49
FHMS K507 A1 DTD 09/01/2023 4.800% 04/01/2028	3137HAMR4	345,180.89	BOFAML		100.46	346,778.73	7,014.76	5,816.12	2.68	4.60
FHMS K506 A1 DTD 09/01/2023 4.650% 05/01/2028	3137HAMG8	187,800.68	WellsFar		100.27	188,308.68	3,316.54	2,655.17	2.87	4.54

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 KJ46 A1 DTD 07/01/2023 4.777% 06/01/2028	3137HAD45	297,153.47	JPMorgan		100.02	297,220.93	74.91	72.87	2.35	4.72
FHMS K505 A2 DTD 07/01/2023 4.819% 06/01/2028	3137HACX2	360,000.00	JPMorgan		100.85	363,058.56	(537.12)	457.52	3.13	4.54
FNA 2023-M6 A2 DTD 07/01/2023 4.190% 07/01/2028	3136BODE6	358,329.76	JPMorgan		98.65	353,501.26	1,246.31	(379.05)	3.26	4.59
FHMS KJ47 A1 DTD 09/01/2023 5.272% 08/01/2028	3137HAMN3	198,064.62	JPMorgan		101.36	200,762.06	2,698.44	2,698.11	2.59	4.71
FHMS K506 A2 DTD 09/01/2023 4.650% 08/01/2028	3137HAMH6	375,000.00	WellsFar		100.26	375,969.00	6,516.37	5,283.16	3.27	4.56
FHMS K508 A2 DTD 10/01/2023 4.740% 08/01/2028	3137HAO74	380,000.00	BMO		100.66	382,514.08	10,849.76	9,119.63	3.29	4.53
FHMS K509 A2 DTD 10/01/2023 4.850% 09/01/2028	3137HAST4	285,000.00	MorganSt		100.89	287,543.34	11,629.99	9,945.46	3.36	4.58
FHMS K507 A2 DTD 09/01/2023 4.800% 09/01/2028	3137HAMS2	370,000.00	BOFAML		100.74	372,737.63	7,160.24	6,272.77	3.32	4.57
FHMS K510 A2 DTD 11/01/2023 5.069% 10/01/2028	3137HB3D4	145,000.00	JPMorgan		101.65	147,398.59	2,817.78	2,739.01	3.39	4.58
FHMS K511 A2 DTD 12/01/2023 4.860% 10/01/2028	3137HB3G7	210,000.00	BOFAML		101.09	212,296.14	2,899.47	2,789.66	3.43	4.54
FHMS K512 A2 DTD 12/01/2023 5.000% 11/01/2028	3137HBCF9	190,000.00	JPMorgan		101.69	193,219.93	1,445.71	1,752.80	3.44	4.51
FHMS K513 A2 DTD 01/01/2024 4.724% 12/01/2028	3137HBFY5	215,000.00	BMO		100.53	216,128.96	(1,018.68)	(675.67)	3.56	4.58
FHMS K514 A2 DTD 02/01/2024 4.572% 12/01/2028	3137HBLV4	220,000.00	JPMorgan		100.08	220,178.86	(2,020.92)	(1,687.44)	3.52	4.55
FHMS K517 A2 DTD 03/01/2024 5.355% 01/01/2029	3137HC2C5	335,000.00	BOFAML		103.04	345,199.08	153.77	1,483.26	3.64	4.53
FHMS K515 A2 DTD 02/01/2024 5.400% 01/01/2029	3137HBPD0	375,000.00	WellsFar		102.85	385,704.75	602.25	2,032.70	3.54	4.60
FHMS K516 A2 DTD 03/01/2024 5.477% 01/01/2029	3137HBPM0	375,000.00	MorganSt		103.17	386,901.38	652.50	2,172.09	3.58	4.60
FHMS K524 A2 DTD 07/01/2024 4.720% 05/01/2029	3137HDV56	320,000.00	PIER		100.75	322,398.72	433.60	531.81	3.92	4.54

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 K522 A2 DTD 06/01/2024 4.803% 05/01/2029	3137HDJJ0	375,000.00	MorganSt		100.88	378,299.25	3,300.37	3,299.25	3.82	4.58
FHMS K526 A2 DTD 08/01/2024 4.543% 07/01/2029	3137HDXL9	350,000.00	BMO		100.03	350,122.15	(3,151.75)	(2,976.77)	4.07	4.54
FHMS K529 A2 DTD 10/01/2024 4.791% 09/01/2029	3137HH6C0	205,000.00	MorganSt		101.10	207,253.77	(1,843.57)	(1,750.95)	4.17	4.54
FHMS K530 A2 DTD 11/01/2024 4.792% 09/01/2029	3137HHJL6	400,000.00	JPMorgan		101.24	404,951.20	2,868.40	2,839.97	4.19	4.51
Security Type Sub-Total		**8,085,453.05**				**8,119,326.24**	**89,098.74**	**63,316.02**	**3.23**	**4.56**
Federal Agency Bond / Note										
FANNIE MAE DTD 11/12/2020 0.500% 11/07/2025	3135G06G3	345,000.00	Barclays		96.46	332,801.83	(10,963.07)	(11,966.98)	0.92	4.41
FANNIE MAE DTD 11/12/2020 0.500% 11/07/2025	3135G06G3	425,000.00	Nomura		96.46	409,973.27	(14,865.23)	(14,996.30)	0.92	4.41
Security Type Sub-Total		**770,000.00**				**742,775.10**	**(25,828.30)**	**(26,963.28)**	**0.92**	**4.41**
Corporate Note										
GOLDMAN SACHS GROUP INC (CALLABLE) DTD 05/22/2015 3.750% 05/22/2025	38148LAE6	260,000.00	JANE	02/22/25	99.54	258,803.74	(30,682.86)	(2,850.29)	0.46	4.74
BRISTOL-MYERS SQUIBB CO (CALLABLE) DTD 11/13/2020 0.750% 11/13/2025	110122DN5	134,000.00	Citigrou	10/13/25	96.54	129,361.46	(3,303.90)	(4,350.01)	0.93	4.51
BANK OF AMERICA CORP (CALLABLE) DTD 03/22/2022 3.384% 04/02/2026	06051GKM0	280,000.00	BOFAML	04/02/25	99.48	278,557.44	(1,442.56)	(1,442.56)	0.33	5.69
JPMORGAN CHASE & CO (CALLABLE) DTD 04/26/2022 4.080% 04/26/2026	46647PCZ7	340,000.00	JPMorgan	04/26/25	99.65	338,798.78	(1,201.22)	(1,201.22)	0.40	5.66
MICROSOFT CORP (CALLABLE) DTD 08/08/2016 2.400% 08/08/2026	594918BR4	465,000.00	Citigrou	05/08/26	96.82	450,190.22	(19,966.63)	(16,762.50)	1.60	4.38
PACCAR FINANCIAL CORP DTD 08/10/2023 5.050% 08/10/2026	69371RS56	275,000.00	TD Secur		100.98	277,695.83	1,565.58	2,057.90	1.59	4.44
BANK OF AMERICA NA (CALLABLE) DTD 08/18/2023 5.526% 08/18/2026	06428CAA2	300,000.00	Citigrou	07/17/26	101.61	304,830.30	7,356.30	6,367.32	1.54	4.53

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										
TARGET CORP (CALLABLE) DTD 01/24/2022 1.950% 01/15/2027	87612EBM7	50,000.00	Citigrou	12/15/26	95.23	47,616.80	(2,298.20)	(2,346.94)	2.02	4.32
TARGET CORP (CALLABLE) DTD 01/24/2022 1.950% 01/15/2027	87612EBM7	235,000.00	Barclays	12/15/26	95.23	223,798.96	(11,057.69)	(11,139.65)	2.02	4.32
BANK OF NY MELLON CORP (CALLABLE) DTD 01/26/2022 2.050% 01/26/2027	06406RBA4	380,000.00	JPMorgan	12/24/26	95.33	362,246.78	(18,976.82)	(18,268.02)	2.05	4.35
ADOBE INC (CALLABLE) DTD 02/03/2020 2.150% 02/01/2027	00724PAC3	400,000.00	CSFirstB	12/01/26	95.52	382,064.80	12,824.80	(1,789.30)	2.05	4.34
IBM CORP (CALLABLE) DTD 07/27/2022 4.150% 07/27/2027	459200KT7	270,000.00	BOFAML	06/27/27	99.10	267,574.59	(7,571.61)	(5,128.41)	2.42	4.56
HOME DEPOT INC (CALLABLE) DTD 09/14/2017 2.800% 09/14/2027	437076BT8	390,000.00	Citigrou	06/14/27	96.07	374,670.66	6,670.56	(2,092.45)	2.58	4.36
BANK OF NY MELLON CORP (CALLABLE) DTD 02/07/2017 3.442% 02/07/2028	06406RAB3	240,000.00	Citigrou	02/07/27	97.35	233,641.44	471.84	(107.31)	2.05	5.07
JPMORGAN CHASE & CO (CALLABLE) DTD 04/22/2024 5.571% 04/22/2028	46647PEE2	140,000.00	JANE	04/22/27	101.88	142,630.04	1,696.24	1,845.60	2.22	4.99
APPLE INC (CALLABLE) DTD 05/10/2023 4.000% 05/10/2028	037833ET3	560,000.00	JPMorgan	04/10/28	99.40	556,657.36	(4,367.44)	(4,045.81)	3.14	4.19
JOHN DEERE CAPITAL CORP DTD 07/14/2023 4.950% 07/14/2028	24422EXB0	125,000.00	Citigrou		101.75	127,187.13	2,373.38	2,321.95	3.23	4.47
JOHN DEERE CAPITAL CORP DTD 07/14/2023 4.950% 07/14/2028	24422EXB0	150,000.00	SGSA		101.75	152,624.55	587.55	1,147.53	3.23	4.47
CITIBANK NA (CALLABLE) DTD 09/29/2023 5.803% 09/29/2028	17325FBB3	365,000.00	Citigrou	08/29/28	104.14	380,128.52	15,128.52	15,128.52	3.34	4.61
CITIBANK NA (CALLABLE) DTD 09/29/2023 5.803% 09/29/2028	17325FBB3	415,000.00	Citigrou	08/29/28	104.14	432,200.92	9,174.82	10,145.21	3.34	4.61
BLACKROCK FUNDING INC (CALLABLE) DTD 03/14/2024 4.700% 03/14/2029	09290DAA9	35,000.00	Citigrou	02/14/29	101.10	35,385.18	448.53	440.24	3.77	4.41
BLACKROCK FUNDING INC (CALLABLE) DTD 03/14/2024 4.700% 03/14/2029	09290DAA9	277,000.00	GoldmanS	02/14/29	101.10	280,048.39	4,333.67	4,182.78	3.77	4.41
MASTERCARD INC (CALLABLE) DTD 05/31/2019 2.950% 06/01/2029	57636QAM6	300,000.00	Citigrou	03/01/29	94.06	282,185.70	6,590.70	4,694.29	4.03	4.46
PEPSICO INC (CALLABLE) DTD 07/17/2024 4.500% 07/17/2029	713448FX1	185,000.00	Citigrou	06/17/29	100.71	186,314.43	1,601.18	1,581.19	4.03	4.33

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										
TOYOTA MOTOR CREDIT CORP DTD 08/09/2024 4.550% 08/09/2029	89236TMK8	50,000.00	MIZU		99.93	49,965.60	67.10	61.40	4.13	4.62
TOYOTA MOTOR CREDIT CORP DTD 08/09/2024 4.550% 08/09/2029	89236TMK8	115,000.00	MorganSt		99.93	114,920.88	53.13	45.27	4.13	4.62
TOYOTA MOTOR CREDIT CORP DTD 08/09/2024 4.550% 08/09/2029	89236TMK8	130,000.00	LoopCapM		99.93	129,910.56	444.86	414.64	4.13	4.62
ELI LILLY & CO (CALLABLE) DTD 08/14/2024 4.200% 08/14/2029	532457CQ9	65,000.00	MorganSt	07/14/29	99.11	64,423.97	(433.68)	(441.58)	4.13	4.41
ELI LILLY & CO (CALLABLE) DTD 08/14/2024 4.200% 08/14/2029	532457CQ9	230,000.00	JPMorgan	07/14/29	99.11	227,961.74	(2,374.06)	(2,356.39)	4.13	4.41
Security Type Sub-Total		**7,161,000.00**				**7,092,396.77**	**(32,287.91)**	**(23,888.60)**	**2.46**	**4.58**
Certificate of Deposit										
COOPERAT RABOBANK UA/NY DTD 07/20/2023 5.080% 07/17/2026	21684LGS5	360,000.00	RABO UA		101.76	366,329.16	6,329.16	6,329.16	1.54	3.91
Security Type Sub-Total		**360,000.00**				**366,329.16**	**6,329.16**	**6,329.16**	**1.54**	**3.91**
Bank Note										
WELLS FARGO BANK NA (CALLABLE) DTD 08/09/2023 5.450% 08/07/2026	94988J6D4	555,000.00	JPMorgan	07/07/26	101.36	562,551.88	8,312.23	7,984.53	1.52	4.60
MORGAN STANLEY BANK NA (CALLABLE) DTD 05/30/2024 5.504% 05/26/2028	61690U8B9	370,000.00	MorganSt	05/26/27	101.73	376,409.51	5,628.81	5,796.90	2.31	4.95
Security Type Sub-Total		**925,000.00**				**938,961.39**	**13,941.04**	**13,781.43**	**1.83**	**4.74**
Asset-Backed Security										
TAOT 2021-C A3 DTD 09/27/2021 0.430% 01/15/2026	89239BAC5	14,315.91	Barclays		99.48	14,241.41	(73.36)	(74.20)	0.12	4.89
HART 2021-C A3 DTD 11/17/2021 0.740% 05/15/2026	44935FAD6	9,550.01	SMBC		99.40	9,492.59	(55.29)	(56.73)	0.15	4.85
HAROT 2023-3 A3 DTD 08/22/2023 5.410% 02/18/2028	43815QAC1	240,000.00	BOFAML		101.02	242,448.72	2,498.21	2,484.15	1.11	4.55

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										
TAOT 2023-C A3 DTD 08/15/2023 5.160% 04/17/2028	89231FAD2	75,000.00	BNPPSA		100.75	75,561.15	578.11	573.41	1.19	4.58
TAOT 2023-D A3 DTD 11/14/2023 5.540% 08/15/2028	89239FAD4	75,000.00	JPMorgan		101.57	76,176.30	1,184.38	1,182.57	1.49	4.56
FITAT 2023-1 A3 DTD 08/23/2023 5.530% 08/15/2028	31680EAD3	265,000.00	JPMorgan		101.11	267,931.70	2,948.13	2,943.93	1.20	4.68
CHAIT 2023-A1 A DTD 09/15/2023 5.160% 09/15/2028	161571HT4	300,000.00	JPMorgan		101.24	303,720.30	3,803.46	3,785.21	1.68	4.48
AMXCA 2023-3 A DTD 09/19/2023 5.230% 09/15/2028	02582JKD1	310,000.00	Citigrou		101.30	314,027.21	4,041.07	4,178.17	1.67	4.51
HART 2023-C A3 DTD 11/13/2023 5.540% 10/16/2028	44918CAD4	105,000.00	BNPPSA		101.56	106,636.01	1,649.82	1,646.97	1.48	4.56
BACCT 2023-A2 A2 DTD 12/14/2023 4.980% 11/15/2028	05522RDH8	135,000.00	BOFAML		100.97	136,314.23	1,332.36	1,328.74	1.83	4.50
GMCAR 2024-1 A3 DTD 01/17/2024 4.850% 12/18/2028	36268GAD7	35,000.00	Barclays		100.59	35,206.33	213.37	212.23	1.49	4.50
CHAIT 2024-A1 A DTD 01/31/2024 4.600% 01/16/2029	161571HV9	330,000.00	JPMorgan		100.41	331,366.20	1,416.46	1,408.28	1.98	4.44
Security Type Sub-Total		**1,893,865.92**				**1,913,122.15**	**19,536.72**	**19,612.73**	**1.54**	**4.53**
Managed Account Sub-Total		**40,295,318.97**				**39,499,807.56**	**46,756.20**	**(357,979.89)**	**2.48**	**4.39**
Securities Sub-Total		**$40,295,318.97**				**$39,499,807.56**	**$46,756.20**	**($357,979.89)**	**2.48**	**4.39%**
Accrued Interest						**$190,325.35**				
Total Investments						**$39,690,132.91**				

pfm asset management

Managed Account Security Transactions & Interest

For the Month Ending **November 30, 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
BUY										
11/01/24	11/04/24	US TREASURY N/B DTD 10/31/2024 4.125% 10/31/2029	91282CLR0	300,000.00	(299,261.72)	(136.74)	(299,398.46)			
11/14/24	11/15/24	US TREASURY N/B DTD 10/31/2024 4.125% 10/31/2029	91282CLR0	270,000.00	(267,996.09)	(461.50)	(268,457.59)			
11/19/24	11/20/24	TREASURY BILL DTD 07/30/2024 0.000% 11/26/2024	912797MD6	405,000.00	(404,697.57)	0.00	(404,697.57)			
11/19/24	11/27/24	FHMS K530 A2 DTD 11/01/2024 4.792% 09/01/2029	3137HHJL6	400,000.00	(402,082.80)	(1,384.36)	(403,467.16)			
Transaction Type Sub-Total				**1,375,000.00**	**(1,374,038.18)**	**(1,982.60)**	**(1,376,020.78)**			
INTEREST										
11/01/24	11/01/24	MONEY MARKET FUND DTD 01/01/2010 0.000% --	MONEY0002		0.00	249.66	249.66			
11/01/24	11/01/24	MISSISSIPPI ST-A-TXBL DTD 08/06/2020 0.565% 11/01/2024	605581MZ7		0.00	565.00	565.00			
11/01/24	11/25/24	FHMS K512 A2 DTD 12/01/2023 5.000% 11/01/2028	3137HBCF9		0.00	791.67	791.67			
11/01/24	11/25/24	FHMS K513 A2 DTD 01/01/2024 4.724% 12/01/2028	3137HBFY5		0.00	846.38	846.38			
11/01/24	11/25/24	FHMS K516 A2 DTD 03/01/2024 5.477% 01/01/2029	3137HBPM0		0.00	1,711.56	1,711.56			
11/01/24	11/25/24	FHMS K522 A2 DTD 06/01/2024 4.803% 05/01/2029	3137HDJJ0		0.00	1,500.94	1,500.94			
11/01/24	11/25/24	FHMS K517 A2 DTD 03/01/2024 5.355% 01/01/2029	3137HC2C5		0.00	1,494.94	1,494.94			
11/01/24	11/25/24	FHMS K507 A2 DTD 09/01/2023 4.800% 09/01/2028	3137HAMS2		0.00	1,480.00	1,480.00			
11/01/24	11/25/24	FHMS K506 A1 DTD 09/01/2023 4.650% 05/01/2028	3137HAMG8		0.00	728.31	728.31			
11/01/24	11/25/24	FHMS KJ47 A1 DTD 09/01/2023 5.272% 08/01/2028	3137HAMN3		0.00	872.00	872.00			
11/01/24	11/25/24	FHMS K061 A2 DTD 01/01/2017 3.347% 11/01/2026	3137BTUM1		0.00	723.60	723.60			

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										
11/01/24	11/25/24	FHMS K506 A2 DTD 09/01/2023 4.650% 08/01/2028	3137HAMH6		0.00	1,453.13	1,453.13			
11/01/24	11/25/24	FHMS K509 A2 DTD 10/01/2023 4.850% 09/01/2028	3137HAST4		0.00	1,151.88	1,151.88			
11/01/24	11/25/24	FHMS K066 A2 DTD 08/01/2017 3.117% 06/01/2027	3137F2LJ3		0.00	896.14	896.14			
11/01/24	11/25/24	FNA 2023-M6 A2 DTD 07/01/2023 4.190% 07/01/2028	3136BQDE6		0.00	1,251.18	1,251.18			
11/01/24	11/25/24	FHMS K524 A2 DTD 07/01/2024 4.720% 05/01/2029	3137HDV56		0.00	1,258.67	1,258.67			
11/01/24	11/25/24	FHMS K526 A2 DTD 08/01/2024 4.543% 07/01/2029	3137HDXL9		0.00	1,325.04	1,325.04			
11/01/24	11/25/24	FHMS K505 A2 DTD 07/01/2023 4.819% 06/01/2028	3137HACX2		0.00	1,445.70	1,445.70			
11/01/24	11/25/24	FHMS K510 A2 DTD 11/01/2023 5.069% 10/01/2028	3137HB3D4		0.00	612.50	612.50			
11/01/24	11/25/24	FHMS K507 A1 DTD 09/01/2023 4.800% 04/01/2028	3137HAMR4		0.00	1,385.61	1,385.61			
11/01/24	11/25/24	FHMS K065 A2 DTD 07/01/2017 3.243% 04/01/2027	3137F1G44		0.00	594.55	594.55			
11/01/24	11/25/24	FHMS KJ46 A1 DTD 07/01/2023 4.777% 06/01/2028	3137HAD45		0.00	1,183.69	1,183.69			
11/01/24	11/25/24	FHMS K508 A2 DTD 10/01/2023 4.740% 08/01/2028	3137HAQ74		0.00	1,501.00	1,501.00			
11/01/24	11/25/24	FHMS K515 A2 DTD 02/01/2024 5.400% 01/01/2029	3137HBPD0		0.00	1,687.50	1,687.50			
11/01/24	11/25/24	FHMS K529 A2 DTD 10/01/2024 4.791% 09/01/2029	3137HH6C0		0.00	818.46	818.46			
11/01/24	11/25/24	FHMS K064 A2 DTD 05/01/2017 3.224% 03/01/2027	3137BXQY1		0.00	1,047.80	1,047.80			
11/01/24	11/25/24	FHMS K514 A2 DTD 02/01/2024 4.572% 12/01/2028	3137HBLV4		0.00	838.20	838.20			
11/01/24	11/25/24	FHMS K511 A2 DTD 12/01/2023 4.860% 10/01/2028	3137HB3G7		0.00	850.50	850.50			

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										
11/07/24	11/07/24	FANNIE MAE DTD 11/12/2020 0.500% 11/07/2025	3135G06G3		0.00	1,925.00	1,925.00			
11/10/24	11/10/24	APPLE INC (CALLABLE) DTD 05/10/2023 4.000% 05/10/2028	037833ET3		0.00	11,200.00	11,200.00			
11/13/24	11/13/24	BRISTOL-MYERS SQUIBB CO (CALLABLE) DTD 11/13/2020 0.750% 11/13/2025	110122DN5		0.00	502.50	502.50			
11/15/24	11/15/24	HART 2023-C A3 DTD 11/13/2023 5.540% 10/16/2028	44918CAD4		0.00	484.75	484.75			
11/15/24	11/15/24	US TREASURY N/B DTD 11/15/2022 4.500% 11/15/2025	91282CFW6		0.00	7,650.00	7,650.00			
11/15/24	11/15/24	TAOT 2021-C A3 DTD 09/27/2021 0.430% 01/15/2026	89239BAC5		0.00	7.01	7.01			
11/15/24	11/15/24	TAOT 2023-C A3 DTD 08/15/2023 5.160% 04/17/2028	89231FAD2		0.00	322.50	322.50			
11/15/24	11/15/24	AMXCA 2023-3 A DTD 09/19/2023 5.230% 09/15/2028	02582JKD1		0.00	1,351.08	1,351.08			
11/15/24	11/15/24	BACCT 2023-A2 A2 DTD 12/14/2023 4.980% 11/15/2028	05522RDH8		0.00	560.25	560.25			
11/15/24	11/15/24	CHAIT 2024-A1 A DTD 01/31/2024 4.600% 01/16/2029	161571HV9		0.00	1,265.00	1,265.00			
11/15/24	11/15/24	FITAT 2023-1 A3 DTD 08/23/2023 5.530% 08/15/2028	31680EAD3		0.00	1,221.21	1,221.21			
11/15/24	11/15/24	CARMX 2021-2 A3 DTD 04/21/2021 0.520% 02/17/2026	14314QAC8		0.00	1.75	1.75			
11/15/24	11/15/24	UNIV OF CALIFORNIA-BG (CALLABLE) DTD 07/16/2020 0.883% 05/15/2025	91412HGE7		0.00	551.88	551.88			
11/15/24	11/15/24	CHAIT 2023-A1 A DTD 09/15/2023 5.160% 09/15/2028	161571HT4		0.00	1,290.00	1,290.00			
11/15/24	11/15/24	TAOT 2023-D A3 DTD 11/14/2023 5.540% 08/15/2028	89239FAD4		0.00	346.25	346.25			
11/15/24	11/15/24	HART 2021-C A3 DTD 11/17/2021 0.740% 05/15/2026	44935FAD6		0.00	7.68	7.68			

pfm asset management

Managed Account Security Transactions & Interest

For the Month Ending **November 30, 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										
11/15/24	11/15/24	OR ST DEPT TRANSPRTN DTD 09/17/2020 0.566% 11/15/2024	68607DVA0		0.00	721.65	721.65			
11/16/24	11/16/24	GMCAR 2024-1 A3 DTD 01/17/2024 4.850% 12/18/2028	36268GAD7		0.00	141.46	141.46			
11/18/24	11/18/24	HAROT 2023-3 A3 DTD 08/22/2023 5.410% 02/18/2028	43815OAC1		0.00	1,082.00	1,082.00			
11/22/24	11/22/24	GOLDMAN SACHS GROUP INC (CALLABLE) DTD 05/22/2015 3.750% 05/22/2025	38148LAE6		0.00	4,875.00	4,875.00			
11/26/24	11/26/24	MORGAN STANLEY BANK NA (CALLABLE) DTD 05/30/2024 5.504% 05/26/2028	61690U8B9		0.00	9,956.12	9,956.12			
11/30/24	11/30/24	US TREASURY N/B DTD 05/31/2024 4.500% 05/31/2029	91282CKT7		0.00	26,775.00	26,775.00			
11/30/24	11/30/24	US TREASURY N/B DTD 11/30/2022 3.875% 11/30/2027	91282CFZ9		0.00	11,140.63	11,140.63			
11/30/24	11/30/24	US TREASURY N/B DTD 11/30/2020 0.375% 11/30/2025	91282CAZ4		0.00	1,556.25	1,556.25			
11/30/24	11/30/24	US TREASURY N/B DTD 06/01/2021 0.750% 05/31/2026	91282CCF6		0.00	4,293.75	4,293.75			
Transaction Type Sub-Total					**0.00**	**119,494.33**	**119,494.33**			
MATURITY										
11/01/24	11/01/24	MISSISSIPPI ST-A-TXBL DTD 08/06/2020 0.565% 11/01/2024	605581MZ7	200,000.00	200,000.00	0.00	200,000.00	0.00	0.00	
11/15/24	11/15/24	OR ST DEPT TRANSPRTN DTD 09/17/2020 0.566% 11/15/2024	68607DVA0	255,000.00	255,000.00	0.00	255,000.00	0.00	0.00	
11/26/24	11/26/24	TREASURY BILL DTD 07/30/2024 0.000% 11/26/2024	912797MD6	405,000.00	405,000.00	0.00	405,000.00	302.43	0.00	
Transaction Type Sub-Total				**860,000.00**	**860,000.00**	**0.00**	**860,000.00**	**302.43**	**0.00**	
PAYDOWNS										

pfm asset management

Managed Account Security Transactions & Interest

For the Month Ending **November 30, 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										
11/01/24	11/25/24	FHMS KJ47 A1 DTD 09/01/2023 5.272% 08/01/2028	3137HAMN3	417.82	417.82	0.00	417.82	0.00	0.00	
11/01/24	11/25/24	FNA 2023-M6 A2 DTD 07/01/2023 4.190% 07/01/2028	3136BODE6	2.03	2.03	0.00	2.03	0.03	0.03	
11/01/24	11/25/24	FHMS K507 A1 DTD 09/01/2023 4.800% 04/01/2028	3137HAMR4	1,221.25	1,221.25	0.00	1,221.25	19.16	15.26	
11/01/24	11/25/24	FHMS KJ46 A1 DTD 07/01/2023 4.777% 06/01/2028	3137HAD45	193.18	193.18	0.00	193.18	0.01	0.01	
11/01/24	11/25/24	FHMS K061 A2 DTD 01/01/2017 3.347% 11/01/2026	3137BTUM1	508.37	508.37	0.00	508.37	15.64	9.23	
11/01/24	11/25/24	FHMS K506 A1 DTD 09/01/2023 4.650% 05/01/2028	3137HAMG8	150.87	150.87	0.00	150.87	2.25	1.76	
11/15/24	11/15/24	TAOT 2021-C A3 DTD 09/27/2021 0.430% 01/15/2026	89239BAC5	5,234.73	5,234.73	0.00	5,234.73	0.42	0.11	
11/15/24	11/15/24	CARMX 2021-2 A3 DTD 04/21/2021 0.520% 02/17/2026	14314QAC8	4,028.20	4,028.20	0.00	4,028.20	0.87	0.23	
11/15/24	11/15/24	HART 2021-C A3 DTD 11/17/2021 0.740% 05/15/2026	44935FAD6	2,898.20	2,898.20	0.00	2,898.20	0.64	0.21	
Transaction Type Sub-Total				**14,654.65**	**14,654.65**	**0.00**	**14,654.65**	**39.02**	**26.84**	
SELL										
11/19/24	11/20/24	US TREASURY N/B DTD 11/02/2020 0.250% 10/31/2025	91282CAT8	10,000.00	9,619.92	1.38	9,621.30	101.56	(256.08)	FIFO
11/19/24	11/20/24	US TREASURY N/B DTD 11/02/2020 0.250% 10/31/2025	91282CAT8	390,000.00	375,176.96	53.87	375,230.83	(6,566.01)	(12,906.03)	FIFO
Transaction Type Sub-Total				**400,000.00**	**384,796.88**	**55.25**	**384,852.13**	**(6,464.45)**	**(13,162.11)**	
Managed Account Sub-Total					**(114,586.65)**	**117,566.98**	**2,980.33**	**(6,123.00)**	**(13,135.27)**	
Total Security Transactions					**($114,586.65)**	**$117,566.98**	**$2,980.33**	**($6,123.00)**	**($13,135.27)**	

CITY OF EASTVALE

AGENDA STAFF REPORT

City Council Meeting
CONSENT CALENDAR
Agenda Item No. 11.3
January 8, 2025

City of Eastvale Crime Statistics – November 2024

Prepared By:

Johnny Terfehr, Community Safety Director

Recommended Action(s)

Staff recommends that the City Council receive and file the Eastvale Crime Statistics for November 2024.

Summary

The City Council requested staff to collaborate with the Riverside County Sheriff's Department to develop a crime statistics document that would reflect selected Part I and Part II crime data for the City of Eastvale. Intended to show month-to-month crime statistics, the document will assist in determining appropriate staffing levels for law enforcement services.

Background

In May 2017, City Council directed staff to coordinate with the Riverside County Sheriff's Department to request and obtain monthly crime statistics for the City of Eastvale. The primary intent of the request was to determine appropriate staffing levels during the City's contract negotiations with the Sheriff's Department. Over several weeks, the city manager and staff worked collaboratively with Riverside County Sheriff's Department administration and management to obtain crime statistics that could be shared with the public on a regular basis.

Upon receiving the data, the Riverside County Sheriff's Department advised staff that the data provided would be reflective of the previous month, or thirty days behind the current month; and that the report would need to include a disclaimer identifying the data as preliminary and raw. At the July 26, 2017 meeting, City Council recommended that staff add columns reflective of felony and misdemeanor arrests. During the September 26, 2017 meeting, City Council recommended staff add

traffic violations/citations data and the total calls for service broken down per month. Crime statistics that were released in the time that passed since the last meeting of the City Council are attached.

Environmental

Crime statistics are not a project pursuant to 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

Not applicable.

Fiscal Impact

Not applicable.

Prior City Council/Commission Action

On July 25, 2017, the Public Safety Commission approved the receival of a monthly crime statistics report.

On July 26, 2017, the City Council approved the receival of a monthly crime statistics report and requested columns reflective of felony and misdemeanor arrests.

On September 26, 2017, the City Council recommended that the report include traffic violations and citations data.

Attachment(s)

Attachment - Eastvale Crime Statistics Report November 2024

CITY OF EASTVALE

Crime Data & Statistics

90-Day / Year-Over-Year

TOTAL PART I CRIMES | 90-Day / Year-Over-Year								
PART I CRIMES	**SEP 2023**	**SEP 2024**	**OCT 2023**	**OCT 2024**	**NOV 2023**	**NOV 2024**	**YTD-2023**	**YTD-2024**
Homicide	0	0	0	0	0	0	0	0
Arson	0	0	0	0	0	0	3	1
Aggravated Assault	10	23	22	8	11	8	150	149
Burglary	18	9	12	8	10	10	141	108
Larceny Theft	88	85	104	91	122	80	933	919
Rape	1	0	0	0	1	1	11	13
Robbery	3	1	3	1	5	1	30	24
Vehicle Theft	24	9	19	10	9	9	197	110
Total Part I Crimes	**144**	**127**	**160**	**118**	**158**	**109**	**1,465**	**1,324**

TOTAL VIOLENT CRIMES | 90-Day / Year-Over-Year								
PART I CRIME	**SEP 2023**	**SEP 2024**	**OCT 2023**	**OCT 2024**	**NOV 2023**	**NOV 2024**	**YTD-2023**	**YTD-2024**
Homicide	0	0	0	0	0	0	0	0
Rape	1	0	0	0	1	1	11	13
Robbery	3	1	3	1	5	1	30	24
Aggravated Assault	10	23	22	8	11	8	150	149
Arson	0	0	0	0	0	0	3	1
Total Violent Crimes	**14**	**24**	**25**	**9**	**17**	**10**	**194**	**187**

TOTAL PROPERTY CRIMES | 90-Day / Year-Over-Year								
PROPERTY CRIMES	**SEP 2023**	**SEP 2024**	**OCT 2023**	**OCT 2024**	**NOV 2023**	**NOV 2024**	**YTD-2023**	**YTD-2024**
Burglary	18	9	12	8	10	10	141	108
Vehicle Theft	24	9	19	10	9	9	197	110
Larceny Theft	88	85	104	91	122	80	933	919
Mail Theft	2	4	2	4	11	8	59	68
Total Property Crimes	**132**	**107**	**137**	**113**	**152**	**107**	**1,330**	**1205**

CALLS FOR SERVICE 90-Day / Year-Over-Year							
SEP 2023	**SEP 2024**	**OCT 2023**	**OCT 2024**	**NOV 2023**	**NOV 2024**	**YTD-2023**	**YTD-2024**
2,247	2,147	2,227	2,452	2,164	1,948	**25,867**	**25,143**

TOTAL ARRESTS								
CHARGE LEVEL	**SEP 2023**	**SEP 2024**	**OCT 2023**	**OCT 2024**	**NOV 2023**	**NOV 2024**	**YTD-2023**	**YTD-2024**
Felony Arrests	16	12	13	5	13	10	**206**	**128**
Misdemeanor Arrests	17	30	19	36	22	32	**352**	**340**
Total Arrests	**33**	**42**	**32**	**41**	**35**	**42**	**558**	**468**

DISCLAIMER: *This report's crime data figures are preliminary and pending year-end verification by CA-DOJ and the FBI. All crime data is derived from the Riverside Sheriff's Records Management System (RMS) and is current as of the date of publishing. The Crime data is dynamic and can change based on a change in crime verification or how fast reports are written and entered.*

CITY OF EASTVALE

Crime Data & Statistics
CY-2024

TOTAL PART I CRIMES													
PART I CRIMES	**JAN**	**FEB**	**MAR**	**APR**	**MAY**	**JUN**	**JUL**	**AUG**	**SEP**	**OCT**	**NOV**	**DEC**	**YTD**
Homicide	0	0	0	0	0	0	0	0	0	0	0		**0**
Arson	1	0	0	0	0	0	0	0	0	0	0		**1**
Aggravated Assault	17	21	20	18	5	7	14	8	23	8	8		**149**
Burglary	9	11	13	7	6	11	14	10	9	8	10		**108**
Larceny Theft	67	105	92	80	56	101	79	83	85	91	80		**919**
Rape	3	0	2	0	1	4	1	1	0	0	1		**13**
Robbery	0	5	3	3	2	1	3	4	1	1	1		**24**
Vehicle Theft	10	9	12	12	11	11	7	10	9	10	9		**110**
Total Crime	**107**	**151**	**142**	**120**	**81**	**135**	**118**	**116**	**127**	**118**	**109**		**1,324**

TOTAL VIOLENT CRIMES													
PART I CRIME	**JAN**	**FEB**	**MAR**	**APR**	**MAY**	**JUN**	**JUL**	**AUG**	**SEP**	**OCT**	**NOV**	**DEC**	**YTD**
Homicide	0	0	0	0	0	0	0	0	0	0	0		**0**
Rape	3	0	2	0	1	4	1	1	0	0	1		**13**
Robbery	0	5	3	3	2	1	3	4	1	1	1		**24**
Aggravated Assault	17	21	20	18	5	7	14	8	23	8	8		**149**
Arson	1	0	0	0	0	0	0	0	0	0	0		**1**
Total Crime	**21**	**26**	**25**	**21**	**8**	**12**	**18**	**13**	**24**	**9**	**10**		**187**

TOTAL PROPERTY CRIMES													
PROPERTY CRIMES	**JAN**	**FEB**	**MAR**	**APR**	**MAY**	**JUN**	**JUL**	**AUG**	**SEP**	**OCT**	**NOV**	**DEC**	**YTD**
Burglary	9	11	13	7	6	11	14	10	9	8	10		**108**
Vehicle Theft	10	9	12	12	11	11	7	10	9	10	9		**110**
Larceny Theft	67	105	92	80	56	101	79	83	85	91	80		**919**
Mail Theft	7	11	14	15	8	6	0	7	4	4	5		**81**
Total Crime	**93**	**136**	**131**	**114**	**81**	**129**	**100**	**110**	**107**	**113**	**104**		**1,218**

CALLS FOR SERVICE													
JAN	**FEB**	**MAR**	**APR**	**MAY**	**JUN**	**JUL**	**AUG**	**SEP**	**OCT**	**NOV**	**DEC**	**YTD**
2,231	2,041	2,384	2,401	2,564	2,375	2,180	2,420	2,147	2,452	1,948		**25,143**

TOTAL ARRESTS													
CHARGE LEVEL	**JAN**	**FEB**	**MAR**	**APR**	**MAY**	**JUN**	**JUL**	**AUG**	**SEP**	**OCT**	**NOV**	**DEC**	**YTD**
Felony Arrests	15	11	12	10	16	4	21	12	12	5	10		**128**
Misdemeanor	38	22	29	22	45	29	27	30	30	36	32		**340**
Total Arrests	**53**	**33**	**41**	**32**	**61**	**33**	**48**	**42**	**42**	**41**	**42**		**468**

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CITY OF EASTVALE

Traffic Enforcement Statistics
CY-2024

TOTAL TRAFFIC COLLISIONS													
TRAFFIC COLLISIONS	**JAN**	**FEB**	**MAR**	**APR**	**MAY**	**JUN**	**JUL**	**AUG**	**SEP**	**OCT**	**NOV**	**DEC**	**YTD**
T/C – No Injury	34	35	48	47	29	23	30	52	50	53	49		**450**
T/C – w/ Injury	8	5	6	8	14	10	7	3	5	10	9		**85**
T/C – Fatality	0	0	0	0	0	0	1	0	0	1	0		**2**
Hit & Run – No Injury	5	6	7	5	6	8	7	8	9	14	8		**83**
Hit & Run – w/ Injury	0	0	1	0	1	2	1	2	1	0	0		**8**
Total Collisions	**47**	**46**	**62**	**60**	**50**	**43**	**46**	**65**	**65**	**78**	**66**		**628**

TOTAL TRAFFIC CITATIONS													
TRAFFIC CITATIONS	**JAN**	**FEB**	**MAR**	**APR**	**MAY**	**JUN**	**JUL**	**AUG**	**SEP**	**OCT**	**NOV**	**DEC**	**YTD**
Parking	144	154	232	151	118	201	138	166	108	121	115		**1,648**
Traffic / Moving	417	279	299	305	502	302	189	187	313	424	141		**3,358**
Commercial	101	159	215	276	143	204	179	284	193	218	93		**2,065**
Total Citations	**662**	**592**	**746**	**732**	**763**	**707**	**506**	**637**	**614**	**763**	**349**		**7,071**

TRAFFIC ENFORCEMENT ACTIVITY													
TRAFFIC INCIDENTS	**JAN**	**FEB**	**MAR**	**APR**	**MAY**	**JUN**	**JUL**	**AUG**	**SEP**	**OCT**	**NOV**	**DEC**	**YTD**
DUI (Arrests/Cites)	3	5	4	7	9	5	4	10	6	5	7		**65**
Street Racing (VC 23103)	10	12	16	20	17	13	14	23	23	19	22		**189**

DISCLAIMER: *This report's crime data figures are preliminary and pending year-end verification by CA-DOJ and the FBI. All crime data is derived from the Riverside Sheriff's Records Management System (RMS) and is current as of the date of publishing. The Crime data is dynamic and can change based on a change in crime verification or how fast reports are written and entered.*

CITY OF EASTVALE

AGENDA STAFF REPORT

City Council Meeting
CONSENT CALENDAR
Agenda Item No. 11.4
January 8, 2025

Actions relating to the organization of the Eastvale Parking Authority

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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 Parking Authority (the "Parking Authority") approve 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.

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 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.

Now that the Parking Authority has been established, staff recommends that the City Council adopt a Resolution to provide for the operation and administration of the Parking Authority as a separate legal entity from the City. Specifically, the proposed Resolution does the following:

1. Designating Officers;
2. Adopting Personnel Rules and Regulations;
3. Adopting Conflict of Interest Code;
4. Providing For Regular Meetings;
5. Adopting Bylaws; and
6. Approving an Operations Agreement with the City

Environmental

The formation of the Parking 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 #: C | Goal #: A

- Conduct financial planning for newly proposed infrastructure
- Construct a Police Substation building

Forming a Parking Authority and related Joint Powers Authority 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 Parking Authority. Operating expenses are anticipated to be nominal and staffing for the Parking Authority 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.

Attachment(s)

Attachment 1 - Resolution: Eastvale Parking Authority Officer Designation, Personnel Rules, Conflict of Interest, Annual Meeting, and Bylaws
Attachment 2 - Eastvale Parking Authority Bylaws
Attachment 3 - Operations Agreement between City of Eastvale and Eastvale Parking Authority

RESOLUTION NO. 25-XX

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE EASTVALE PARKING AUTHORITY DESIGNATING OFFICERS, ADOPTING PERSONNEL RULES AND REGULATIONS AND A CONFLICT OF INTEREST CODE, PROVIDING FOR AN ANNUAL MEETING AND ADOPTING BYLAWS

WHEREAS, on December 11, 2024, the City Council of the City of Eastvale (the "City") adopted a resolution declaring that there is a need for a parking authority to function in the City and that the members of the City Council are the members of the Board of Directors of the Eastvale Parking Authority (the "Parking Authority") so formed, all pursuant to California Streets & Highways Code Section 32500 *et seq*. (the "Law"); and

WHEREAS, the legal name of the Parking Authority shall be the "Eastvale Parking Authority, a public body corporate and politic"; and

WHEREAS, Section 32801 of the Law provides that the Parking Authority may select and appoint such officers, agents, counsel, and employees as the Parking Authority requires; and

WHEREAS, Section 32801 of the Law further provides that the Parking Authority may make bylaws and regulations applicable to the Parking Authority to carry into effect the Law; and

WHEREAS, Section 32657.5 of the Law provides that the members of the Parking Authority shall hold meetings at such times as they shall determine; and

WHEREAS, The Parking Authority 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 Parking Authority desires to approve its bylaws; and

WHEREAS, the Parking Authority 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 Parking Authority;

NOW, THEREFORE, THE BOARD OF DIRECTORS OF THE EASTVALE PARKING 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 Parking Authority, and pursuant to Section 32801, the Parking Authority, subject to the concurrence of the City Council, designates the following City officials to serve as Parking Authority officers on an *ex officio* basis:

City Position	Parking Authority 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 Section 32801 of the Law, the Board of Directors of the Parking Authority 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 Parking Authority.

SECTION 4. Pursuant to Section 32801 and Section 87300 of the Government Code of the Law, the members of the Parking Authority 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 Parking Authority.

SECTION 5. The "Bylaws of the Eastvale Parking Authority" submitted concurrently herewith are hereby adopted and approved as the official bylaws of the Parking Authority.

SECTION 6. The Parking Authority shall hold not less than one regular meeting per year, which meeting shall be held concurrently with the first regular meeting of each calendar year of the City Council of the City at the City Council Chambers located at 12363 Limonite Ave., Suite 910, Eastvale, California 91752, or at such other place or time as may be designated by the Parking Authority by resolution.

SECTION 7. The Chair and Executive Director of the Parking Authority are hereby authorized and directed to enter into an agreement with the City for the operation of the Parking Authority by the City, through its staff, and providing for the City to provide various other operational and administrative functions for the Parking Authority, in substantially the form submitted concurrently herewith.

SECTION 8. This Resolution shall be effective upon its adoption.

PASSED, APPROVED, AND ADOPTED this 8th day of January, 2025.

_____

Mike McMinn
Chair

4869-6464-2536v5/201004-0003

STATE OF CALIFORNIA)
COUNTY OF RIVERSIDE) §
CITY OF EASTVALE)

I, Marc A. Donohue, Secretary of the Eastvale Parking Authority, do hereby certify that the foregoing Resolution No. 25-XX, was duly adopted by the Board of Directors of the Eastvale Parking Authority, California, at a meeting held on the 8th day of January, 2025, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAINED:

Marc A. Donohue, MMC
Secretary

4869-6464-2536v5/201004-0003

BYLAWS

OF THE

EASTVALE PARKING AUTHORITY

Section 1. **Name**. The Parking Authority has been formed pursuant to the California Parking Law of 1949 (Streets and Highways Code Section 32500 *et seq*.) (the "Law"). The Parking Authority's official name shall be the "Eastvale Parking Authority, a public body corporate and politic" (herein referred to as the "Parking Authority"). The Parking Authority was formed by City Council Resolution No. 24-69 adopted on December 11, 2024 pursuant to the Law, and on January 8, 2025 by Resolution No. 25-___, the Parking Authority approved certain initial administrative matters, including the adoption of these bylaws.

Section 2. **Board Members**. The Parking 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 Parking Authority" or the "Parking Authority Board." The term of office as a member of the Parking Authority Board shall terminate when such member of the Parking 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 Parking Authority Board. The Parking 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 Parking Authority.

Section 3. **Office**. The business office of the Parking 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 Parking 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 Parking 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 Parking Authority shall be the Chair, Vice Chair, Executive Director, Treasurer and Secretary. The City Attorney of the City shall be the Parking Authority's General Counsel unless otherwise noted in Section 8.

Section 6. **Executive Director**. The Executive Director of the Parking Authority shall be the City Manager of the City or such other person as may be appointed by the Parking

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 Parking Authority Board. The Executive Director shall submit such information and recommendations to the Parking Authority Board as he or she may consider proper concerning the business, policies and affairs of the Parking Authority. The Executive Director also serves as the chief executive officer of the Parking Authority and shall be responsible for execution and supervision of the affairs of the Parking Authority. Except as otherwise authorized by resolution of the Parking Authority Board, the Executive Director or the Executive Director's designee shall sign all contracts, deeds and other instruments executed by the Parking Authority.

Section 7. **Secretary**. The Secretary shall be the City Clerk of the City or such other person as may be appointed by the Parking Authority Board. The Secretary shall keep the records of the Parking Authority, shall act as Secretary at the meetings of the Parking Authority and record all votes, and shall keep a record of the proceedings of the Parking 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 Parking Authority.

Section 8. **General Counsel**. The Parking Authority's General Counsel shall be appointed by the Parking Authority Board and shall serve at the pleasure of the Parking 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 Parking Authority. The General Counsel shall give advice or opinions in writing to the Chair, Executive Director or other Parking Authority officers when and if requested to do so. The General Counsel, as directed by the Parking Authority, shall attend to all lawsuits or other matters to which the Parking Authority is a party or in which the Parking Authority may be legally interested and do such other things pertaining to the General Counsel's office as the Parking Authority may request; provided however, where the City Attorney is not currently serving in the capacity of General Counsel, the Parking Authority may also direct the City Attorney to attend to all lawsuits or other matters to which the Parking Authority is a party or in which the Parking Authority may be legally interested, as elected by the Parking Authority.

Section 9. **Treasurer**. The Treasurer of the Parking Authority shall be the Finance Director of the City/City Treasurer or such other person as may be appointed by the Parking

Authority Board. The Treasurer shall have the care and custody of all funds of the Parking Authority and shall be authorized to cause the deposit of such funds in the name of the Parking Authority in such bank, banks, or other financial institutions, including without limitation the State of California Treasurer, Local Agency Investment Fund, as the Parking Authority may select and pursuant to an investment policy considered and approved by the Parking Authority. The Treasurer shall keep regular books of account showing receipts and expenditures and shall render to the Parking Authority at each regular meeting, or more often when requested, an account of transactions and the financial conditions of the Parking Authority.

Section 10. **Appointment of Officers**. The initial appointment of officers occurred pursuant to Parking Authority Resolution No. 24-____ on December 11, 2024 and the new appointment or reappointment of officers shall be the first order of business at the first meeting of the Parking Authority, regular or special, held in each calendar year.

Section 11. **Authority to Bind Parking Authority; City Council Policies Apply to Parking Authority**. No member, officer, agent or employee of the Parking Authority, without prior specific or general authority by a vote of the Parking Authority Board, shall have any power or authority to bind the Parking Authority by any contract, to pledge its credit, or to render it liable for any purpose in any amount; provided however, that the Parking 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 Parking Authority under these bylaws (the "Council Policies").

Section 12. **Appointment of Employees and Agents**. The Parking 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 Parking Authority. The Parking Authority Board may in addition employ temporary professional and technical personnel on such terms and at such rates of compensation as the Parking 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 Parking 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 Parking 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 Parking Authority Board by delivering written notice to each member of the Parking Authority Board and to each person or entity that is entitled by law to receive such notices. Notices to the Parking 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 Parking 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 Parking 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 Parking Authority Board shall be held during regular or special meetings of the Parking Authority Board.

Section 17. **Adjourning Meetings and Continuing Public Hearings to Other Times or Places**. The Parking 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 Parking Authority members to take action or to deliberate concerning Parking 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 Parking 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 Parking 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 Parking 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 Parking 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 PARKING AUTHORITY

This AGREEMENT is entered into this 8th day of January 2025, by and between the CITY OF EASTVALE, a municipal corporation and general law city ("CITY) and the EASTVALE PARKING AUTHORITY, a public body corporate and politic ("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 8, 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 PARKING AUTHORITY
_____	_____
Mark Orme, City Manager	Mike McMinn, Chair

4882-7538-8139v2/201004-0003

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 Meeting
CONSENT CALENDAR
Agenda Item No. 11.5
January 8, 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 Parking Authority

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Prepared By:

Amanda Wells, Finance Director/City Treasurer

Recommended Action(s)

Staff recommends that the City Council enter 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").

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

On December 11, 2024, the City formed the Parking Authority. The Parking Authority will initially have no revenue or staff; however, the City and the Parking Authority may enter into an Operations Agreement for the City to provide staffing and other administrative services for the Parking

Authority.

A proposed form of Operations Agreement is attached, which includes the following provisions, among others:

- The City agrees to provide the Parking Authority 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 Parking Authority 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 Parking Authority. (Note that the Parking Authority is currently not expected to have revenue or other sources of funding to pay this cost.)
- City employees providing services to the Parking Authority will remain employees of the City and will not be considered employees of the Parking Authority 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 Parking Authority 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 2024, 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 formation of the Parking 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 #: C | Goal #: A

- Conduct financial planning for newly proposed infrastructure
- Construct a Police Substation building

Forming a Parking Authority and related Joint Powers Authority 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 Parking Authority. Operating expenses are anticipated to be nominal and staffing for the Parking Authority 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.

Attachment(s)

Attachment 1 - Resolution: Operations Agreement between City of Eastvale and Eastvale Parking Authority

Attachment 2 - Operations Agreement between City of Eastvale and Eastvale Parking Authority

RESOLUTION NO. 25-XX

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

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 Parking Authority (the "Parking Authority") is a parking authority and a public body corporate and politic that is duly organized and existing under and pursuant to California Streets & Highways Code Section 32500 *et seq*.; and

WHEREAS, in accordance with Government Code §§ 54980(c) and 54981, the City and the Parking Authority may contract for the performance by the latter of municipal services or functions; and

WHEREAS, the City and the Parking Authority desire to enter into an agreement for the City to provide administrative services to the Parking Authority (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 Parking Authority, which agreement allows for the City to provide staffing and various other operational and administrative functions for the Parking Authority.

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 Parking Authority, 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 this resolution.

SECTION 4. This Resolution shall be effective upon its adoption.

PASSED, APPROVED, AND ADOPTED this 8th 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

4888-7284-2734v3/201004-0003

STATE OF CALIFORNIA)
COUNTY OF RIVERSIDE) ss.
CITY OF EASTVALE)

I, Marc A. Donohue, Government Services Director/City Clerk of the City of Eastvale, 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 8th 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 PARKING AUTHORITY

This AGREEMENT is entered into this ___ day of _____ 2025, by and between the CITY OF EASTVALE, a municipal corporation and general law city ("CITY) and the EASTVALE PARKING AUTHORITY, a public body corporate and politic ("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 _____, 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 PARKING AUTHORITY
_____	_____
Mark Orme, City Manager	Mike McMinn, Chair

4882-7538-8139v2/201004-0003

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 Meeting
CONSENT CALENDAR
Agenda Item No. 11.6
January 8, 2025

Formation of Eastvale Public Financing Authority

Prepared By:

Amanda Wells, Finance Director/City Treasurer

Recommended Action(s)

Staff recommends that the City of Eastvale (the "City") and the Eastvale Parking Authority (the "Parking Authority") enter 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.

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 activated the Parking Authority to serve as a partner agency with the City to form a new joint exercise of powers authority to be called the Eastvale Public Financing Authority (the "EPFA").

The JPA Agreement includes the following provisions, among others:

- The EPFA is authorized to issue bonds under the Joint Exercise of Powers Act (Government Code Section 6500 et seq.). Bonds issued by the EPFA are not obligations of its members (the City and the Parking Authority) or personal obligations of the EPFA governing board, the City Council or the Parking Authority governing board and are solely payable from the revenues that are pledged in connection therewith.
- The City Council will serve as the EPFA's governing board, and the City Manager, Director of Finance and City Clerk will serve as the EPFA's Executive Director, Treasurer and Secretary, respectively.
- Regular meetings of the EPFA will be held concurrently with regular City Council meetings and conducted in accordance with the Brown Act.
- The EPFA may not be dissolved while its bonds are outstanding.
- The EPFA books will be audited annually as part of the City audit process and the EPFA's financial statements may be combined with the City's financial statements.
- The EPFA will adopt a Conflict of Interest Code. Staff expects to recommend adoption of the City's conflict of interest code as the Conflict of Interest Code of the EPFA at a future meeting of the EPFA Board of Directors.

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 #: C | Goal #: A

- Conduct financial planning for newly proposed infrastructure
- Construct a Police Substation building

Forming a Parking Authority and related Joint Powers Authority 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 on January 8, 2025.

Attachment(s)

Attachment 1 - Resolution: City of Eastvale Approving the Execution of a Joint Exercise of Powers Agreement
Attachment 2 - Resolution: Eastvale Parking Authority Approving the Execution of a Joint Exercise of Powers Agreement
Attachment 3 - Joint Exercise of Powers Agreement

RESOLUTION NO. 25-XX

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF EASTVALE APPROVING, AUTHORIZING AND DIRECTING THE EXECUTION OF A JOINT EXERCISE OF POWERS AGREEMENT BY AND BETWEEN THE CITY OF EASTVALE AND THE EASTVALE PARKING AUTHORITY TO FORM 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 Parking Authority (the "Parking Authority") is a parking authority and a public body corporate and politic that is duly organized and existing under and pursuant to California Streets & Highways Code Section 32500 *et seq*.; and

WHEREAS, the City and the Parking Authority, acting under Article I (commencing with Section 6500) of Chapter 5 of Division 7 of Title 1 of the Government Code of the State of California (the "JPA Act") may enter into a joint exercise of powers agreement pursuant to which such contracting parties may jointly exercise any power common to them and, pursuant to Government Code Section 6588, exercise certain additional powers; and

WHEREAS, the City and the Parking Authority desire to create and establish the Eastvale Public Financing Authority (the "Authority") pursuant to the JPA Act; and

WHEREAS, there has been presented to this meeting a proposed form of Joint Exercise of Powers Agreement (the "JPA Agreement"), by and between the City and the Parking Authority, which agreement creates and establishes the Authority; and

WHEREAS, under California law and the JPA Agreement, the Authority will be a public entity separate and apart from the parties to the JPA Agreement, and the debts, liabilities and obligations of the Authority will not be the debts, liabilities or obligations of City or the Parking Authority or any representative of the City serving on the governing body of the Authority;

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 JPA Agreement is hereby approved in substantially the form on file with the City Clerk. Any member of the City Council or the City Manager of the City (each, an "Authorized Officer") is hereby authorized and directed, for and on behalf of the City, to execute and deliver the JPA Agreement, in substantially said form, with such changes and insertions therein as such Authorized Officer, with the advice of counsel to the City, may approve, such approval to be conclusively evidenced by the execution and delivery thereof.

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 8th day of January, 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) ss.
CITY OF EASTVALE)

I, Marc A. Donohue, Government Services Director/City Clerk of the City of Eastvale, 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 8th day of January, 2025, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAINED:

_____

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

EASTVALE PARKING AUTHORITY

RESOLUTION NO. 25-XX

A RESOLUTION OF THE BOARD OF DIRECTORS OF THE EASTVALE PARKING AUTHORITY APPROVING, AUTHORIZING AND DIRECTING THE EXECUTION OF A JOINT EXERCISE OF POWERS AGREEMENT BY AND BETWEEN THE CITY OF EASTVALE AND THE EASTVALE PARKING AUTHORITY TO FORM THE EASTVALE PUBLIC FINANCING AUTHORITY

WHEREAS, the Eastvale Parking Authority (the "Parking Authority") is a parking authority and a public body corporate and politic that is duly organized and existing under and pursuant to California Streets & Highways Code Section 32500 *et seq*.; and

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 City and the Parking Authority, acting under Article I (commencing with Section 6500) of Chapter 5 of Division 7 of Title 1 of the Government Code of the State of California (the "JPA Act") may enter into a joint exercise of powers agreement pursuant to which such contracting parties may jointly exercise any power common to them and, pursuant to Government Code Section 6588, exercise certain additional powers; and

WHEREAS, the City and the Parking Authority desire to create and establish the Eastvale Public Financing Authority (the "Authority") pursuant to the JPA Act; and

WHEREAS, there has been presented to this meeting a proposed form of Joint Exercise of Powers Agreement (the "JPA Agreement"), by and between the City and the Parking Authority, which agreement creates and establishes the Authority; and

WHEREAS, under California law and the JPA Agreement, the Authority will be a public entity separate and apart from the parties to the JPA Agreement, and the debts, liabilities and obligations of the Authority will not be the debts, liabilities or obligations of City or the Parking Authority or any representative of the City serving on the governing body of the Authority;

NOW, THEREFORE, THE BOARD OF DIRECTORS OF THE EASTVALE PARKING AUTHORITY DOES HEREBY RESOLVE, DECLARE, DETERMINE AND ORDER AS FOLLOWS:

SECTION 1. The foregoing recitals are true and correct.

SECTION 2. The JPA Agreement is hereby approved in substantially the form on file with the Secretary. The Chair of the Board of Directors or the Executive Director of the Parking Authority (each, an "Authorized officer") are each hereby authorized and directed, for and on behalf of the Parking Authority, to execute and deliver the JPA Agreement, in substantially said form, with such changes and insertions therein as such Authorized Officer, with the advice of

counsel to the Parking Authority, may approve, such approval to be conclusively evidenced by the execution and delivery thereof.

SECTION 3. The Authorized Officers, the Treasurer of the Parking Authority, the Secretary of the Parking Authority, or any other proper officer of the Parking Authority, 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 8th day of January, 2025.

Mike McMinn
Chair

APPROVED AS TO FORM:

Erica Vega
General Counsel

ATTEST:

Marc A. Donohue, MMC
Secretary

STATE OF CALIFORNIA)
COUNTY OF RIVERSIDE) §
CITY OF EASTVALE)

I, Marc A. Donohue, Secretary of the Eastvale Parking Authority, do hereby certify that the foregoing Resolution No. 25-XX, was duly adopted by the Board of Directors of the Eastvale Parking Authority, California, at a meeting held on the 8th day of January, 2025, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAINED:

_____
Marc A. Donohue, MMC
Secretary

JOINT EXERCISE OF POWERS AGREEMENT
(Eastvale Public Financing Authority)

by and between

CITY OF EASTVALE

and

EASTVALE PARKING AUTHORITY

dated as of

January 8, 2025

TABLE OF CONTENTS

Page

Section 1. Definitions 1

Section 2. Purpose 2

Section 3. Term 2

Section 4. Eastvale Public Financing Authority 2
- A. Creation of the Authority 2
- B. Governing Board 3
- C. Meetings of Board of Directors 3
- D. Rules of Conduct 4
- E. Officers; Duties; Bonds 4

Section 5. Powers 6
- A. Powers of Authority 6

Section 6. Termination of Powers 7

Section 7. Fiscal Year 7

Section 8. Disposition of Assets 7

Section 9. Contributions and Advances 7

Section 10. Bonds 7
- A. Authority to Issue Bonds 7
- B. Bonds Limited Obligations 7

Section 11. Agreement Not Exclusive 8

Section 12. Accounts and Reports 8
- A. Trustee Responsibilities 8
- B. Audits 8
- C. Audit Reports 8

Section 13. Funds 9

Section 14. Conflict of Interest Code ..... **Error! Bookmark not defined.**

Section 15. Breach 9

Section 16. Notices 9

Section 17. Withdrawal 9

Section 18. Effectiveness; Counterparts 9

Section 19. Severability 9

Section 20. Successors; Assignment 9

Section 21. Amendment of Agreement 9

Section 22. Form of Approvals 10

Section 23. Waiver of Personal Liability 10

Section 24. Section Headings 10

Section 25. Miscellaneous 10

TABLE OF CONTENTS
(continued)

Page

A. Authorized Designees 10
B. Governing Law 10
C. Entire Agreement 10

JOINT EXERCISE OF POWERS AGREEMENT
(Eastvale Public Financing Authority)

This **JOINT EXERCISE OF POWERS AGREEMENT (Eastvale Public Financing Authority)** ("JPA Agreement"), dated as of ____, 2025, is entered into by and between the **CITY OF EASTVALE**, a municipal corporation and general law city organized and existing under the laws of the State ("City"), and the **EASTVALE PARKING AUTHORITY**, a public body corporate and politic organized and existing under the laws of the State ("Parking Authority").

DECLARATION OF PURPOSE

A. Chapter 5 of Division 7 of Title 1 of the Government Code authorizes the City and the Parking Authority to form, create and establish a joint exercise of powers entity that has the power to exercise any powers common to the City and the Parking Authority and to exercise additional powers granted to it under the Act, including but not limited to the issuance of bonds, pursuant to Section 6588 thereof.

B. This JPA Agreement creates such an entity, which shall be known as the Eastvale Public Financing Authority (the "Authority"), for the purposes and to exercise the powers described herein.

C. Article 4 of the Act (known as the "Marks-Roos Local Bond Pooling Act of 1985," Government Code Section 6584 *et seq.*) authorizes and empowers the Authority to issue Bonds and to purchase bonds issued by, or to make loans to, the City or the Parking Authority for financing or providing interim financing for the acquisition, construction, installation and improvement of public facilities and other public capital improvements, working capital, liability and other insurance needs, or projects whenever there are significant public benefits, as determined by the City or the Parking Authority. The Marks-Roos Local Bond Pooling Act of 1985 further authorizes and empowers the Authority to sell Bonds so issued or purchased to public or private purchasers at public or negotiated sale.

TERMS OF AGREEMENT

Section 1. Definitions. Unless the context otherwise requires, the terms defined in this Section shall for all purposes of this JPA Agreement have the meanings herein specified.

A. Act. The term "Act" means Articles 1, 2 and 4 of Chapter 5 of Division 7 of Title 1 of the Government Code (Section 6500 *et seq.*), as amended.

B. Authority. The term "Authority" means the Eastvale Public Financing Authority created by this JPA Agreement.

C. Board; Board of Directors. The terms "Board" or "Board of Directors" mean the governing board of the Authority, which shall be comprised of the City Council of the City as set forth in Section 4.B hereof.

D. Bonds. The term "Bonds" means bonds and any other evidence of indebtedness of the Authority authorized and issued pursuant to the Act, including but not limited to Section 6588 thereof.

E. Brown Act. The term "Brown Act" means the Government Code provisions at Section 54950 *et seq*. governing the notice and agenda requirements for meetings of government agencies in the State and any later amendments, revisions, or successor enactments.

F. City. The term "City" means the City of Eastvale, a municipal corporation and general law city organized and existing under the laws of the State.

G. Fiscal Year. The term "Fiscal Year" has the meaning set forth in Section 7.

H. Government Code. The term "Government Code" means the Government Code of the State.

I. California Streets & Highways Code. The term "California Streets & Highways Code" means the California Streets & Highways Code of the State.

J. Parking Authority. The term "Parking Authority" means the Eastvale Parking Authority, a public body corporate and politic and parking authority organized and existing pursuant to the Parking Law of 1949, California Streets & Highways Code Section 32500 *et seq*., and all successor statutes and implementing regulations thereto.

K. Indenture. The term "Indenture" means each indenture, trust agreement or other such instrument pursuant to which Bonds are issued.

L. JPA Agreement. The "JPA Agreement" means this Joint Exercise of Powers Agreement (Eastvale Public Financing Authority), as it may be amended from time to time, creating the Authority.

M. Member. The term "Member" or "Members" means the City and/or the Parking Authority, as appropriate.

N. State. The term "State" means the State of California.

Section 2. Purpose. This JPA Agreement is made pursuant to the Act for the purpose of assisting in the financing and refinancing of capital improvement projects of the Members and other activities of the Members as permitted under the Act by exercising the powers referred to in this JPA Agreement.

Section 3. Term. This JPA Agreement shall become effective as of the date hereof and shall continue in full force and effect until terminated by a supplemental agreement of the Parking Authority and the City; provided, however, that in no event shall this JPA Agreement terminate while any Bonds or other obligations of the Authority remain outstanding under the terms of any indenture, trust agreement, contract, agreement, lease, sublease or other instrument pursuant to which such Bonds are issued or other obligations are incurred.

Section 4. Eastvale Public Financing Authority.

A. Creation of the Authority. There is hereby created pursuant to the Act an authority and public entity to be known as the "Eastvale Public Financing Authority." As provided in the Act, the Authority shall be a public entity separate from the City and the Parking Authority.

The debts, liabilities and obligations of the Authority shall not constitute debts, liabilities or obligations of the City or the Parking Authority.

(1) *Notice of Agreement or Amendment*. Within 30 days after the effective date of this JPA Agreement or any amendment hereto, the Authority will cause a notice of this JPA Agreement or amendment to be prepared and filed with the office of the California Secretary of State in the manner set forth in Section 6503.5 of the Act. Such notice shall also be filed with the office of the Controller of the State.

B. Governing Board. The Authority shall be administered by the Board of Directors, which shall consist of the City Council of the City. The term of office as a member of the Board of Directors shall terminate when such member of the Board shall cease to hold his or her respective office at the City and the successor to such officer or director of the City shall become a member of the Board upon assuming such office.

C. Meetings of Board of Directors.

(1) *Time and Place*. The Board shall hold its regular meetings concurrently with and/or immediately following the regular meetings of the City Council and the same shall occur consistent with the schedule set by resolution of the City Council for its regular meetings as to time, place and location. The Board may suspend the holding of regular meetings so long as there is no need for Authority business, and provided that any action taken regarding the sale of Bonds shall occur by resolution placed on a noticed and posted meeting agenda consistent with the requirements for regular meetings under the Brown Act. At all times, each regular meeting of the Authority shall take place pursuant to a 72-hour notice and agenda requirement or as otherwise provided by the Brown Act.

(a) *Special Meetings*. The Board may hold special meetings at any time and from time to time in accordance with the Brown Act. A special meeting may be called at any time by the Secretary of the Authority or the Executive Director of the Authority by delivering written notice to each Board member. Such written notice may be dispensed with as to any Board member who at or prior to the time the meeting convenes files with the Secretary of the Authority a written waiver of notice. Such waiver may be given by telegram, telecopy, facsimile, or email/electronic communication. Such written notice may also be dispensed with as to any member who is actually present at the meeting.

(b) *Closed Session*. Nothing contained in this JPA Agreement shall be construed to prevent the Board from holding closed sessions during a regular or special meeting concerning any matter permitted by law to be considered in a closed session.

(2) *Public Hearings*. All public hearings held by the Board shall be held during regular or special meetings of the Board.

(3) *Adjournment*. The Board may adjourn any meeting to a time and place specified in the order of adjournment. Less than a quorum may so adjourn meetings of the Board from time to time. If all Board members are absent from any regular meeting or adjourned regular meeting, the Secretary or acting Secretary of the Authority 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.

(a) *Continued Hearing*. 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.

(4) *Agendas*. The Chair of the Board or the Executive Director of the Authority shall prepare or approve the agenda of all meetings. Business will be conducted according to the agenda, except when determined by the Board as permitted by law.

D. Rules of Conduct. The presiding officer at the meeting shall determine the rules of conduct.

(1) *Legal Notice*. All regular and special meetings of the Board shall be called, noticed, held and conducted subject to the provisions of the Brown Act.

(2) *Minutes*. The Secretary of the Authority shall cause minutes of all meetings of the Board to be kept and shall, as soon as practicable after each meeting, cause a copy of the minutes to be forwarded to each member of the Board and to the City and the Parking Authority.

(3) *Quorum*. A majority of the members of the Board shall constitute a quorum for the transaction of business, except that less than a quorum may adjourn meetings from time to time. Any action or decision of the Authority shall be on motion duly approved by a majority of the Board present at a lawfully held meeting.

E. Officers; Duties; Bonds.

(1) *Officers*. The officers of the Authority shall be the Chair, the Vice Chair, the Secretary, the Treasurer and the Executive Director. Such officers may be directors or officers of the City serving ex officio.

(a) *Chair*. The Chair of the Authority shall be the Board member who is the Mayor of the City. The term of office shall be the same as the term of the Mayor of the City. The Chair shall preside at all meetings of the Authority, and shall submit such information and recommendations to the Board as he or she may consider proper concerning the business, policies and affairs of the Authority.

(b) *Vice Chair*. The Vice Chair shall be the Board member who is the Mayor Pro Tem of the City. The term of office shall be the same as the term of the Mayor Pro Tem of the City. The Vice Chair shall perform the duties of the Chair in the absence or incapacity of

the Chair. In case of the resignation or death of the Chair, the Vice Chair shall perform such duties as are imposed on the Chair, until such time as a new Chair is selected or appointed.

(c) *Secretary*. The City Clerk of the City is hereby designated as the Secretary of the Authority. The Secretary shall keep the records of the Authority, shall act as Secretary at the meetings of the Authority and record all votes, and shall keep a record of the proceedings of the Authority in a journal of proceedings to be kept for such purpose, and shall perform all duties incident to the office.

(d) *Treasurer*. The Director of Management Services of the City is hereby designated as the Treasurer of the Authority. Subject to the applicable provisions of any trust agreement, indenture or resolution providing for a trustee or other fiscal agent, the Treasurer is designated as the public officer or person who has charge of, handles, or has access to any property of the Authority, and shall file an official bond if so required by the Board of the Authority and, as such, shall have the powers, duties and responsibilities specified in Section 6505.5 of the Act.

(e) *Executive Director*. The City Manager of the City is hereby designated the Executive Director of the Authority and shall be responsible for execution and supervision of the affairs of the Authority. Except as otherwise authorized by resolution of the Board, the Executive Director or the Executive Director's designee shall sign all contracts, deeds and other instruments executed by the Authority. In addition, subject to the applicable provisions of any trust agreement, indenture or resolution providing for a trustee or other fiscal agent, the Executive Director is designated as the public officer or person who has charge of, handles, or has access to any property of the Authority, and shall file an official bond if so required by the Board and, as such, shall have the powers, duties and responsibilities specified in Section 6505.1 of the Act.

(2) *Audit*. So long as required by Sections 6505 and 6505.5 of the Act, the Treasurer of the Authority shall prepare or cause to be prepared: (a) a special audit as required pursuant to Section 6505 of the Act no less frequently than once in every two-year period during the term of this JPA Agreement; and (b) a report in writing on the first day of July, October, January and April of each year to the Board, the City and the Parking Authority, which report shall describe the amount of money held by the Treasurer of the Authority for the Board, the amount of receipts since the last such report, and the amount paid out since the last such report (which may exclude amounts held by a trustee or other fiduciary in connection with any Bonds to the extent that such trustee or other fiduciary provides regular reports covering such amounts).

(3) *Compensation*. The services of the officers shall be without compensation by the Authority unless said officers are otherwise compensated in accordance with Section 4.B hereinabove or as employees of the City. The City will provide such other administrative services as required by the Authority, and shall not receive economic remuneration from the Authority for the provision of such services.

(4) *Other Services*. The Board shall have the power to appoint such other officers and employees as it may deem necessary and to retain independent counsel, consultants and accountants.

(5) *Performance of Duties*. All of the privileges and immunities from liability, exemptions from laws, ordinances and rules, all pension, relief, disability, worker's compensation and other benefits which apply to the activities of officers, agents or employees of the

Members when performing their respective functions within the territorial limits of their respective Member, shall apply to them to the same degree and extent while engaged in the performance of any of their functions and duties extraterritorially under the provisions of this JPA Agreement.

(6) *Authority Employees, If Any*. None of the officers, agents or employees, if any, directly employed by the Authority shall be deemed, by reason of their employment by the Authority, to be employed by any Member or, by reason of their employment by the Authority, to be subject to any of the requirements of any Member.

(7) *Authority Obligations*. The Members hereby confirm their intent and agree that, as provided in Section 4.A hereof and in the Act, the debts, liabilities and obligations of the Authority shall not constitute debts, liabilities or obligations of the City or the Parking Authority.

(8) *Records Retention*. In any event, the Authority or the City shall cause all records regarding the Authority's formation, existence, operations, any Bonds issued by the Authority, obligations incurred by it and proceedings pertaining to its termination to be retained for at least six (6) years following termination of the Authority or final payment of any Bonds issued by the Authority, whichever is later.

(9) *Selection of Officers*. Confirmation of officers shall be the first order of business at the first meeting of the Authority, regular or special, held in each calendar year.

(10) *Board Action*. No Board member, officer, agent or employee of the Authority, without prior specific or general authority by a vote of the Board, shall have any power or authority to bind the Authority by any contract, to pledge its credit, or to render it liable for any purpose in any amount.

Section 5. Powers.

A. Powers of Authority. The Authority shall have any and all powers which are common powers of the City and the Parking Authority, and any and all powers separately conferred by law upon the Authority. All such powers, whether common to the Members or separately conferred by law upon the Authority, are specified as powers of the Authority to the extent required by law, except any such powers which are specifically prohibited to the Authority by applicable law. The Authority's exercise of its powers is subject to the restrictions upon the manner of exercising the powers of the City.

(1) *Actions*. The Authority is hereby authorized, in its own name, to do all acts necessary or convenient for the exercise of its powers, including, but not limited to, any or all of the following: to sue and be sued; to make and enter into contracts; to employ agents, consultants, attorneys, accountants, and employees; to acquire, hold or dispose of property, whether real or personal, tangible or intangible, wherever located; and to issue Bonds or otherwise incur debts, liabilities or obligations to the extent authorized by the Act or any other applicable provision of law and to pledge any property or revenues or the rights thereto as security for such Bonds and other indebtedness.

(2) *Additional Powers*. Notwithstanding the foregoing, the Authority shall have any additional powers conferred under the Act or under applicable law, insofar as such additional powers may be necessary to accomplish the purposes set forth in Section 2 hereof.

(3) *Limitation of Authority*. Notwithstanding anything to the contrary in this Agreement, the Authority shall not have the power or the authority to enter into any retirement contract with any public retirement system (within the meaning of section 6508.2 of the California Government Code) for any reason. The provision in this paragraph is intended to benefit the Members and to be a confirming irrevocable obligation of the Authority, which may be enforced by the Members, individually or collectively.

Section 6. Termination of Powers. The Authority shall continue to exercise the powers herein conferred upon it until the termination of this JPA Agreement in accordance with Section 3. hereof.

Section 7. Fiscal Year. Unless and until changed by resolution of the Board, the Fiscal Year of the Authority shall be the period from July 1 of each year to and including the following June 30, except for the first Fiscal Year, which shall be the period from the date of execution of this JPA Agreement to June 30, 2025.

Section 8. Disposition of Assets. Upon termination of this JPA Agreement pursuant to Section 3 hereof, any surplus money in possession of the Authority or on deposit in any fund or account of the Authority shall be returned in proportion to any contributions made as required by Section 6512 of the Act. The Board is vested with all powers of the Authority for the purpose of concluding and dissolving the business affairs of the Authority. After rescission or termination of this JPA Agreement pursuant to Section 3 hereof, all property of the Authority, both real and personal, shall be distributed to the City, subject to Section 9 hereof.

Section 9. Contributions and Advances. Contributions or advances of public funds and of personnel, equipment or property may be made to the Authority by the City and the Parking Authority for any of the purposes of this JPA Agreement. Payment of public funds may be made to defray the cost of any such contribution. Any such advance made in respect of a revenue-producing facility shall be made subject to repayment, and shall be repaid, in the manner agreed upon by the City or the Parking Authority, as the case may be, and the Authority at the time of making such advance as provided by Section 6512.1 of the Act. It is mutually understood and agreed that neither the City nor the Parking Authority has any obligation to make advances or contributions to the Authority to provide for the costs and expenses of administration of the Authority, even though either may do so. The City or the Parking Authority may allow the use of personnel, equipment or property in lieu of other contributions or advances to the Authority.

Section 10. Bonds.

A. Authority to Issue Bonds. When authorized by the Act or other applicable provisions of law and by resolution of the Board, the Authority may issue Bonds for the purpose of raising funds for the exercise of any of its powers or to otherwise carry out its purposes under this JPA Agreement. Said Bonds shall have such terms and conditions as are authorized by the Board.

B. Bonds Limited Obligations. The Bonds, including the principal and any purchase price thereof, and the interest and premium, if any, thereon, shall be special obligations of the Authority payable solely from, and secured solely by, the revenues, funds and other assets pledged therefor under the applicable Indenture(s) and shall not constitute a charge against the general credit of the Authority. The Bonds shall not be secured by a legal or equitable pledge of, or lien or charge upon or security interest in, any property of the Authority or any of its income or

receipts except the property, income and receipts pledged therefor under the applicable Indenture(s). The Bonds shall not constitute a debt, liability or obligation of the State or any public authority thereof, including the Parking Authority and the City, other than the special obligation of the Authority as described above. Neither the faith and credit nor the taxing power of the State or any public authority thereof, including the Parking Authority and the City, shall be pledged to the payment of the principal or purchase price of, or the premium, if any, or interest on the Bonds, nor shall the State or any public authority or instrumentality thereof, including the Parking Authority and the City, in any manner be obligated to make any appropriation for such payment. The Authority shall have no taxing power.

(1) *No Personal Liability*. No covenant or agreement contained in any Bond or Indenture shall be deemed to be a covenant or agreement of any director, officer, agent or employee of the Authority in his or her individual capacity, and no director or officer of the Authority executing a Bond shall be liable personally on such Bond or be subject to any personal liability or accountability by reason of the issuance of such Bond.

Section 11. Agreement Not Exclusive. This JPA Agreement shall not be exclusive and shall not be deemed to amend or alter the terms of other agreements between the City and the Parking Authority, except as the terms of this JPA Agreement shall conflict therewith, in which case the terms of this JPA Agreement shall prevail.

Section 12. Accounts and Reports. All funds of the Authority shall be strictly accounted for in books of account and financial records maintained by the Authority, including a report of all receipts and disbursements. The Authority shall establish and maintain such funds and accounts as may be required by generally accepted accounting principles and by each Indenture for outstanding Bonds (to the extent that such duties are not assigned to a trustee for owners of Bonds). The books and records of the Authority shall be open to inspection at all reasonable times by the City and the Parking Authority and their representatives.

A. Trustee Responsibilities. The Authority shall require that each Indenture provide that the trustee appointed thereunder shall establish suitable funds, furnish financial reports and provide suitable accounting procedures to carry out the provisions of such Indenture. Said trustee may be given such duties in said Indenture as may be desirable to carry out the requirements of this Section 12.

B. Audits. The Treasurer of the Authority shall cause an independent audit to be made of the books of accounts and financial records of the Authority in compliance with the requirements of the Act. Any costs of the audit, including contracts with, or employment of, certified public accountants or public accountants in making an audit pursuant to this Section 12 shall be borne by the Authority and shall be a charge against any unencumbered funds of the Authority available for that purpose.

C. Audit Reports. The Treasurer of the Authority, as soon as practicable after the close of each Fiscal Year, but in any event within the time necessary to comply with the requirements of the Act, shall file a report of the audit performed pursuant to Subsection B of this Section 12 as required by the Act and shall send a copy of such report to public entities and persons in accordance with the requirements of the Act.

Section 13. Funds. Subject to the provisions of each Indenture for outstanding Bonds providing for a trustee to receive, have custody of and disburse funds which constitute Authority funds, the Treasurer of the Authority shall receive, have the custody of and disburse Authority funds pursuant to accounting procedures approved by the Board and shall make the disbursements required by this JPA Agreement or otherwise necessary to carry out the provisions and purposes of this JPA Agreement.

Section 14. Conflict of Interest Code. The Authority shall, by resolution, adopt a Conflict of Interest Code to the extent required by law. Such Conflict of Interest Code may be the conflict of interest code of the City, and by action of the Board in approving this JPA Agreement, the initial conflict of interest code is and shall be the City conflict of interest code.

Section 15. Breach. If default shall be made by the City or the Parking Authority in any covenant contained in this JPA Agreement, such default shall not excuse either the City or the Parking Authority from fulfilling its obligations under this JPA Agreement, and the City and the Parking Authority shall continue to be liable for the payment of contributions and the performance of all conditions herein contained. The City and the Parking Authority hereby declare that this JPA Agreement is entered into for the benefit of the Authority created hereby and the City and the Parking Authority hereby grant to the Authority the right to enforce by whatever lawful means the Authority deems appropriate all of the obligations of each of the parties hereunder. Each and all of the remedies given to the Authority hereunder or by any law now or hereafter enacted are cumulative and the exercise of one right or remedy shall not impair the right of the Authority to any or all other remedies.

Section 16. Notices. Notices to the City and the Parking Authority hereunder shall be sufficient if delivered to the City Manager of the City and the Executive Director of the Parking Authority.

Section 17. Withdrawal. Neither the Parking Authority nor the City may withdraw from this JPA Agreement prior to the end of the term of this JPA Agreement determined in accordance with Section 3.

Section 18. Effectiveness; Counterparts. This JPA Agreement shall become effective and be in full force and effect and a legal, valid and binding obligation of the Parking Authority and the City when each party has executed this JPA Agreement, including the authority to execute by counterparts.

Section 19. Severability. Should any part, term, or provision of this JPA Agreement be decided by the courts to be illegal or in conflict with any law of the State, or otherwise be rendered unenforceable or ineffectual, the validity of the remaining parts, terms or provisions hereof shall not be affected thereby.

Section 20. Successors; Assignment. This JPA Agreement shall be binding upon and shall inure to the benefit of the successors of the parties. Except to the extent expressly provided herein, neither party may assign any right or obligation hereunder without the consent of the other.

Section 21. Amendment of Agreement. This JPA Agreement may be amended by supplemental agreement executed by the Members at any time; provided, however, that this JPA Agreement may be terminated only in accordance with Section 3 hereof and, provided further, that

such supplemental agreement shall be subject to any restrictions contained in any Bonds or documents related to any Bonds to which the Authority is a party.

Section 22. Form of Approvals. Whenever an approval is required in this JPA Agreement, unless the context specifies otherwise, it shall be given: (A) in the case of the Parking Authority, by resolution duly adopted by the Parking Authority Board; (B) in the case of the City, by resolution duly adopted by the City Council of the City; and (C) in the case of the Authority, by resolution duly adopted by the Board. Whenever in this JPA Agreement any consent or approval is required, the same shall not be unreasonably withheld, conditioned or delayed.

Section 23. Waiver of Personal Liability. No Board member, officer or employee of the Authority, the City or the Parking Authority shall be individually or personally liable for any claims, losses, damages, costs, injury and liability of any kind, nature or description arising from the actions of the Authority or the actions undertaken pursuant to this JPA Agreement, and the City shall defend such Board members, officers or employees against any such claims, losses, damages, costs, injury and liability. Without limiting the generality of the foregoing, no Board member, officer or employee of the Authority or of any Member shall be personally liable on any Bonds or be subject to any personal liability or accountability by reason of the issuance of Bonds pursuant to the Act and this JPA Agreement. To the fullest extent permitted by law, the Board shall provide for indemnification by the Authority of any person who is or was a member of the Board, or an officer, employee or other agent of the Authority, and who was or is a party or is threatened to be made a party to a proceeding by reason of the fact that such person is or was such a member of the Board, or an officer, employee or other agent of the Authority, against expenses, judgments, fines, settlements and other amounts actually and reasonably incurred in connection with such proceeding, if such person acted in good faith and in the course and scope of his or her office, employment or authority. In the case of a criminal proceeding, the Board may provide for indemnification and defense of a member of the Board, or an officer, employee or other agent of the Authority to the extent permitted by law.

Section 24. Section Headings. All section headings contained herein are for convenience of reference only and are not intended to define or limit the scope of any provision of this JPA Agreement.

Section 25. Miscellaneous. This JPA Agreement may be executed in several counterparts, each of which shall be an original and all of which shall constitute but one and the same instrument.

A. *Authorized Designees*. Where reference is made to duties to be performed for the Authority by a public official or employee, such duties may be performed by that person's duly authorized deputy or assistant. Where reference is made to actions to be taken by the Parking Authority or the City, such action may be exercised through the officers, staff or employees of the Parking Authority or the City, as the case may be, in the manner provided by law.

B. *Governing Law*. This JPA Agreement is made in the State, under the Constitution and laws of the State and is to be construed as a contract made and to be performed in the State.

C. *Entire Agreement*. This JPA Agreement is the complete and exclusive statement of the agreement among the parties with respect to the subject matter hereof, which supersedes and merges all prior proposals, understandings, and other agreements, whether oral,

written, or implied in conduct, between the parties relating to the subject matter of this JPA Agreement.

IN WITNESS WHEREOF, the City and Parking Authority have caused this JPA Agreement to be executed and attested by their proper officers thereunto duly authorized, as of the day and year first above written.

CITY OF EASTVALE, a municipal corporation

By: _____
Christian Dinco, Mayor

Attest:

_____
Marc A. Donohue, MMC, City Clerk

EASTVALE PARKING AUTHORITY, a public body corporate and politic

By: _____
Christian Dinco, Chair

CITY OF EASTVALE

AGENDA STAFF REPORT

City Council Meeting
CONSENT CALENDAR
Agenda Item No. 11.7
January 8, 2025

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

Prepared By:

Alexander Fung, Economic Development Manager

Recommended Action(s)

Staff recommends that the City Council adopt a Resolution to approve the proposed list of infrastructure and planning projects to be included in the 2024-2029 Riverside County Comprehensive Economic Development Strategy Plan.

Summary

The U.S. Economic Development Administration (EDA) provides a wide variety of assistance and grants for local jurisdictions to implement infrastructure and planning projects that are related to economic development. To qualify for EDA assistance and grants, a jurisdiction must adopt a Comprehensive Economic Development Strategy (CEDS) that includes the names of specific infrastructure and planning projects.

The County of Riverside adopts a CEDS Plan every five years and is in the process of developing the 2024-2029 CEDS. Staff members from the Riverside County Office of Economic Development has kindly requested Riverside County cities to include relevant projects and programs that may be eligible for existing and future EDA funding. As a result, city staff is requesting the City Council to review and approve a proposed list of infrastructure and planning projects to be included in the 2024-2029 Riverside County CEDS Plan.

Background

In the 2019-2024 Riverside County CEDS Plan, the City provided one project to be included in the document, which was the Limonite Gap Closure Project. Examples of other projects that were

adopted in the 2019-2024 Riverside County CEDS Plan include Murrieta's Innovation Center and Moreno Valley's Citywide Broadband Installation Project. Once the plan is adopted by the Riverside County Board of Supervisors, County staff will include a brief update to amend the document every two years. During those updates, Riverside County cities will be given another opportunity to update their respective lists of local projects.

Analysis

After reviewing the City's Capital Improvement Plan and General Plan, in addition to consulting with the Business and Development Success Ad-Hoc Committee, staff proposes to include the following projects in the 2024-2029 Riverside County CEDS:

Chandler Area Specific Plan

Developing a Specific Plan to guide the development and enhancement of the Chandler Neighborhood in Eastvale. The Specific Plan will provide detailed guidance for future development in the Chandler Area, increase development potential by creating more certainty for residents, developers, businesses, and stakeholders, and include various opportunities for public involvement.

Citrus Property Feasibility Study

Conducting a feasibility study for the City's 22-acre Citrus Property in accordance with the City's 2040 General Plan, which would transform the Citrus Property into a community gathering hub that includes various amenities such as event spaces, park spaces, and other open space uses.

Civic Center Project

A project to construction a new City Hall, a new Library, and a new Police Station located in the southeast quadrant of the Leal Master Plan. The Library will be operated by the County of Riverside Library System and the Police Station will be operated by the Riverside County Sheriff's Office. The Civic Center will be a community-serving and welcoming place where people can connect and prosper.

Hamner Avenue Beautification Project

Design and install landscape median along Hamner Avenue between 65th Street and Schleisman Road to close the gap of landscape median along Hamner Avenue within the City limits. The project is estimated to start after Hamner Avenue Traffic Signal is synchronized.

Improvement of Trail Network Connectivity

Design and construction of nearly five miles of trails running along Scholar Way and Harrison Avenue, utilizing excess right-of-way rather than impacting vehicle circulation/travel lanes. The project will provide dedicated space for people to bike and walk from northern City limits to the Santa Ana River trails, connecting to schools, parks, retail, and neighborhoods.

Public Works Yard Facility Project

Build a maintenance yard facility for City's miscellaneous equipment and operations, which can support streets maintenance and other Public Works projects and initiatives.

Schleisman Road Mobility, Safety, and Connectivity Project

Design and construction of Schleisman Road between Hamner Avenue and Sumner Avenue to include all-inclusive, all ages and abilities Class I trail/pathways in existing roadway to enhance

mobility, safety, and connectivity.

Third Fire Station
A project to construct a Fire Station located in the southeast commercial quadrant of the Leal Master Plan. The Fire Station (to be operated by the Riverside County/CalFIRE) will provide service to the northern portion of the City of Eastvale within proximity to the Downtown Leal Project and immediate response to the residents and businesses adjacent to the I-15 Corridor.

Traffic Signal Improvement at Sumner Avenue and 68th Street
Design and install traffic signals at the intersection of Sumner Avenue and 68th Street, thereby increasing the capacity of the intersection to handle traffic and reduce the number of potential accidents.

Zoning Code Update
Update the City's Zoning Code to promote community livability, balance the City's development uses, and increase the efficiency of the City's existing land use.

Environmental
Pursuant to Section 15378 of the California Environmental Quality Act (CEQA) Guidelines, organizational or administrative activities of governments that do not result in direct or indirect physical changes in the environment are not considered as CEQA projects.

Strategic Plan Action - Priority Level: N/A | Target #: C | Goal #: J
Including a list of infrastructure and planning projects in the 2024-2029 Riverside County CEDS Plan can allow the City to be qualified to apply for relevant EDA grants.

Fiscal Impact
Approving a list of projects to be included in the 2024-2029 Riverside County CEDS Plan does not result in any direct fiscal impacts.

Prior City Council/Commission Action
There were no prior City Council or Commission actions.

Attachment(s)
Attachment 1 - 2019-2024 Riverside County CEDS Plan
Attachment 2 - 2019-2024 Riverside County CEDS Plan (2021 Update)
Attachment 3 - 2019-2024 Riverside County CEDS Plan (2023 Update)
Attachment 4 - Resolution 25-XX

COUNTY OF RIVERSIDE

COMPREHENSIVE ECONOMIC DEVELOPMENT STRATEGY

2019-2024 Five Year Plan

INTRODUCTION

The Comprehensive Economic Development Strategy (CEDS) contributes to effective economic development in America's communities and regions through a locally based, regionally driven economic development planning process. It is the cornerstone of the U.S. Economic Development Administration's (USEDA) programs. Regions must update their CEDS to qualify for EDA assistance under its Public Works and Economic Adjustment Assistance Programs. This document represents Riverside County's 2019/2024 Five Year Plan.

Riverside County covers nearly 7,300 square miles and includes five distinct regions: Northwest, Southwest, Hemet-San Jacinto Valley, the San Gorgonio Pass Area, and Eastern, including the incorporated cities and unincorporated areas within each region. To appropriately address the economic development needs in these regions, they are defined economically, politically, geographically, and environmentally. As in all communities, each region contains areas of wealth as well as distinct pockets of poverty. The explosive population growth in several regions presents significant strain on the existing infrastructure, increasing the need for services to those that need it most.

This document is intended to help create new jobs, foster stable and diversified economies with high wages, and increase capital investment, thereby improving the living conditions and creating economic resilience throughout each of these various regions of Riverside County. In addition, it will coordinate the efforts of organizations, local governments, and private industry involved with economic and workforce development. The representatives on this committee have been selected to represent all major interests to ensure that viewpoints of all facets of the community are considered and to take advantage of local demographics, expertise and resources for program design and implementation.

VISION

Riverside County remains fortunate to have a variety of abundant natural resources, an ideal geographic location in the heart of Inland Southern California, a diverse and hard-working labor force, and a longstanding tradition of progressive leadership. Managed wisely by communities working together, these key assets hold vast potential to enhance the quality of life throughout the entire county. Recognizing that distressed communities exist, our potential to create wealth and resources increases through involvement in this comprehensive economic development strategy.

While agriculture had been the traditional foundation of the Riverside County economy, a transition is well underway toward a more urban way of life with a multi-faceted economy. This change is being driven in part by demographic, economic, and political forces at the regional, state, and national levels. However, Riverside County residents, through their elected representatives, will make the key local decisions to shape the future of Riverside County, differentiating it from surrounding countries in character, heritage, and quality of life.

The establishment of a vision for this strategy provides an essential direction and definable target. A clear vision is necessary to not only shape the plan, but to motivate a long-term commitment to the plan and its implementation. The following vision statement is what we strive for in building our model community and government organization.

Riverside County Economic Development Agency (EDA) is the leader in making the region a destination where people are proud to live, work, and play. EDA strives to achieve higher paying jobs, a world-class education, quality housing, culturally rich activities, and safe, healthy communities for every Riverside County resident.

REGIONAL OVERVIEW

Northwest Region

The Northwest portion of Riverside County is clearly the largest region in terms of population and contains the county's three largest cities: Riverside, Corona and Moreno Valley. It also includes the cities of Eastvale, Jurupa Valley, Norco, and Perris, along with the unincorporated communities of Home Gardens, Highgrove, and Mead Valley.

The Northwest Region provides excellent transportation access by way of Interstates 15 and 215 and State Routes 60 and 91. The region is served by Ontario International Airport and the ports of Long Beach and Los Angeles. A wide range of workforce skill levels, a strong higher education system, and a principal location for providing services have made this region one of the fastest growing areas of Riverside County. However, transportation, water distribution, and flood control infrastructure improvements are needed in the unincorporated areas.

The Northwest Region has the largest concentration of industry in the County, including a large distribution and manufacturing base for Southern California. The Northwest Region has diversified into many clusters, such as logistics, business and information services, and high-tech development. These industries are compatible with the type of labor skills available in the region and can utilize the transportation assets. Overall, the primary issue in this region is the design and funding to support infrastructure development. This issue is especially apparent in the unincorporated areas that need transportation, water distribution, and flood control improvements.

Southwest Region
The Southwest Region of Riverside County covers the cities of Canyon Lake, Temecula, Murrieta, Lake Elsinore, Wildomar, and Menifee, along with the unincorporated communities of Aguanga, Anza, French Valley, Lakeland Village and the Wine Country.

The Southwest Region has been a prime location for services and other office uses. In addition, the region has experienced growth in the medical device industry manufacturing cluster. The region has skilled labor, quality schools, a wide range of housing, and numerous commercial services that combine to create a desirable location for residents to live. One of the region's most popular attractions is the Temecula Valley Wine Country, spanning over 1,300 acres of vineyards. Several of the wineries offer resort-type spas, bed and breakfast-style hotels, and host wedding parties, as well as nationally acclaimed jazz entertainment events. However, to accommodate the development of these industries, the region needs to address the issue of traffic congestion. Over the past decade, the Southwest Region has experienced an intense increase in population growth, making traffic the most significant challenge in the region. Because of the Southwest Region's business climate, available workforce, and quality of life, the best industry clusters for this region include healthcare and biotechnology, professional services, travel and tourism, and suppliers to these industries.

Hemet-San Jacinto Valley Region
The Hemet-San Jacinto Valley Region covers the Hemet and San Jacinto Valley portion of Riverside County including the cities of Hemet and San Jacinto. This plan covers the unincorporated communities of Nuevo, Homeland, Romoland, Valle Vista, Idyllwild, and Winchester.

The Interstate 215 Corridor, currently undergoing a plethora of economic activity, links this region to the Southwestern and Western Regions of Riverside County. This region includes an abundance of some of the most affordable industrial land in Inland Southern California but does not have a distinct competitive edge to produce high-tech products such as the Western and the Southwestern regions. However, with its abundance of affordable land coupled with good transportation routes, it is a key region for manufacturing and its supply chain. The top priority for this region is to improve the infrastructure availability for business attraction. Strategies to increase local job creation and improvements to the infrastructure system will allow residents access to a wide range of job opportunities within their region. The planned improvements to State Highway 79, included in the Community and Environmental Transportation Acceptability Process (CETAP), will help to provide an impetus for development in this region by making the area more accessible to Interstate 10 and 15.

San Gorgonio Pass Region
The San Gorgonio Pass Region of Riverside County covers the cities of Calimesa, Banning, and Beaumont, along with the unincorporated communities of Cabazon, Cherry Valley, and Whitewater.

The Pass Region is currently experiencing a phenomenal growth rate. These new residents will bring with them the need for new municipal services, as well as the potential for new investments in business ventures expanding the local economy and creating jobs. Expanded destination retail operations adjacent to the Desert Hills Premium Outlets and the expanded Morongo Hotel and Casino will provide jobs. The proximity to Interstate 10, as well as rail lines, also makes the Pass Region attractive to distribution and large-scale industrial uses. Upgraded overpasses to provide relief from increased vehicular and rail traffic is needed if the area is to keep up with its continued

growth. Additionally, infrastructure improvements like roads, sewer, and flood control are crucial to the sustained economic growth and public safety of the community.

Eastern Region (Coachella and Palo Verde Valleys)

The eastern region is geographically the largest, covering more than two-thirds of Riverside County. It stretches from the windmills at the entrance to the Coachella Valley, south to the Salton Sea, and east to the Colorado River and Arizona state line. The Coachella Valley includes the cities of Cathedral City, Coachella, Desert Hot Springs, Indian Wells, Indio, La Quinta, Palm Desert, Palm Springs and Rancho Mirage. The Coachella Valley also covers the unincorporated communities of Bermuda Dunes, Desert Edge, Indio Hills, Mecca, North Shore, Oasis, Sky Valley, Desert Palms, Thermal, Thousand Palms and Vista Santa Rosa. East of the Coachella Valley are the unincorporated communities of Chiriaco Summit and Desert Center. The Palo Verde Valley area includes the City of Blythe and the unincorporated communities of Mesa Verde and Ripley.

The eastern region offers potential for industries and companies that desire a location between the major markets of the Los Angeles and Phoenix metropolitan areas.

Eastern Riverside County is the epicenter of renewable energy development. It is one of the three most productive wind energy areas in the state and is the largest federal solar energy zone in the country.

The eastern region's economy is multi-faceted. In 2017, agricultural crops in the eastern region were valued at over $592 million. The Coachella Valley has a booming tourism industry with world-class sports events such as the BNP Paribas Open tennis tournament and the LPGA ANA Inspiration golf tournament. The Coachella Valley Music and Arts Festival, the Stagecoach Country Music Festival and the Palm Springs International Film Festival draw hundreds of thousands of people to the region and have a significant economic impact. Native American resorts and gaming operations, along with the region's nearly 125 golf courses, are also great attractions. In addition to tourism and hospitality, industries such as health services, environmental technology and light manufacturing remain important industry clusters.

The eastern region has excellent transportation access. Interstate 10 links eastern Riverside County with Southern California and southern states. State Route 86 is a NAFTA freight corridor that links the Coachella Valley with Mexico. In recent years, significant investment has been made to improve six interchanges along the Interstate 10 Coachella Valley corridor. Additionally, the Coachella Valley is served by three airports: Palm Springs International Airport, Bermuda Dunes and Jacqueline Cochran Regional Airport. Union Pacific rail service also traverses the region.

Necessities for the eastern region include: water distribution, flood control facilities, sewer systems and road improvements. This region is experiencing rapid population growth, and the development of quality jobs is needed to increase the jobs-to-housing balance.

I. SUMMARY BACKGROUND

California Unemployment

The state's unadjusted unemployment rate was 4.5 percent in June 2018, down from 4.8 percent in June 2017. By contrast, the U.S. unemployment rate in June 2018 was 4.2 percent, down from 4.5 percent in June 2017. In June 2018, 303,592 people were receiving regular unemployment insurance benefits in California, down from 330,417 people in June 2017, and there were 47,027 new claims for unemployment insurance, up from 46,876 in the same period the year before.

California Employment Trends

According to the California Employment Development Department, 17,092,000 people in California held nonfarm payroll jobs in June 2018. Total seasonally adjusted civilian employment in California has risen to 18,527,300. Nine sectors posted gains in jobs over the year, with professional and business services, leisure and hospitality, and educational and health services posting the highest percentage growth.

RIVERSIDE COUNTY OUTLOOK

Population

The population in California has increased 0.8% from January 2017 to January 2018, adding 308,720 persons for a total population of 39,809,693. In comparison, the latest U.S. Census Bureau population estimates rank Riverside County as the tenth largest county in the nation. The county added 36,744 residents between July 2016 and July 2017, bringing its total to 2,423,266 people. Census data indicates a leading cause of the county's growth has been migration from coastal areas including Los Angeles, Orange and San Diego counties. By the year 2060, it is projected that Riverside County will be home to approximately 3.6 million people.

Riverside County Population Projections				
2020	**2030**	**2040**	**2050**	**2060**
2,500,975	2,857,496	3,159,599	3,400,372	3,596,588

Source: California Department of Finance

Unemployment Rate

As of June 2018, according to the State of California Employment Development Department, of the 1,077,000 people in the Riverside County labor force:

- 1,025,300 people are employed
- 51,700 people are not employed

The unemployment rate is therefore 4.8%, suggesting a natural rate of unemployment in the county.

Employment Trends

According to the State of California Employment Development Department, in 2017, 15.6% of Southern California's jobs were in the Inland Empire. In 2017, the Inland area added 49,700 jobs for a total of 1,451,600 jobs in the Inland Empire. Total nonfarm wage and salary employment in the Inland Empire is expected to grow 18.1% from 2014 to 2024, with the projected 233,000 jobs increasing employment to over 1.5 million by 2024. This rate of job growth is higher than the state of California as a whole.

Commuting Patterns

Riverside County currently has a disproportionate housing-to-jobs ratio with the net effect being a large commuter population leaving the area for employment in neighboring counties. It remains one of the primary goals of the County to facilitate development and high-wage job creation to reduce the number of daily commuters, thereby improving the economic base of the County and improving the quality of life for its residents. American Community Survey (ACS) 2009-2013 data shows that 2.7 Riverside County workers commute outside the County for every one that commutes into Riverside County. The ACS data also indicate 30.4% of the County workforce commuted to the neighboring counties of Orange, San Bernardino, Los Angeles and San Diego for work. This pattern presents a significant impact on the transportation infrastructure and the need for road improvements and alternative forms of transportation remains crucial.

Home Sales

According to CoreLogic June 2018 data, the median sales price for a home in Riverside County was $380,000, significantly lower than neighboring Los Angeles, Orange and San Diego Counties. June's median sales price represents a 7% increase from the previous year. However, RealtyTrac reports that 1 in every 1,164 housing unit is in some stage of foreclosure. In comparison, the state foreclosure rate is 1 in every 1,776 housing units.

II. SWOT ANALYSIS

Various indicators suggest that there are positive economic trends in the Riverside County economy for 2018 and beyond including low unemployment, faster job growth, and increased foreign direct investment. Some of these indicators are the unemployment rate, job creation, the population/jobs balance, and the commuting patterns of Riverside County workers. The relatively affordable commercial and residential real estate located in Riverside County remains the advantage over that of Los Angeles, Orange, and San Diego Counties. However, this advantage places a significant strain on the existing infrastructure to support continued population growth.

A. STRENGTHS

- **Convenient access to major Southern California markets, ports, air, etc.**
- **Available and relatively affordable developable land**
- **Stable government**
- **Large available workforce**
- **Affordable residential real estate market**
- **Family-oriented/ Younger population**
- **Culturally diverse**
- **Several higher education institutions and facilities**
- **Comprehensive Emergency Management Plan**
- **Access to tourism and recreation activities**

B. WEAKNESSES

- **Job growth diversification**
- **Less educated population (with respect to a college degree)**
- **Critical infrastructure needs**
- **Region image**
- **Pockets of extreme poverty**

C. OPPORTUNITIES

- **Flexibility of Workforce Innovation and Opportunity Act (WIOA)**
- **Educated Commuters**
- **Population/Jobs Balance and Commuting Patterns**
- **Expanded Broadband**
- **Foreign Trade**

D. THREATS

- **Lack of private investment/Venture capital**
- **Continued drought**
- **Regulatory Environment**
- **Cost of Development**
- **Ability to Adapt to Technological Changes**
- **Long-Term Fiscal Obligations**

III. STRATEGIC DIRECTION/ ACTION PLAN

PART I

The economic purpose of this CEDS is consistent with the vision of making Riverside County a place where people are proud to live, work and play. EDA strives to accomplish this through investment, creation, and support of economic and community development projects, organizations, and programs throughout all regions of the county. The following goals and objectives are necessary to help solve the economic problems of the region:

Goal #1: Increase access to high-paying jobs
Goal #2: Provide a world-class education
Goal #3: Provide quality housing,
Goal #4: Promote and provide culturally rich activities
Goal #5: Enhance safe and healthy communities

Objectives

The following objectives are designed to achieve the goals necessary to achieve the stability and balance of a healthy community:

- Implement and maintain a well-thought-out business attraction plan to bring in businesses that will complement the educational and skill base of the region's workforce.
- Invest in and support development of green technology and clean energy alternatives industry.
- Collaborate with educational institutions and private industry to develop curriculums to educate and train workforce in emerging industries with long term growth and stability.
- Initiate policies and development standards that support and reward water and energy conservation.
- Expand the use of available information and communication technology to reduce travel on roadways (e.g. telecommuting, video-conferencing, purchasing over the internet, etc.).
- Continue to provide economic development support to the unincorporated regions of the county through enhanced infrastructure, libraries, parks and recreation, fire, and law enforcement stations.

IV. COMMUNITY AND PRIVATE SECTOR PARTICIPATION

To insure the CEDS reflects the interest of the community, the Workforce Development Board (WDB) Executive Committee was selected as the CEDS Strategy Committee **(Appendix B)** because the Board is comprised of community leaders and public officials from all regions of the county representing economic development, youth development, education, labor groups, and private individuals. This comprehensive planning effort involved extensive involvement in from the community and represents the County's efforts to develop steady-state economic resilience initiatives.

Additionally, the County of Riverside participated in a series of workshops for the Advanced Manufacturing Partnership for Southern California (AMP SoCal) led by the USC Center for Economic Development. There was a total of 6 meetings, with each meeting held at the following:

1. **Western Riverside County SWOT**
   Supplier Network, Operational Improvements, Capital Access, Trade & International Investment
   Thursday, May 19, 2017, 10 am - 12 pm
   Western Municipal Water District
   14205 Meridian Parkway Riverside, CA 92518
   Training Room

2. **Eastern Riverside County SWOT**
   Supplier Network, Operational Improvements, Capital Access, Trade & International Investment
   Monday, May 23, 2017, 10 am - 12 pm
   Indio Workforce Development Center
   44-199 Monroe Street Indio, CA 92201
   Conference Center-Room #402-402B

3. **Western Riverside County SWOT**
   Research & Innovation Workforce & Training, Infrastructure & Site Development
   Wednesday, June 1, 2017, 10 am - 12 pm
   Western Municipal Water District
   14205 Meridian Parkway
   Riverside, CA 92518
   Training Room

4. **Eastern Riverside County SWOT**
   Research & Innovation Workforce & Training, Infrastructure & Site Development
   Thursday, June 2, 2017, 10 am - 12 pm
   Indio Workforce Development Center
   44-199 Monroe Street
   Indio, CA 92201
   Conference Center-Room #402-402B

5. **Identifying Implementation Projects (with funding identified or not)**
   Thursday, June 9, 2017, 1 pm - 3 pm
   Riverside County Administrative Center
   5th Floor, Conference Room C
   4080 Lemon Street

Riverside, CA 92501

6. **Final Presentation**
   Tuesday, June 21, 2017, 10 am - 12 pm
   Western Municipal Water District
   14205 Meridian Parkway
   Riverside, CA 92518
   Training Room

The meetings discussed economic development and infrastructure as it relates to Riverside County, conducted SWOT analyses on Riverside County's Supplier Network, operational improvements and capital costs, trade and international investment, research and innovation, workforce and training, and infrastructure and site development, and conducted separate SWOT analyses for both Eastern and Western Riverside Counties. The County acted as the Riverside County representative for the regional workforce board meetings, and a final report was published by the UC Riverside Center for Economic Development and Innovation (CEDI).

V. STRATEGIC ECONOMICALLY RESILIENT ACTIVITIES

As the region continues its economic recovery, there is a clear focus on economic resiliency, specifically insulating the region against downturns (i.e. the ability to avoid, withstand, and recover from economic shifts, natural disasters, the impacts of climate change, etc.). Both responsive and steady-state initiatives which strengthen those factors we already have in place and developing those that we need to have in place will ensure the long-term success, viability, and durability of the regional economy.

Business-Friendly Climate

The business climate characterizes the various conditions that render an area more favorable to business. To avoid downturns in industries that constitute a critical component of this region's economic activity, one of the County's main economic initiatives is focused on accelerating and growing small businesses by creating access to new sources of capital for business owners that are having trouble securing conventional business loans. To that end, the Small Business Financial Assistance Program - Revolving Loan Fund (RLF) has been established to provide businesses access to affordable capital for real property acquisition, building improvements and renovations, equipment purchases, short-term working capital, and other eligible activities.

Business Retention and Expansion Program

The Local Workforce Development Board (WDB) provides business services through a Business Solutions Team that offers a full array of services beyond recruitments and job matching. A newer effort is the creation of Rapid Response teams to act as "Proactive Intermediaries" through a Business Retention and Expansion program. This program is a strategic layoff aversion strategy that allows a Business Retention and Expansion team to contact businesses and do an analysis that includes financial stability. Resources are then brought together to retain jobs and the business. Follow-up is also conducted on referrals from cities or other partners if they have identified a struggling business. Core partners for this program include: Economic Development Organizations (City or County) and the Small Business Development Center. These are also the first responders when an appointment has been set up with a business.

Career Pathways

Preparing for careers and competing in the 21st Century means individuals and industry must have a pathway for building a highly skilled workforce. Local partnerships of adult education, workforce development, community colleges, Community Based Organizations (CBO), employers, and labor organizations are essential to successful career pathways and bridge programs. Creating career pathways that lead to sustainable careers through combinations of participation in a Registered Apprenticeship program and /or earning college credit or a degree is one of the best ways to prepare a worker for a successful long-term career and ensures the industry has a highly skilled workforce.

The County advocates to ensure that career pathways developed in the local area are based on the following evidence of best practices:

- Accelerated and integrated program models that shorten the time to a meaningful credential
- Robust and wraparound supportive services
- Coordination of Financial Aid and other benefits
- Employer-verified pathways and curriculum and potential job opportunities
- Pathways for Under-Represented Populations

For Adults and Dislocated Workers, it is of importance to develop career pathways strategies which align adult education, job training, higher education, apprenticeship preparation, and Registered Apprenticeship programs to allow participants to obtain progressive educational or occupational credentials even as they continue to seek employment.

Local high schools and community colleges are making student learning more relevant to regional industries and improving student success by teaching basic English, Math, and other skills in the real-life context of an industry or occupation. Credentialed “Earn and Learn” models, such as apprenticeships, are taking career pathways one step farther, allowing workers to learn much of their new skills on the job.

Foreign Direct Investment and Trade

The impact of foreign direct investment on our economy is considerable. For instance, with 66,000 employees in the United States, Siemens (a German company) and its subsidiaries employ more people in the United States than Microsoft and Nike combined. In a tight credit economy, the infusion of cash from abroad can help ailing U.S. businesses, as well as fund new ventures that create jobs and stimulate the economy. The State of California should consider coordinating marketing campaigns and foreign direct investment missions abroad for the benefit of local regions. Coupled with educational programs, links to resources and the support of the international trade community, the Inland Empire believes this will assist small and medium-sized companies to weather economic slowdowns. In addition, research also indicates that regions that have many export industries are more resilient to employment downturns.

Broadband Capacity

Communications and connectivity are essential requirements for companies and individuals to succeed in the global economy. Many areas in the Coachella Valley do not have adequate broadband capacity to support students and companies in their daily needs to fully participate. This “digital divide” impacts lives, the economy and the quality of life for all who live and work in

the Coachella Valley. The private sector alone cannot be depended upon to rectify this inequity; public investment in broadband infrastructure in the Coachella Valley is essential. The Coachella Valley Economic Partnership believes that public/private partnerships to develop broadband capacity are possible to resolve this inequity primarily impacting distressed populations groups.

Establishment of state of the art bandwidth is an expensive proposition often costing in the tens or even hundreds of millions of dollars and providing hundreds of construction and technology jobs during the ramp up. The highest payback on massive broadband infrastructure is highly impactful in the areas of education, product development, logistics, programming, and manufacturing.

Richard Graham, the former Mayor of Fort Wayne, Indiana and the author of "Performance is the Best Politics" analyzed the impact of establishing state of the art broadband in his 2009 article in Broadband Properties. Broadband is credited with attracting a 2,000 employee manufacturing plant, positively impacting the workforce, and inspiring expansions of existing business in the article. It would be presumptuous to make projections on how much impact state of the art broadband would have in underserved areas, but it is widely accepted that broadband is now as important to business as transportation corridors, electrical power, and water.

Healthy Communities

Resilient societies are healthy societies: irrespective of where they are on the spectrum between under- and over-nutrition, an unhealthy population can hinder development and create large social and economic costs. The county is working on health initiatives as part of its broad economic development strategies.

Health is fundamental to one of the main inputs for economic development: human capital. Along with financial, intellectual, social, and political capital, development models rely on skilled, healthy individuals to make up much of its labor force. When you have a healthy population, economic benefits follow:

- Half of the overall economic growth in the US during the last century is associated with improvements in population health.[1]
- A 10% reduction in heart disease mortality is estimated to be worth more than $3 trillion, and a 1% reduction in cancer mortality is estimated to be worth more than $400 billion to current and future generations.[2]
- A 10-year increase in life span is associated with an increase of 4.5 percentage points in savings rates because healthier individuals with increased longevity are more concerned with future financial needs.[3]

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[1] Nordhaus WD. The Health of Nations: The Contribution of Improved Health to Living Standards. Cambridge, MA: National Bureau of Economic Research, 2002.
[2]Murphy K, Topel R. Diminishing returns? The costs and benefits of improving health. Perspect Biol Med. 2003;46 (suppl 3):S108–S128.
[3]Bloom DE, Canning D, Graham B. Longevity and life-cycle savings. Scand J Econ. 2003;105:319–338.

Emergency Management

The "Riverside County Operational Area" is an intermediate level of the state emergency services organization consisting of the County of Riverside, all political subdivisions, and those special districts that have signed an agreement and become part of the Operational Area within the geographic boundaries of Riverside County. The "Riverside County Operational Area" is used for the coordination of emergency activities and to serve as the link in the system of communications and coordination between the state's emergency operation centers and the emergency operation centers of the county and the political subdivisions comprising the "Riverside County Operational Area". This will help protect against natural and man-made disasters that otherwise could have disrupted the economic base of the region.

VI. EVALUATION FRAMEWORK

Once the Department of Commerce Economic Development Administration has approved the CEDS document, an annual report will be submitted to document the progress on economic development activities, regardless of the source of funding and report on changing economic conditions. The County of Riverside asked local cities to submit priority projects to be included into this CEDS report (**Appendix C**). These specific project summaries represent each community's vision and goals with respect to its geographic region and explain the regional economic impacts of the specific project as the jurisdiction's highest priority.

PEFORMANCE MEASURES

The performance measurement tool will evaluate the regional post implementation of the CEDS in many economic and social criteria and provides information for the CEDS Annual Updates as required by US-EDA. The annual updates keep the strategic direction outlined in the CEDS current and relevant.

CEDS Performance Measurement Tool

Criteria	Measurement	Rating	Outcome
Job Creation			
1. Number of full time jobs created post CEDS Implementation	0-5 6-25 25-49 50-99 100+	-0- 1-3 4-6 7-9 10	
2. Appropriateness of jobs to local workforce skill and education level.	Non-consistent Somewhat consistent Consistent Very Consistent	0-2 3-4 5-6 7-10	
3. Pay scale of jobs created	Minimum wage + Living wage + Skilled & professional	0-3 4-6 7-10	
4. Number of jobs retained in region	0-25% 26-49% 50-75%	0-2 3-4 5-6	

(measured as a percentage of jobs created post CEDS implementation and after one year)	76-100%	7-10	
Community Impact			
5. Number and types of investments undertaken in the region	Infrastructure: water, sewer, roads Business: Office, commercial, retail Transportation: rail, highway, airports	1-10 1-10 1-10	
6. Changes in the economic environment of the region.	Weak/shrinking local economy- (decline in jobs & tax revenue) Stable economy- (jobs and tax revenue growing at slow to moderate rate) Strong sustainable economy- (jobs and tax revenue growing at above moderate rate in industry that is not volatile due to market changes)	0-3 4-7 8-10	
7. Amount of the private sector investment in the region after implementation of the CEDS (measured in the new private sector capital investment in dollars one-year post CEDS implementation).	0-50 million 51-99 million >100 million	0-3 4-7 8-10	

8. Community Benefit	Improved quality of life: increase in schools Revenue to support new local educational programs New arts and cultural organizations, institutes	10	
Project Readiness and Capital Investment			
9. Current status of proposed project 10. % of USEDA Funding request to total project Cost	Conceptual phase- Planning and design Ready to construct 50% 25-40% 1-24%	0-3 4-6 7-10 0-3 4-6 7-10	
TOTAL POINTS POSSIBLE		120	
TOTAL PIONTS FOR THIS PROJECT			

APPENDIX A

Riverside County Employment Data

Subject	Percent
EMPLOYMENT STATUS	
Population 16 years and over	**1,782,752**
Civilian labor force	**1,067,758**
Unemployment rate	**11.3%**
Females 16 years and over	**903,103**
Own children of the householder under 6 years	**397,733**
Own children of the householder 6 to 17 years	**397,733**
COMMUTING TO WORK	
Workers 16 years and over	**923,845**
OCCUPATION	
Civilian employed population 16 years and over	**946,798**
Management, business, science, and arts occupations	**29.1%**
Service occupations	**21.3%**
Sales and office occupations	**25.1%**
Natural resources, construction, and maintenance occupations	**11.4%**
Production, transportation, and material moving occupations	**13.1%**
INDUSTRY	
Civilian employed population 16 years and over	**946,798**
Agriculture, forestry, fishing and hunting, and mining	**1.6%**
Construction	**8.6%**
Manufacturing	**8.9%**
Wholesale trade	**3.1%**
Retail trade	**13.0%**
Transportation and water housing and utilities	**5.8%**
information	**1.5%**
Finance and insurance, and real estate and rental and leasing	**5.2%**
Professional, scientific, and management, and administrative and waste management services	**10.2%**
Educational services, and health care and social assistance	**20.6%**
Arts, entertainment, and recreation, and accommodation and food services	**11.4%**
Other services, except public administration	**5.3%**

Public administration	**4.9%**
CLASS OF WORKER	
Civilian employed population 16 years and over	**946,798**
Private wage and salary workers	**77.5%**
Government workers	**14.7%**
Self-employed in own not incorporated business workers	**7.7%**
Unpaid family workers	**0.2%**
INCOME AND BENEFITS (IN 2016 INFLATION-ADJUSTED DOLLARS)	
Total households	**705,716**
Less than $10,000	**5.6%**
$10,000 to $14,999	**4.8%**
$15,000 to $24,999	**10.0%**
$25,000 to $34,999	**9.9%**
$35,000 to $49,999	**13.3%**
$50,000 to $74,999	**18.2%**
$75,000 to $99,999	**13.0%**
$100,000 to $149,999	**14.6%**
$150,0000 to $199,999	**6.0%**
$200,000 or more	**4.6%**
PERCENTAGE OF FAMILIES AND PEOPLE WHOSE INCOME IN THE PAST 12 MONTHS BELOW THE POVERTY LEVEL	
All families	**12.8%**
Married couple families	**8.1%**
Families with female householder, no husband present	**28.8%**
All people	**16.6%**

Source: U.S. Census Bureau, 2012-2016 American Community Survey, Five Year Estimates

NOTE. Although the American Community Survey (ACS) produces population, demographic, and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities and towns and estimates of housing units for states and counties.

For more information on confidentiality protection, sampling error, non-sampling error, and definitions, see Survey Methodology.

Notes:

- Employment and unemployment estimates may vary from the official labor force data released by the Bureau of Labor Statistics because of differences in survey design and data collection. For guidance on differences in employment and unemployment estimates from different sources go to Labor Force Guidance.
- Workers include members of the Armed Forces and civilians who were at work last week

- The Census Bureau introduced an important sequence of labor force questions in 2008 ACS questionnaire. Accordingly, we recommend using caution when making labor force data comparisons from 2008 or later with data from prior years. For more information on these questions and their evaluation in the 2006 ACS Content Test, see the Evaluation Report covering Employment Status at http://www.census.gov/acs/www/Downloads/methodology/content_test/P6a_Employment_S tatus.pdf and the "Evaluation Report Covering Weeks Worked" at http://www.census.gov/acs/www/Downloads/methodology/content_test/P6b_Weeks_Worked_Final_Report.pdf. Additional information can also be found at http://www.census.gov/hhes/www/laborfor/laborforce.html.
- Occupation codes are 4-digit codes and are based on Standard Occupational Classification 2000
- Industry codes are 4-digit codes and are based on the North American Industry Classification System 2007. The Industry categories adhere to the guidelines issues in Clarification Memorandum No. 2

  "NAICS Alternate Aggregation Structure for Use by U.S. Statistical Agencies.

APPENDIX B

Executive Committee Board Members

- **Jamil Dada (Chairperson),** Provident Bank
- **Juan De Lara (Vice Chairperson),** Federated Insurance
- **Diane Strand –** JDS Video & Media Productions, Inc.
- **Layne Arthur,** Balfour Beatty
- **Morris Myers,** Mt. San Jacinto College Foundation
- **Francisca Ledoux Hernandez,** Riverside Medical Clinic
- **Laurie Stalnaker,** Central Labor Council, AFL-CIO
- **Mary Jo Ramirez,** California Family Life Center
- **Sonia Nunez,** McLane Foodservice
- **Rosibel Ochoa,** University of California Riverside

APPENDIX C

Regional Project List

PURPOSED DUNE PALMS ROAD STREET IMPROVEMENTS - CITY OF LA QUINTA
Construct a second travel lane, curb and gutter, sidewalk and garden walls on the east side of the street. Traffic congestion will be reduced, and public safety increased. - $1,800,000

REPLACE LOW WATER CROSSING – CITY LA QUINTA
The purpose of the proposed improvement is to replace the existing Low Water Crossing spanning the Whitewater River at Dune Palms Road with an “All Weather Crossing.” The proposed improvements will provide Coachella Valley motorists and pedestrians a safe path of travel across the Whitewater River regardless of adverse weather. The project will also provide reliable access for emergency vehicles. -$13,408,000

SENIOR RESIDENCE REHABILITATION - CITY OF LA QUINTA
Rehabilitate a 72-unit affordable apartment complex (interiors and exteriors) for seniors and adults with special needs, and upgrade the site to current City standards. In addition, 68 new affordable units will be constructed. The apartment units are affordable to extremely low and very-low income seniors. Site improvements will include ingress and egress, walkways, improved traffic circulation and storm water drainage improvements. -$48,260,099

SILVER ROCK RESORT INFRASTRUCTURE - CITY OF LA QUINTA
Purposed improvements to the Silver Rock Resort Infrastructure to include the installation and construction of all wet utilities and roadways. -$8,600,000

UPGRADE DRAINAGE IMPROVEMENTS - CITY OF LA QUINTA
Proposed improvements will provide upgraded drainage improvements on a citywide basis. Current priorities include improvements to the Eisenhower Drive and Washington Street corridors in accordance with the findings of the Focused Drainage Study. Future improvements will include improvements in the La Quinta Village area. -$7,319,730

LA QUINTA VILLAGE UPGRADE
The proposed improvements will convert the La Quinta Village into a bicycle and pedestrian friendly, Complete Street atmosphere. The three major streets in the Village; Calle Tampico from Eisenhower Drive to Washington Street, Eisenhower Drive from Calle Tampico to Calle Sinaloa, and Calle Sinaloa/Avenue 52 from Eisenhower Drive to Washington Street; will be reduced from four lanes down to two lanes and include bicycle facilities and on-street parking. In addition, five roundabouts will be constructed in order to link the road diet segments together. -$9,604,542

AVENUE 50 EXPANSION (86 EXPRESSWAY TO INTERSTATE HIGHWAY 10)
The project will consist of the following: 1) New interchange connector at the future extension of Avenue 50 and I-10, construct main entrance to new La Entrada housing community; 2) Replace the existing dry weather crossing with a bridge, that will provide year-round access to property

owners on either side of the creek, enabling access to SR-86S; 3) New interchange at Avenue 50 and 86 Expressway; - $120,000,000

CITY LIBRARY PROJECT - CITY OF COACHELLA

The construction of a new 15,000 square foot library building in the beautiful downtown Pueblo Viejo District. The library will include space for meetings, conference rooms, reading garden and indoor café. - $15,000,000

PERMIT CENTER TENANT IMPROVEMENT PROJECT - CITY OF COACHELLA

Installation of various improvements resulting from the purchase and relocation of some City services to the DACE and corporate Yard facilities including: tenant improvements, repairs to the HVAC system, installation of new phone system, and installation of high speed fiber internet to serve the facility. - $3,500,00

DOWNTOWN INDIO DEVELOPMENT

Once known as the “Hub of the Valley,” Indio was originally the center for commerce, housing, and agriculture in the Coachella Valley. The downtown area was a reflection of this vibrancy in the early and middle parts of the last century but declined due to economic recessions and new commercial centers in other areas. In order to activate the area and attract development in downtown, the City of Indio needs to acquire properties owned by the Successor Agency to the former Redevelopment Agency; fund a building façade improvement program; convert an industrial property into an outdoor concert venue; and fund pop up and container projects to offer shopping and dining options to a large population of students, city/county workers, theater goers, and medical professionals and patients. - $6.5 million

INDIO PERFORMING ARTS CENTER RENOVATION

The Indio Performing Arts Center (IPAC) is the centerpiece of the City of Indio’s revitalization plan to create an arts and entertainment district in downtown. The 23,000 square-foot facility was originally built in the early 1990’s and has two movie theaters, a stage theater, a large meeting hall, bar, kitchen, offices and conference rooms. The facility requires major capital improvements including lighting, sound, flooring, interior renovations, and exterior upgrades. IPAC is home to one of the few remaining community theater companies in eastern Riverside County and is used by the College of the Desert for film classes during the week. - $5 million

CAMINO DEL NORTE- CITY OF INDIO

Final design and construction of missing segment of Camino Del Norte from Franklin Street to Elsinore Hills Road. This project will include installation of a traffic signal at the intersection of Franklin Street, Camino Del Norte, and Canyon Estates Drive. Realigning Canyon Estates Drive and Canyon View Drive, South of Franklin. Camino Del Norte is designated as a four-lane arterial from Main Street to Old Franklin. The final design of this roadway will enable the City to finalize the R/W take areas and proceed with construction of 2-lanes of Camino Del Norte to accommodate the Railroad Canyon interchange construction detour. -$4,108,295

SCOTT ROAD/BUNDY CANYON ROAD WIDENING - CITY OF MENIFEE

Widen existing 2 lane road to 4 lane road from Haun Road to Western City limits. Project will relocate existing utilities, acquire Right of Way, construct drainage improvements and Traffic signals.

MCCALL BLVD/I-215 INTERCHANGE - CITY OF MENIFEE

Widening of McCall bridge from 4 lanes to 6 lanes, improvements to on and off ramps, and street widening from Sun City Boulevard to Encanto Drive.

HAUN ROAD WIDENING - CITY OF MENIFEE

Widen existing 2 lane road to 4 lanes, including medians, ROW acquisition, sidewalks, and signals from La Piedra to Scott Road.

MURRIETA INNOVATION CENTER

The Murrieta Innovation Center is a business incubator run by the City of Murrieta and is solely focused on bringing new biotech industries and businesses to the City. It is the cities former City Hall and as such, is in need of revitalization in order to function as a creative office space. The center has already brought the regions first Genomics Laboratory and is in the planning stages of the first Clinical Trial Lab in the region, with 7 biotech companies working in the space at this time. Funding would be used for furniture, equipment and site re-facing. Project Cost - $250,000

MURRIETA DOWNTOWN PARKING

The City of Murrieta has an award winning Downtown Specific Plan and new development has been gravitating toward the area since it was adopted in 2017. The challenge facing Murrieta's Downtown is its lack of available parking. The project would include the purchase of land in the downtown area and creation of a surface level parking lot to supply the needed access to downtown. Project Cost $1,000,000

DOWNTOWN CONFERENCE AND TRAINING CENTER - CITY OF MURRIETA

There is a dearth of sizeable conference space in the region and this is keeping business from attracting in Southwest Riverside County. The proposed project would take City of Murrieta owned land and create a conference and business training center meant to utilize the cities central location for business events and workforce training. This project would begin with a feasibility study and include development marketing and attraction. Project Cost - $250,000

TRUNK MAIN LINES FOR BUSINESS PARK DEVELOPMENT - CITY OF MURRIETA

This project would bring in needed infrastructure development to support new business park and industrial development in the City of Murrieta. The vacancy rate for industrial buildings in the City has hovered near 1% for over 2 years and there is an immediate need for new construction. The development community has repeatedly cited lack of water/sewer infrastructure as a deterrent for construction. This project would bring infrastructure to the Southwest Murrieta region and open up over 100 acres for development. Project Cost $3,000,000

KELLER ROAD INTERCHANGE - CITY OF MURRIETA

The Keller Road Interchange off of the I-215 will provide needed access to major medical centers like Kaiser Permanente, Loma Linda University Medical Center – Murrieta, and HealthSouth. This will also open up new development opportunities for the Keller Road corridor.

RIVERSIDE COUNTY SMALL BUSINESS FINANCIAL ASSISTANCE PROGRAM - REVOLVING LOAN FUND

One of the County's main economic initiatives is focused on accelerating and growing small businesses by creating access to new sources of capital for business owners that are experiencing difficulty securing conventional business loans. To that end, the Small Business Financial Assistance Program - Revolving Loan Fund (RLF) has been established to provide businesses access to affordable capital for real property acquisition, building improvements and renovations, equipment purchases, short-term working capital, and other eligible activities.

TWENTY-NINE PALMS BAND OF MISSION INDIANS ECONOMIC DEVELOPMENT MASTER PLAN

The Twenty-Nine Palms Indian Reservation is located in eastern Coachella Valley. The Coachella Reservation Section is located in line with transportation corridors (Interstate 10, Highway 86, and consists of 290 acres. The Tribe has the Spotlight 29 and Tortoise Rock Casinos, which employee over 800 full-time/part-time employees. Aside from gaming, the Tribe is looking to diversify its economic portfolio by performing a master planning and feasibility project to identify business and job creation opportunities, increase governmental capacity and infrastructure. An economic development planner is needed to develop a comprehensive economic planning strategy with tribal leadership, upper management and stakeholders.

EASTERN COACHELLA VALLEY WATER SUPPLY PROJECT

A large portion of the Eastern Coachella Valley groundwater basin has levels of arsenic that exceed the MCL for drinking water. The costs for private pumpers to install Arsenic Treatment are prohibitive. Many mobile home parks in the Eastern Coachella Valley receive their water from these private wells with high arsenic levels. Their cumulative populations are in the high thousands. These areas are considered to be disadvantaged communities. CVWD has determined that installation of water infrastructure along Avenue 66 and Pierce Street in the East Valley would allow many of these communities' access to public drinking water infrastructure at an estimated cost of $20,000,000.

TEMECULA VALLEY ENTREPRENEURS EXCHANGE

Opened in November 2014, the City of Temecula's "Temecula Valley Entrepreneur Exchange" is a technology incubator and regional business resource center that fosters business growth and economic vitality for entrepreneurs. The incubator's goal is to grow and strengthen the local technology sector to bring high-wage jobs to the area. The business resource center provides general business workshops and consultations to assist business owners in starting and growing their business. The program is funded by the City of Temecula. The City has partnered with the Economic Development Coalition of Southwest California, Inland Empire Small Business Development Center, Temecula Valley Chamber of Commerce, Mt. San Jacinto College and Cal State San Marcos at Temecula for this program. Currently 12 technology-focused startups are participating in the incubator program, and the resource center provides over 100 workshops annually. The facility is also home to the Temecula Higher Education Center (THE Center) that opened in August 2014. THE Center is a partnership between the City of Temecula, California State University San Marcos and Mt. San Jacinto College, providing students with a seamless transition from the associate's degree to the bachelor's degree in Business Administration with all

coursework conducted on site, locked pricing, guaranteed time-to-completion and collaborative cohort-based model.

MARCH HEALTHCARE DEVELOPMENT

The Campus Project, located at the southwest corner of Cactus Avenue and Heacock Avenue with the boundary of the March Air Reserve Base, is California's first destination wellness campus. Spanning approximately 170 acres, when completed, the integrated state of the art medical campus will include an acute care hospital, medical office buildings, centers of excellence, a wellness center, a full senior care hospital, and non-medical retail in a contemporary, attractive and pedestrian-friendly environment. The March Healthcare Campus (Campus Project) represents a rare opportunity for Riverside County to invest in infrastrucutre, job creation and quality of life enhancement, by creating a local economic stimulus program focused on healthcare industry. The project would eliminate severe blight on the former March Air Force Base (AFB), which currently has 41 vacant, dilapidated buildings on site.

Anticipated project cost: $2,482,667,750

Number of jobs: 3,018

COACHELLA VALLEY IHUB ACCELERATOR

The current Palm Springs Innovation Hub & Accelerator Campus includes more than thirty companies in nearly 50,000 square feet of incubation and acceleration facilities in Palm Springs. Providing appropriate tenant spaces, testing facilities, communications infrastructure and other site improvements will be needed as successful companies graduate into market-rate space in the community and new tenants are accepted into the program. In addition, the Coachella Valley recently received a federal planning grant to expand the Innovation Hub program to other areas in the Coachella Valley focused on Advanced Manufacturing. It is anticipated that another 40-60,000 square feet in incubation and acceleration facilities will be added in the next 2-3 years. As this program expands with new facilities, infrastructure needs will increase to support the companies that are in the program. The cost to put the Palm Springs portion of the complex was roughly $5 Million over a 3-year period and the annual cost to operate the complex is $500,000 in 2014 dollars. A recent study by Dr. John Husing has projected that over a 20-year period the collection of two Innovation Hubs and two Accelerator campuses will have the following economic impact.

-81 Graduated Companies in Operation

-$5.5 Billion Cumulative Revenue

-$1.1 Billion of Profits Generated

-3,544 Direct Jobs Created

-5,112 Direct and Indirect Jobs created

-$12.5 Billion in total economic activity*
*Includes payroll, value added activity, and revenue.

COACHELLA VALLEY BROADBAND CAPACITY

Communications and connectivity are essential requirements for companies and individuals to succeed in the global economy. Many areas in the Coachella Valley do not have adequate broadband capacity to support students and companies in their daily needs to fully participate. This “digital divide” impacts lives, the economy and the quality of life for all who live and work in the Coachella Valley. The private sector alone cannot be depended upon to rectify this inequity; public investment in broadband infrastructure in the Coachella Valley is essential. The Coachella Valley Economic Partnership believes that public/private partnerships to develop broadband capacity are possible to resolve this inequity primarily impacting distressed populations groups.

Establishment of state of the art bandwidth is an expensive proposition often costing in the tens or even hundreds of millions of dollars and providing hundreds of construction and technology jobs during the ramp up. The highest payback on massive broadband infrastructure is highly impactful in the areas of education, product development, logistics, programming, and manufacturing.

PALM SPRINGS ACCELERATOR CAMPUS

The City of Palm Springs Accelerator Campus can take a tremendous step forward by adding sufficient photovoltaic solar panels to offset substantially all of the electrical requirements of the Campus. Recent electric bills indicate that a 140-kilowatt photovoltaic system would serve to generate roughly 200,000 kilowatt-hours per year that would reduce the operating expenses of the Campus by roughly $60,000 per year. The estimated cost for this system is $450,000.

The installation of solar energy of this magnitude will provide jobs for about 10 people during the construction project and will allow the savings to be passed on to companies in the facility enabling them to deploy facilities dollars into human capital. It is estimated that the installation of solar panels will add to both the workforce and the bottom line of accelerator campus clients and partially fund an onsite manager for the CViHub program.

SALTON SEA AUTHORITY PREFERRED PROJECT: A VISION FOR THE FUTURE-RIVERSIDE COUNTY

The Salton Sea Authority’s project objective is to achieve the habitat restoration and air and water quality goals set out in State and Federal legislation, while simultaneously meeting the needs of the residents of the region, local property owers, and civic leaders in the Imperial, Coachella and Mexicali Valleys. These interests desire a large, sustainable recreational lake with reduced odor that serves as a Catalyst for regional eocnomic development. This lake would also provide critical habitat values as it has in the past. Historically, the Salton Sea fish population has been an important food source for resident birds and those migrating along the Pacific Flyway. A variotion of the Authority’s proposed project design was considered as an alternative in thee sesparate Salton Sea restoration project feasibility studies that were conducted concurrently by the Resources Agency of the State of California and the U.S. Bureau of Reclamation.

LIFE SCIENCES INCUBATOR

UC Riverside has allocated space and a plan to build out a Biotech incubator with wet lab in the City of Riverside near the UCR campus. This has been a collaborative effort beween the City, County, and UCR that is estimated to cost $2M to establish and run for three years before it becomes self-sustaining. This alignment of research, technology transfer, and entrepreneurship

will be futhered by the UCR Medical School. Collaboration with CSU San Bernardino's "Alliance fo Technology Commercializaiton" will widen the impact of the incubator. Estimate for UCR Life Sciences Incubator: $4M.

SAN JACINTO RIVER LEVEE

The five-mile San Jacinto River Levee is a joint City of San Jacinto/County of Riverside Flood Control and Water Conservation Agency project which will provide all weather access into and out of the San Jacinto Valley by removing Sanderson Avenue, the Sanderson Avenue and Ramona Expressway interesection, and State Street form the San Jacinto River 100-year floodplain. The Levee will also reduce the amount of dairy and agricutlutural land affected by flooding that cause pollutants from these facilities to affect downstream receiving water. Finally, the project will constitute implementation of the 1975 Flood Control Master Plan for the Lower San Jacinto River Basin as well as allow the implementaion fo the City's General Plan by making approximately 1,700 acres of agricultural land available for residential, commercial, and industrial development in the gateway area. The project design is nearing completion and the draft Environmental Impact Report is slated to be circulated by summer 2014. Construction will take approximately 9 months to complete.

Anticpated project cost: $50 million
Number of jobs: 5,482

BACKBONE SEWER AND WATER SYSTEM

The San Jacinto Gateway backbone sewer and water system was designed in the mid 2000's. The portion of the Gateway project lying north of the Casa Loma Syphon (MWD facility) and the future alignment of the Mid County Parkway is served by a system that was designed and approved by the Eastern Municipal Water District in 2007. The sewer system was sized to accept anticipated flows form the Gateway project at build-out. A water system was designed (12" diameter) in Ramona Expressway and terminates at Odell Avenue as well. The proposed water system connects to an existing waterline in Sanderson Avenue. That portion of the Gateway project lying south of Casa Loma Syphon and Mid County Parkway is served by a system designed in Ramona Boulevard. The sewer system was designed form the De Anza Lift Station, south in Sanderson Avenue and west in Ramona Boulevard. The Ramona Boulevard system terminates at Warren Road. The Ramona Boulevard system is sized and designed at a depth to accommodate the Gateway project at build-out. A waterline was designed in Ramona Boulevard from Sanderson Avenue to Warren Road and was sized to accommodate the Gateway project at build-out as well. Waterline interconnections were designed between Ramona Expressway and Ramona Boulevard at Cawston Avenue and Odell Avenue. Total project is anticipated to be approximately $10 million.

COUNTY OF RIVERSIDE ECONOMIC DEVELOPMENT AGENCY (EDA)- NEW MEDICAL OFFICE BUILDING (MOB)

Through a Public Private Partnership "P3" project, the EDA successfully negotiated and obtained Board approval for leases for the planning and construction of a 200,000 ambulatory surgery MOB. The MOB will be located adjacent to the Riverside University Health System's Medical Center in Moreno Valley, California. The MOB will include an ambulatory surgery center, diagnostics, rehabilitation center, cardiology unit and pharmacy. The services will be providing

integrated care to the community. The LEED Silver project is scheduled for completion in the 4th quarter of 2019. $152,000,000

RIVERSIDE ExCITE INCUBATOR EXPANSION

Riverside ExCITE is a unique incubation/acceleration program created in collaboration between business leaders, local government with representatives from both the City and County of Riverside, and local research university at UC Riverside. Riverside ExCITE is organized for the purpose of facilitating the successful incubation and acceleration of start-up companies engaged in entrepreneurial research and development of advanced technologies with the intent to create high technology jobs in the County of Riverside. By providing a location for business synthesis, mentorship and management; access to financial resources and information; access to marketing and professional services; and technology transfer from domestic and foreign universities, organizations and governments this unique operation will increase successful start-ups in the region.

Riverside ExCITE incubator is a private non-profit entity that operates in a county-owned facility that it has outgrown due to tech companies desiring to locate in the space and the addition of co-working space. ExCITE will be relocating to a nearby county-owned facility in downtown Riverside that needs rehabilitation and general cleanup. Additionally, the facility lacks broadband capacity to serve high tech companies. The request for funding from U.S. EDA will be approximately half the cost of total project which includes construction and installation of the fiber network to the building and furniture and equipment needed to operate the incubator/accelerator.

Total project cost $1,000,000. Request from U.S. EDA - $500,000

THE NORTH SHORE YACHT CLUB HARBOR REHABILITATION PROJECT

We propose the rehabilitation of the marina connected to the North Shore Yacht Club on the northeast shore of the Salton Sea. Due to lower sea elevations, accumulations of mud and silt, and marina disrepair, there are no launch points for federal and state research vessels thus harming their ability to meet their mandated monitoring and reporting requirements.

The goal of the project is to restore accessible boat launching to the Salton Sea for public agencies. In the future this restored access will also eventually facilitate recreation and boat access to the sea for local communities and tourists. -$448,148.80

EDA RIVERSIDE STUDIOS

The Economic Development Agency is renovating a vacant 48,706 square foot building into a new film studio in Riverside, CA. The project will feature the construction of a variety of film sets to foster careers in the film-making industry for local college students as well as provide state-of-the-art multi-media production technology for studio professionals. The scope includes new office space, sound sets, prop storage, security, flooring, HVAC and code upgrades. When completed, the studio will be able to accommodate post-production work to further attract and incentivize foreign and domestic film industry businesses to film in Riverside County. $2,890,000

WESTERN EMERGENCY OPERATIONS CENTER RENOVATION

The project consists of 16,826 square foot office building renovation in the City of Riverside to establish a new Western County Emergency Operation Center (EOC). The new EOC would serve to provide coordinated coverage and management for first responder agencies throughout Riverside County in emergent and catastrophic events. Residents and businesses throughout

the County will benefit through improved public safety. The building will also serve to house administrative functions of EMD and will be improved accordingly. $7,000,000

MORENO VALLEY (MV) FLEET SERVICES GARAGE

The MV Fleet Auto Shop project is located at the current Fleet Services site at 25241 Cottonwood Avenue in Moreno Valley, California. In addition to the existing auto shop, a new 55'x125' environmentally friendly service facility will be added on the property for general automotive repairs and will contain two offices, a break room, and two restrooms; parts display/storage, equipment storage and three repair bays. The new auto shop will allow for increased efficiency and faster turnaround time on automotive repairs for vehicles that are used to service the public throughout the County. The project will also include site upgrades, including: street improvements, expansion of paved areas for fleet logistics, interior remodel of existing building, and associated utility upgrades. $4,322,271

TRANSPORATION AND LAND MANAGEMENT AGENCY (TMLA) PUBLIC LAND USE PERMITTING SERVICES RENOVATION PROJECT

The project will renovate the 5,000 square foot public lobby portion of the 9th floor of the County Administrative Center (CAC) to create a more welcoming and functional environmental for permitting customers. This project will provide TLMA with more work stations and improved facilities in the public lobby area where plan check and permitting services are delivered. Along with wall and ceiling paint, HVAC, electrical, and voice/data infrastructure, the installation of new systems furniture and carpet will be installed throughout the floor to properly integrate the renovated lobby space. The total project area is approximately 17,000 square feet. $809,140

MORENO VALLEY BUSINESS INNOVATION AND CAREER CENTER/LIBRARY

The Moreno Valley Business Innovation and Career Center (BICC)/Library is a 65,000 square foot joint use facility. The BICC/Library will serve as the new home of the City's existing Employment Resource Center and will serve as the new epicenter of workforce development services, Career and Technical Education (CTE) training, job recruitment activities and small business development programming. The space will feature classroom spaces, meeting rooms, computer labs, a business incubator, conference space, co-working spaces and partner offices. The BICC will be located within the City's new Main Library. The project is located with the City's 25.2 acre Civic Center area which encompasses the City Hall, Police Station, Conference and Recreation Center and outdoor Amphitheater and Park project. The total cost for the BICC and City Main Library is estimated at $20,000,000.

COUNTY OF RIVERSIDE

COMPREHENSIVE ECONOMIC DEVELOPMENT STRATEGY

2019-2024 Five Year Plan

2021 Annual Update

INTRODUCTION

The Comprehensive Economic Development Strategy (CEDS) contributes to effective economic development in America's communities and regions through a locally based, regionally driven economic development planning process. It is the cornerstone of the U.S. Economic Development Administration's (USEDA) programs. Regions must update their CEDS to qualify for EDA assistance under its Public Works and Economic Adjustment Assistance Programs. This document represents Riverside County's 2019/2024 Five Year Plan.

Riverside County covers nearly 7,208 square miles and includes five distinct regions: Northwest, Southwest, Hemet-San Jacinto Valley, the San Gorgonio Pass Area, and Eastern, including the incorporated cities and unincorporated areas within each region. To appropriately address the economic development needs in these regions, they are defined economically, politically, geographically, and environmentally. As in all communities, each region contains areas of wealth as well as distinct pockets of poverty. The explosive population growth in several regions presents significant strain on the existing infrastructure, increasing the need for services to those that need it most.

This document is intended to help create new jobs, foster stable and diversified economies with high wages, and increase capital investment, thereby improving the living conditions and creating economic resilience throughout each of these various regions of Riverside County. In addition, it will coordinate the efforts of organizations, local governments, and private industry involved with economic and workforce development. The representatives on this committee have been selected to represent all major interests to ensure that viewpoints of all facets of the community are considered and to take advantage of local demographics, expertise and resources for program design and implementation.

VISION

Riverside County remains fortunate to have a variety of abundant natural resources, an ideal geographic location in the heart of Inland Southern California, a diverse and hard-working labor force, and a longstanding tradition of progressive leadership. Managed wisely by communities working together, these key assets hold vast potential to enhance the quality of life throughout the entire county. Recognizing that distressed communities exist, our potential to create wealth and resources increases through involvement in this comprehensive economic development strategy.

While agriculture had been the traditional foundation of the Riverside County economy, a transition is well underway toward a more urban way of life with a multi-faceted economy. This change is being driven in part by demographic, economic, and political forces at the regional, state, and national levels. However, Riverside County residents, through their elected

representatives, will make the key local decisions to shape the future of Riverside County, differentiating it from surrounding countries in character, heritage, and quality of life.

The establishment of a vision for this strategy provides an essential direction and definable target. A clear vision is necessary to not only shape the plan, but to motivate a long-term commitment to the plan and its implementation. The following vision statement is what we strive for in building our model community and government organization.

Riverside County Economic Development (ED) is the leader in making the region a destination where people are proud to live, work, and play. ED strives to achieve higher paying jobs, a world-class education, quality housing, culturally rich activities, and safe, healthy communities for every Riverside County resident.

REGIONAL OVERVIEW

Northwest Region

The Northwest portion of Riverside County is clearly the largest region in terms of population and contains the county's three largest cities: Riverside, Corona and Moreno Valley. It also includes the cities of Eastvale, Jurupa Valley, Norco, and Perris, along with the unincorporated communities of Home Gardens, Highgrove, and Mead Valley.

The Northwest Region provides excellent transportation access by way of Interstates 15 and 215 and State Routes 60 and 91. The region is served by Ontario International Airport and the ports of Long Beach and Los Angeles. A wide range of workforce skill levels, a strong higher education system, and a principal location for providing services have made this region one of the fastest growing areas of Riverside County. However, transportation, water distribution, and flood control infrastructure improvements are needed in the unincorporated areas.

The Northwest Region has the largest concentration of industry in the County, including a large distribution and manufacturing base for Southern California. The Northwest Region has diversified into many clusters, such as logistics, business and information services, and high-tech development. These industries are compatible with the type of labor skills available in the region and can utilize the transportation assets. Overall, the primary issue in this region is the design

and funding to support infrastructure development. This issue is especially apparent in the unincorporated areas that need transportation, water distribution, and flood control improvements.

Southwest Region

The Southwest Region of Riverside County covers the cities of Canyon Lake, Temecula, Murrieta, Lake Elsinore, Wildomar, and Menifee, along with the unincorporated communities of Aguanga, Anza, French Valley, Lakeland Village and the Wine Country.

The Southwest Region has been a prime location for services and other office uses. In addition, the region has experienced growth in the medical device industry manufacturing cluster. The region has skilled labor, quality schools, a wide range of housing, and numerous commercial services that combine to create a desirable location for residents to live. One of the region's most popular attractions is the Temecula Valley Wine Country, spanning over 2,460 acres of vineyards. Several of the wineries offer resort-type spas, bed and breakfast-style hotels, and host wedding parties, as well as nationally acclaimed jazz entertainment events. However, to accommodate the development of these industries, the region needs to address the issue of traffic congestion. Over the past decade, the Southwest Region has experienced an intense increase in population growth, making traffic the most significant challenge in the region. Because of the Southwest Region's business climate, available workforce, and quality of life, the best industry clusters for this region include healthcare and biotechnology, professional services, travel and tourism, and suppliers to these industries.

Hemet-San Jacinto Valley Region

The Hemet-San Jacinto Valley Region covers the Hemet and San Jacinto Valley portion of Riverside County including the cities of Hemet and San Jacinto. This plan covers the unincorporated communities of Nuevo, Homeland, Valle Vista, Idyllwild, and Winchester.

The Interstate 215 Corridor, currently undergoing a plethora of economic activity, links this region to the Southwestern and Western Regions of Riverside County. This region includes an abundance of some of the most affordable industrial land in Inland Southern California but does not have a distinct competitive edge to produce high-tech products such as the Western and the Southwestern regions. However, with its abundance of affordable land coupled with good transportation routes, it is a key region for manufacturing and its supply chain. The top priority for this region is to improve the infrastructure availability for business attraction. Strategies to increase local job creation and improvements to the infrastructure system will allow residents access to a wide range of job opportunities within their region. The planned improvements to State Highway 79, included in the Community and Environmental Transportation Acceptability Process (CETAP), will help to provide an impetus for development in this region by making the area more accessible to Interstate 10 and 15.

San Gorgonio Pass Region

The San Gorgonio Pass Region of Riverside County covers the cities of Calimesa, Banning, and Beaumont, along with the unincorporated communities of Cabazon, Cherry Valley, and Whitewater.

The Pass Region is currently experiencing a phenomenal growth rate. These new residents will bring with them the need for new municipal services, as well as the potential for new investments in business ventures expanding the local economy and creating jobs. Expanded destination retail operations adjacent to the Desert Hills Premium Outlets and the expanded Morongo Hotel and Casino will provide jobs. The proximity to Interstate 10, as well as rail lines, also makes the Pass Region attractive to distribution and large-scale industrial uses. Upgraded overpasses to provide

relief from increased vehicular and rail traffic is needed if the area is to keep up with its continued growth. Additionally, infrastructure improvements like roads, sewer, and flood control are crucial to the sustained economic growth and public safety of the community.

Eastern Region (Coachella and Palo Verde Valleys)

The eastern region is geographically the largest, covering more than two-thirds of Riverside County. It stretches from the windmills at the entrance to the Coachella Valley, south to the Salton Sea, and east to the Colorado River and Arizona state line. The Coachella Valley includes the cities of Cathedral City, Coachella, Desert Hot Springs, Indian Wells, Indio, La Quinta, Palm Desert, Palm Springs and Rancho Mirage. The Coachella Valley also covers the unincorporated communities of Bermuda Dunes, Desert Edge, Indio Hills, Mecca, North Shore, Oasis, Sky Valley, Desert Palms, Thermal, Thousand Palms and Vista Santa Rosa. East of the Coachella Valley are the unincorporated communities of Chiriaco Summit and Desert Center. The Palo Verde Valley area includes the City of Blythe and the unincorporated communities of Mesa Verde and Ripley.

The eastern region offers potential for industries and companies that desire a location between the major markets of the Los Angeles and Phoenix metropolitan areas.

Eastern Riverside County is the epicenter of renewable energy development. It is one of the three most productive wind energy areas in the state and is the largest federal solar energy zone in the country.

The eastern region's economy is multi-faceted. In 2018, agricultural crops in the eastern region were valued at over $775 million. The Coachella Valley has a booming tourism industry with world-class sports events such as the BNP Paribas Open tennis tournament and the LPGA ANA Inspiration golf tournament. The Coachella Valley Music and Arts Festival, the Stagecoach Country Music Festival and the Palm Springs International Film Festival draw hundreds of thousands of people to the region and have a significant economic impact. Native American resorts and gaming operations, along with the region's nearly 125 golf courses, are also great attractions. In addition to tourism and hospitality, industries such as health services, environmental technology and light manufacturing remain important industry clusters.

The eastern region has excellent transportation access. Interstate 10 links eastern Riverside County with Southern California and southern states. State Route 86 is a NAFTA freight corridor that links the Coachella Valley with Mexico. In recent years, significant investment has been made to improve six interchanges along the Interstate 10 Coachella Valley corridor. Additionally, the Coachella Valley is served by three airports: Palm Springs International Airport, Bermuda Dunes and Jacqueline Cochran Regional Airport. Union Pacific rail service also traverses the region.

Necessities for the eastern region include: water distribution, flood control facilities, sewer systems and road improvements. This region is experiencing rapid population growth, and the development of quality jobs is needed to increase the jobs-to-housing balance.

I. SUMMARY BACKGROUND

California Unemployment

The state's unadjusted unemployment rate was 7.6 percent in April 2021, down from 16 percent in April 2020. By contrast, the U.S. unemployment rate in April 2021 was 6.1 percent, down from 14.8 percent in April 2020. In California there were 770,898 initial Unemployment claims in April 2021 compared to 384,748 in March and 2,354,590 in April 2020.

California Employment Trends

According to the California Employment Development Department, 16,248,20 people in California held nonfarm payroll jobs in April 2021. Total seasonally adjusted civilian employment in California rose to 17,378,100. Seven of California's 11 industry sectors gained jobs in April. Leisure & Hospitality (+62,800) continued to have the state's largest month-over increase thanks in large part to Full-Service Restaurants. Professional and Business Services (+19,000) also posted a large gain thanks to strength in Professional, Scientific, and Technical Services, as did Other Services (+10,500) with an increase in Personal Care Services.

RIVERSIDE COUNTY OUTLOOK

Coronavirus Response and Recovery

Riverside County has experienced significant economic disruption due to the COVID-19 pandemic. According to the California Employment Development Department Riverside in April 2020 the county's employment dropped by 161,600 individuals from the pre-pandemic high in February 2020. The unemployment rate was 16%. The County in April 2021 has since regained 101,700 jobs but is still down nearly 60,000 jobs from the pre-pandemic high. In the county there were 1,184,513 initial claims for unemployment insurance (UI) filed between the week ending March 21, 2020 and the week ending May 21 2021 with a total of 259,248 initial claims for Pandemic Unemployment Assistance (PUA).

Using UI initial claims data from week ending March 21 through week ending May 15 2021 shows that Accommodation and Food Services was by far the hardest hit industry followed by Health Care and Social Assistance, Retail Trade, Construction and Administrative Services rounding out the top five sector. .

NAICS	Industry Sector	Initial claims
72	Accommodation and Food Services	158,055
62	Health Care and Social Assistance	98,978
44	Retail Trade	78,967
23	Construction	66,988
56	Administrative and Support and Waste Management and Remediation Services	61,269
31-33	Manufacturing	46,928
61	Educational Services	45,042
45	Retail Trade	37,603
71	Arts, Entertainment, and Recreation	34,863
81	Other Services (except Public Administration)	34,022
54	Professional, Scientific, and Technical Services	26,173
42	Wholesale Trade	24,957
49	Transportation and Warehousing	19,415
48	Transportation and Warehousing	18,491
11	Agriculture, Forestry, Fishing and Hunting	12,445
51	Information	11,213
53	Real Estate and Rental and Leasing	10,868

92	Public Administration	8,121
52	Finance and Insurance	6,839
55	Management of Companies and Enterprises	2,415
22	Utilities	567
21	Mining, Quarrying, and Oil and Gas Extraction	234

The pandemic shutdowns have created incredible damage throughout the county's Economy, but we are beginning to see recovery. As stated earlier the county has regained 101,700 jobs and more than halved the unemployment rate high of 16%. Thankfully the foundation of the county's economy remains strong and with the reopening of the state on June 15, 2021 with new efforts like our business now portal and renewed efforts we expect a full return soon.

Population

The population in California has decreased -0.5% from January 2020 to January 2021, losing -182,083 persons for a total population of 39,466,855. The latest California Department of Finance population estimates rank Riverside County as the Fourth largest county in the State. The county added 13,734 residents between Jan 2020 and Jan 2021, bringing its total to 2,454,453 people. Census data indicates a leading cause of the county's growth has been migration from coastal areas including Los Angeles, Orange and San Diego counties. By the year 2060, it is projected that Riverside County will be home to approximately 3.6 million people.

Riverside County Population Projections				
2020	**2030**	**2040**	**2050**	**2060**
2,449,299	2,728,068	2,933,038	3,059,095	3,129,833

Source: California Department of Finance

Unemployment Rate

As of April 2021, according to the State of California Employment Development Department, of the 1,099,100 people in the Riverside County labor force:

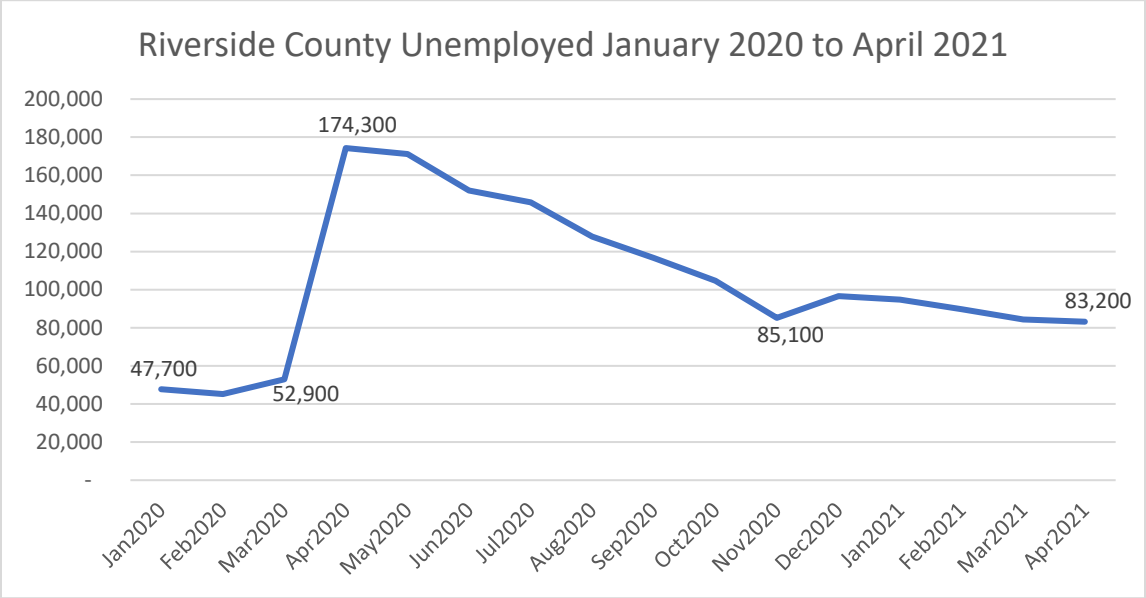
- 1,016,000 people are employed
- 83,200 people are not employed

The unemployment rate is therefore 7.6%, primarily due to the continued effects of the Covid-19 Pandemic and subsequent continuing shutdowns for the state and the county.

Employment Trends

Any discussion of the current state of Riverside County's economic condition must first look at the impacts of the Covid-19 pandemics. The pandemics impact was immediate and sharp. Between February 2020 and May 2020 (the peak of Job loss) the unemployed in the county grew by 126,000. Leaving us with an unemployment rate of 16% and a total of 172,800 people unemployed. The "good" news is the number of unemployed has been cut to a total of 83,200 and a rate of 7.6%. This is still well above the 4.7% rate of March 2020 (just prior to the shutdown) The industries sustaining the largest hits(year to year job loss) as of January 2021 have been in

the Leisure and Hospitality (57,600 jobs lost year over year), Government (21,900 jobs year over year), Manufacturing (11,400 Jobs lost), and Other Services (11,500 jobs lost). Retail trade is down 6,300 jobs.



Source: State of California Employment Development Department

According to the State of California Employment Development Department, Total nonfarm wage and salary employment in the Inland Empire is expected to grow 16.1% from 2016 to 2026, with the projected 242,800 jobs increasing employment to over 1.7 million by 2025. This rate of job growth is higher than the state of California as a whole. The pandemics destruction was not anticipated in that projection and what the final and lasting economic toll is still working its way through the system. While still solid the area's economy is headed for unpredictable change.

Commuting Patterns

Riverside County currently has a disproportionate housing-to-jobs ratio with the net effect being a large commuter population leaving the area for employment in neighboring counties. It remains one of the primary goals of the County to facilitate development and high-wage job creation to reduce the number of daily commuters, thereby improving the economic base of the County and improving the quality of life for its residents.US Census data shows that in 2018, 1.3 Riverside County workers commute outside the County for every one that commutes into Riverside County. The Census data also indicates 49.8% of the County workforce commuted to the neighboring counties of Orange, San Bernardino, Los Angeles and San Diego for work. This pattern presents a significant impact on the transportation infrastructure and the need for road improvements and alternative forms of transportation remains crucial.

Home Sales

According to the California Association of Realtors April 2021 Data, the median sales price for a home in Riverside County was $545,500, significantly lower than neighboring Los Angeles, Orange and San Diego Counties. January's Median sales price represents a 25.4% increase from

the previous year. ATTOM data reports that 1 in every 6,272-housing unit is in some stage of foreclosure.

II. SWOT ANALYSIS

Various indicators suggest that there are positive economic trends in the Riverside County economy for 2018 and beyond including low unemployment, faster job growth, and increased foreign direct investment. Some of these indicators are the unemployment rate, job creation, the population/jobs balance, and the commuting patterns of Riverside County workers. The relatively affordable commercial and residential real estate located in Riverside County remains the advantage over that of Los Angeles, Orange, and San Diego Counties. However, this advantage places a significant strain on the existing infrastructure to support continued population growth.

A. STRENGTHS

- **Convenient access to major Southern California markets, ports, air, etc.**
- **Available and relatively affordable developable land**
- **Stable government**
- **Large available workforce**
- **Affordable residential real estate market**
- **Family-oriented/ Younger population**
- **Culturally diverse**
- **Several higher education institutions and facilities**
- **Comprehensive Emergency Management Plan**
- **Access to tourism and recreation activities**

B. WEAKNESSES

- **Job growth diversification**
- **Less educated population (with respect to a college degree)**
- **Critical infrastructure needs**
- **Region image**
- **Pockets of extreme poverty**

C. OPPORTUNITIES

- **Flexibility of Workforce Innovation and Opportunity Act (WIOA)**
- **Educated Commuters**
- **Population/Jobs Balance and Commuting Patterns**
- **Expanded Broadband**
- **Foreign Trade**

D. THREATS

- **Lack of private investment/Venture capital**
- **Continued drought**
- **Regulatory Environment**
- **Cost of Development**
- **Ability to Adapt to Technological Changes**
- **Long-Term Fiscal Obligations**
-

III. STRATEGIC DIRECTION/ ACTION PLAN

PART I

The economic purpose of this CEDS is consistent with the vision of making Riverside County a place where people are proud to live, work and play. ED strives to accomplish this through investment, creation, and support of economic and community development projects, organizations, and programs throughout all regions of the county. The following goals and objectives are necessary to help solve the economic problems of the region:

Goal #1: Increase access to high-paying jobs
Goal #2: Provide a world-class education
Goal #3: Provide quality housing,
Goal #4: Promote and provide culturally rich activities
Goal #5: Enhance safe and healthy communities

Objectives

The following objectives are designed to achieve the goals necessary to achieve the stability and balance of a healthy community:

- Implement and maintain a well-thought-out business attraction plan to bring in businesses that will complement the educational and skill base of the region's workforce.
- Invest in and support development of green technology and clean energy alternatives industry.
- Collaborate with educational institutions and private industry to develop curriculums to educate and train workforce in emerging industries with long term growth and stability.
- Initiate policies and development standards that support and reward water and energy conservation.
- Expand the use of available information and communication technology to reduce travel on roadways (e.g. telecommuting, video-conferencing, purchasing over the internet, etc.).
- Continue to provide economic development support to the unincorporated regions of the county through enhanced infrastructure, libraries, parks and recreation, fire, and law enforcement stations.

IV. COMMUNITY AND PRIVATE SECTOR PARTICIPATION

To insure the CEDS reflects the interest of the community, the Workforce Development Board (WDB) Executive Committee was selected as the CEDS Strategy Committee **(Appendix B)** because the Board is comprised of community leaders and public officials from all regions of the county representing economic development, youth development, education, labor groups, and private individuals. This comprehensive planning effort involved extensive involvement in from the community and represents the County's efforts to develop steady-state economic resilience initiatives.

Additionally, the County of Riverside participated in a series of workshops for the Advanced Manufacturing Partnership for Southern California (AMP SoCal) led by the USC Center for Economic Development. There was a total of 6 meetings, with each meeting held at the following:

1. **Western Riverside County SWOT**

Supplier Network, Operational Improvements, Capital Access, Trade & International Investment
Thursday, May 19, 2017, 10 am - 12 pm
Western Municipal Water District
14205 Meridian Parkway Riverside, CA 92518
Training Room

2. **Eastern Riverside County SWOT**
   Supplier Network, Operational Improvements, Capital Access, Trade & International Investment
   Monday, May 23, 2017, 10 am - 12 pm
   Indio Workforce Development Center
   44-199 Monroe Street Indio, CA 92201
   Conference Center-Room #402-402B

3. **Western Riverside County SWOT**
   Research & Innovation Workforce & Training, Infrastructure & Site Development
   Wednesday, June 1, 2017, 10 am - 12 pm
   Western Municipal Water District
   14205 Meridian Parkway
   Riverside, CA 92518
   Training Room

4. **Eastern Riverside County SWOT**
   Research & Innovation Workforce & Training, Infrastructure & Site Development
   Thursday, June 2, 2017, 10 am - 12 pm
   Indio Workforce Development Center
   44-199 Monroe Street
   Indio, CA 92201
   Conference Center-Room #402-402B

5. **Identifying Implementation Projects (with funding identified or not)**
   Thursday, June 9, 2017, 1 pm - 3 pm
   Riverside County Administrative Center
   5th Floor, Conference Room C
   4080 Lemon Street
   Riverside, CA 92501

6. **Final Presentation**
   Tuesday, June 21, 2017, 10 am - 12 pm
   Western Municipal Water District
   14205 Meridian Parkway
   Riverside, CA 92518
   Training Room

The meetings discussed economic development and infrastructure as it relates to Riverside County, conducted SWOT analyses on Riverside County's Supplier Network, operational improvements and capital costs, trade and international investment, research and innovation, workforce and training, and infrastructure and site development, and conducted separate SWOT analyses for both Eastern and Western Riverside Counties. The County acted as the Riverside

County representative for the regional workforce board meetings, and a final report was published by the UC Riverside Center for Economic Development and Innovation (CEDI).

V. STRATEGIC ECONOMICALLY RESILIENT ACTIVITIES

As the region continues its economic recovery, there is a clear focus on economic resiliency, specifically insulating the region against downturns (i.e. the ability to avoid, withstand, and recover from economic shifts, natural disasters, the impacts of climate change, etc.). Both responsive and steady-state initiatives which strengthen those factors we already have in place and developing those that we need to have in place will ensure the long-term success, viability, and durability of the regional economy.

Business-Friendly Climate

The business climate characterizes the various conditions that render an area more favorable to business. To avoid downturns in industries that constitute a critical component of this region's economic activity, one of the County's main economic initiatives is focused on accelerating and growing small businesses by creating access to new sources of capital for business owners that are having trouble securing conventional business loans. To that end, the Small Business Financial Assistance Program - Revolving Loan Fund (RLF) has been established to provide businesses access to affordable capital for real property acquisition, building improvements and renovations, equipment purchases, short-term working capital, and other eligible activities.

Business Retention and Expansion Program

The Local Workforce Development Board (WDB) provides business services through a Business Solutions Team that offers a full array of services beyond recruitments and job matching. A newer effort is the creation of Rapid Response teams to act as "Proactive Intermediaries" through a Business Retention and Expansion program. This program is a strategic layoff aversion strategy that allows a Business Retention and Expansion team to contact businesses and do an analysis that includes financial stability. Resources are then brought together to retain jobs and the business. Follow-up is also conducted on referrals from cities or other partners if they have identified a struggling business. Core partners for this program include: Economic Development Organizations (City or County) and the Small Business Development Center. These are also the first responders when an appointment has been set up with a business.

Career Pathways

Preparing for careers and competing in the 21st Century means individuals and industry must have a pathway for building a highly skilled workforce. Local partnerships of adult education, workforce development, community colleges, Community Based Organizations (CBO), employers, and labor organizations are essential to successful career pathways and bridge programs. Creating career pathways that lead to sustainable careers through combinations of participation in a Registered Apprenticeship program and /or earning college credit or a degree is one of the best ways to prepare a worker for a successful long-term career and ensures the industry has a highly skilled workforce.

The County advocates to ensure that career pathways developed in the local area are based on the following evidence of best practices:

- Accelerated and integrated program models that shorten the time to a meaningful credential
- Robust and wraparound supportive services
- Coordination of Financial Aid and other benefits
- Employer-verified pathways and curriculum and potential job opportunities
- Pathways for Under-Represented Populations

For Adults and Dislocated Workers, it is of importance to develop career pathways strategies which align adult education, job training, higher education, apprenticeship preparation, and Registered Apprenticeship programs to allow participants to obtain progressive educational or occupational credentials even as they continue to seek employment.

Local high schools and community colleges are making student learning more relevant to regional industries and improving student success by teaching basic English, Math, and other skills in the real-life context of an industry or occupation. Credentialed "Earn and Learn" models, such as apprenticeships, are taking career pathways one step farther, allowing workers to learn much of their new skills on the job.

Foreign Direct Investment and Trade

The impact of foreign direct investment on our economy is considerable. For instance, with 66,000 employees in the United States, Siemens (a German company) and its subsidiaries employ more people in the United States than Microsoft and Nike combined. In a tight credit economy, the infusion of cash from abroad can help ailing U.S. businesses, as well as fund new ventures that create jobs and stimulate the economy. The State of California should consider coordinating marketing campaigns and foreign direct investment missions abroad for the benefit of local regions. Coupled with educational programs, links to resources and the support of the international trade community, the Inland Empire believes this will assist small and medium-sized companies to weather economic slowdowns. In addition, research also indicates that regions that have many export industries are more resilient to employment downturns.

Broadband Capacity

Communications and connectivity are essential requirements for companies and individuals to succeed in the global economy. Many areas in the Coachella Valley do not have adequate broadband capacity to support students and companies in their daily needs to fully participate. This "digital divide" impacts lives, the economy and the quality of life for all who live and work in the Coachella Valley. The private sector alone cannot be depended upon to rectify this inequity; public investment in broadband infrastructure in the Coachella Valley is essential. The Coachella Valley Economic Partnership believes that public/private partnerships to develop broadband capacity are possible to resolve this inequity primarily impacting distressed populations groups.

Establishment of state of the art bandwidth is an expensive proposition often costing in the tens or even hundreds of millions of dollars and providing hundreds of construction and technology jobs during the ramp up. The highest payback on massive broadband infrastructure is highly impactful in the areas of education, product development, logistics, programming, and manufacturing.

Richard Graham, the former Mayor of Fort Wayne, Indiana, and the author of "Performance is the Best Politics" analyzed the impact of establishing state of the art broadband in his 2009 article in

Broadband Properties. Broadband is credited with attracting a 2,000 employee manufacturing plant, positively impacting the workforce, and inspiring expansions of existing business in the article. It would be presumptuous to make projections on how much impact state of the art broadband would have in underserved areas, but it is widely accepted that broadband is now as important to business as transportation corridors, electrical power, and water.

Healthy Communities

Resilient societies are healthy societies: irrespective of where they are on the spectrum between under- and over-nutrition, an unhealthy population can hinder development and create large social and economic costs. The county is working on health initiatives as part of its broad economic development strategies.

Health is fundamental to one of the main inputs for economic development: human capital. Along with financial, intellectual, social, and political capital, development models rely on skilled, healthy individuals to make up much of its labor force. When you have a healthy population, economic benefits follow:

- Half of the overall economic growth in the US during the last century is associated with improvements in population health.[1]
- A 10% reduction in heart disease mortality is estimated to be worth more than $3 trillion, and a 1% reduction in cancer mortality is estimated to be worth more than $400 billion to current and future generations.[2]
- A 10-year increase in life span is associated with an increase of 4.5 percentage points in savings rates because healthier individuals with increased longevity are more concerned with future financial needs.[3]

Emergency Management

The "Riverside County Operational Area" is an intermediate level of the state emergency services organization consisting of the County of Riverside, all political subdivisions, and those special districts that have signed an agreement and become part of the Operational Area within the geographic boundaries of Riverside County. The "Riverside County Operational Area" is used for the coordination of emergency activities and to serve as the link in the system of communications and coordination between the state's emergency operation centers and the emergency operation centers of the county and the political subdivisions comprising the "Riverside County Operational Area". This will help protect against natural and man-made disasters that otherwise could have disrupted the economic base of the region.

Opportunity Zones

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[1] Nordhaus WD. The Health of Nations: The Contribution of Improved Health to Living Standards. Cambridge, MA: National Bureau of Economic Research, 2002.
[2]Murphy K, Topel R. Diminishing returns? The costs and benefits of improving health. Perspect Biol Med. 2003;46 (suppl 3):S108–S128.
[3]Bloom DE, Canning D, Graham B. Longevity and life-cycle savings. Scand J Econ. 2003;105:319–338.

Opportunity Zones are a federal investment tool which uses tax benefits regarding net capital gains to encourage private investment in economically distressed communities. Riverside County has 49 designated Opportunity Zones throughout the county. This tool can be used to entice private citizens and companies to invest in these communities. These investments could lead to new housing developments, new businesses, and new jobs in these designated communities. The County of Riverside is working to encourage investment into building new quality housing in these areas, as well as opening new and needed businesses which would increase the number of jobs in these communities. The County of Riverside is also aiming to increase the number of high paying jobs, as well as to preserve and enrich the culture and increase the economic resiliency of these areas. So far, the County of Riverside has created a website, two investment prospectuses, several marketing materials, and has hosted several informational events about Opportunity Zones.

VI. EVALUATION FRAMEWORK

Once the Department of Commerce Economic Development Administration has approved the CEDS document, an annual report will be submitted to document the progress on economic development activities, regardless of the source of funding and report on changing economic conditions. The County of Riverside asked local cities to submit priority projects to be included into this CEDS report (**Appendix C**). These specific project summaries represent each community's vision and goals with respect to its geographic region and explain the regional economic impacts of the specific project as the jurisdiction's highest priority.

PEFORMANCE MEASURES

The performance measurement tool will evaluate the regional post implementation of the CEDS in many economic and social criteria and provides information for the CEDS Annual Updates as required by US-EDA. The annual updates keep the strategic direction outlined in the CEDS current and relevant.

CEDS Performance Measurement Tool

Criteria	Measurement	Rating	Outcome
Job Creation			
1. Number of full-time jobs created post CEDS Implementation	0-5 6-25 25-49 50-99 100+	-0- 1-3 4-6 7-9 10	
2. Appropriateness of jobs to local workforce skill and education level.	Non-consistent Somewhat consistent Consistent Very Consistent	0-2 3-4 5-6 7-10	
3. Pay scale of jobs created	Minimum wage + Living wage + Skilled & professional	0-3 4-6 7-10	

4. Number of jobs retained in region (measured as a percentage of jobs created post CEDS implementation and after one year)	0-25% 26-49% 50-75% 76-100%	0-2 3-4 5-6 7-10	
Community Impact			
5. Number and types of investments undertaken in the region	Infrastructure: water, sewer, roads Business: Office, commercial, retail Transportation: rail, highway, airports	1-10 1-10 1-10	
6. Changes in the economic environment of the region.	Weak/shrinking local economy- (decline in jobs & tax revenue) Stable economy- (jobs and tax revenue growing at slow to moderate rate) Strong sustainable economy- (jobs and tax revenue growing at above moderate rate in industry that is not volatile due to market changes)	0-3 4-7 8-10	
7. Amount of the private sector investment in the region after implementation of the CEDS (measured in the new private sector capital investment in dollars one-year post CEDS implementation).	0-50 million 51-99 million >100 million	0-3 4-7 8-10	
8. Community Benefit	Improved quality of life: increase in schools Revenue to support new local educational programs New arts and cultural organizations, institutes	10	
Project Readiness and Capital Investment			

9. Status of proposed project 10. % of USEDA Funding request to total project Cost	Conceptual phase- Planning and design Ready to construct 50% 25-40% 1-24%	0-3 4-6 7-10 0-3 4-6 7-10	
TOTAL POINTS POSSIBLE		120	
TOTAL PIONTS FOR THIS PROJECT			

APPENDIX A

Riverside County Employment Data

Subject	Percent
EMPLOYMENT STATUS	
Population 16 years and over	1,870,395
Civilian labor force	1,120,445
Unemployment rate	7.5%
Females 16 years and over	946,338
Own children of the householder under 6 years	181,220
Own children of the householder 6 to 17 years	402,377
COMMUTING TO WORK	
Workers 16 years and over	1,009,081
OCCUPATION	
Civilian employed population 16 years and over	1,032,734
Management, business, science, and arts occupations	30.2%
Service occupations	20.8%
Sales and office occupations	22.9%
Natural resources, construction, and maintenance occupations	11.3%
Production, transportation, and material moving occupations	14.8%
INDUSTRY	
Civilian employed population 16 years and over	1,032,734
Agriculture, forestry, fishing and hunting, and mining	1.4%
Construction	9.0%
Manufacturing	8.5%
Wholesale trade	2.8%
Retail trade	12.7%
Transportation and warehousing and utilities	6.6%
information	1.4%
Finance and insurance, and real estate and rental and leasing	5.0%
Professional, scientific, and management, and administrative and waste management services	10.2%
Educational services, and health care and social assistance	21.0%
Arts, entertainment, and recreation, and accommodation and food services	11.4%
Other services, except public administration	5.2%

Public administration	4.8%
CLASS OF WORKER	
Civilian employed population 16 years and over	1,032,734
Private wage and salary workers	77.9%
Government workers	14.6%
Self-employed in own not incorporated business workers	73%
Unpaid family workers	0.2%
INCOME AND BENEFITS (IN 2016 INFLATION-ADJUSTED DOLLARS)	
Total households	724,893
Less than $10,000	5.4%
$10,000 to $14,999	3.9%
$15,000 to $24,999	8.4%
$25,000 to $34,999	8.5%
$35,000 to $49,999	11.7%
$50,000 to $74,999	17.1%
$75,000 to $99,999	13.1%
$100,000 to $149,999	116.9%
$150,0000 to $199,999	7.9%
$200,000 or more	7.1%
PERCENTAGE OF FAMILIES AND PEOPLE WHOSE INCOME IN THE PAST 12 MONTHS BELOW THE POVERTY LEVEL	
All families	10.4%
Married couple families	6.7%
Families with female householder, no husband present	24.3%
All people	13.7%

Source: U.S. Census Bureau, 2015-2019 American Community Survey, Five Year Estimates

NOTE. Although the American Community Survey (ACS) produces population, demographic, and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities and towns and estimates of housing units for states and counties.

For more information on confidentiality protection, sampling error, non-sampling error, and definitions, see Survey Methodology.

Notes:

- Employment and unemployment estimates may vary from the official labor force data released by the Bureau of Labor Statistics because of differences in survey design and data collection. For guidance on differences in employment and unemployment estimates from different sources go to Labor Force Guidance.

- Workers include members of the Armed Forces and civilians who were at work last week
- The Census Bureau introduced an important sequence of labor force questions in 2008 ACS questionnaire. Accordingly, we recommend using caution when making labor force data comparisons from 2008 or later with data from prior years. For more information on these questions and their evaluation in the 2006 ACS Content Test, see the Evaluation Report covering Employment Status at http://www.census.gov/acs/www/Downloads/methodology/content_test/P6a_Employment_S tatus.pdf and the "Evaluation Report Covering Weeks Worked" at http://www.census.gov/acs/www/Downloads/methodology/content_test/P6b_Weeks_Worked_Final_Report.pdf. Additional information can also be found at http://www.census.gov/hhes/www/laborfor/laborforce.html.
- Occupation codes are 4-digit codes and are based on Standard Occupational Classification 2000
- Industry codes are 4-digit codes and are based on the North American Industry Classification System 2007. The Industry categories adhere to the guidelines issues in Clarification Memorandum No. 2

  "NAICS Alternate Aggregation Structure for Use by U.S. Statistical Agencies.

APPENDIX B

Executive Committee Board Members

- **Jamil Dada (Chairperson),** Provident Bank
- **Juan De Lara (Vice Chairperson),** Federated Insurance
- **Diane Strand –** JDS Video & Media Productions, Inc.
- **Layne Arthur,** Balfour Beatty
- **Morris Myers,** Mt. San Jacinto College Foundation
- **Francisca Ledoux Hernandez,** Riverside Medical Clinic
- **Laurie Stalnaker,** Central Labor Council, AFL-CIO
- **Mary Jo Ramirez,** California Family Life Center
- **Sonia Nunez,** McLane Foodservice
- **Rosibel Ochoa,** University of California Riverside

APPENDIX C

Regional Project List

REPLACE LOW WATER CROSSING – CITY LA QUINTA
The purpose of the proposed improvement is to replace the existing Low Water Crossing spanning the Whitewater River at Dune Palms Road with an "All Weather Crossing." The proposed improvements will provide Coachella Valley motorists and pedestrians a safe path of travel across the Whitewater River regardless of adverse weather. The project will also provide reliable access for emergency vehicles. -$24,000,000

SILVER ROCK RESORT INFRASTRUCTURE - CITY OF LA QUINTA
Purposed improvements to the Silver Rock Resort Infrastructure to include the installation and construction of all wet utilities and roadways. -$7,600,000

UPGRADE DRAINAGE IMPROVEMENTS - CITY OF LA QUINTA
Proposed improvements will provide upgraded drainage improvements on a citywide basis. Current priorities include improvements to the Westward Ho Drive and Washington Street corridors in accordance with the findings of the Focused Drainage Study. Future improvements will include improvements along the Eisenhower Corridor. -$960,000

ROUNDABOUT AT AVENUE 53 AND JEFFERSON STREET - CITY OF LA QUINTA
The proposed improvements will construct a roundabout at Avenue 53 to connect the new SilverRock Way corridor to Jefferson Street. Work also includes converting Jefferson Street between Avenue 52 and Avenue 54 into a bicycle and pedestrian friendly, Complete Street, atmosphere. -$2,500,000

HIGHWAY 111 CORRIDOR AREA PLAN - CITY OF LA QUINTA
The project includes the creation of design concepts for a portion of the Highway 111 Corridor and preparation of an ATP grant application and the PS&E for the demonstration project area identified. Future improvements include the possibility to expand the form-based code and design improvements to the whole corridor -$2,200,000

FIRE STATION 70 REVITALIZATION - CITY OF LA QUINTA
The proposed improvements renovate the Station's interior and includes upgrading the existing generator. -$680,000

AVENUE 50 EXPANSION (86 EXPRESSWAY TO INTERSTATE HIGHWAY 10)
The project will consist of the following: 1) New interchange connector at the future extension of Avenue 50 and I-10, construct main entrance to new La Entrada housing community; 2) Replace the existing dry weather crossing with a bridge, that will provide year-round access to property owners on either side of the creek, enabling access to SR-86S; 3) New interchange at Avenue 50 and 86 Expressway; - $120,000,000

DOWNTOWN INDIO DEVELOPMENT

Once known as the “Hub of the Valley,” Indio was originally the center for commerce, housing, and agriculture in the Coachella Valley. The downtown area reflected this vibrancy in the early and middle parts of the last century but declined due to economic recessions and new commercial centers in other areas. To activate the area and attract development in downtown, the City of Indio needs to fund a building façade improvement program; convert an
industrial property into a public parking structure; fund major kitchen infrastructure projects on City-owned properties to attract restaurants and breweries for a large population of students, city/county workers, theater goers, and medical professionals and patients; renovate seismically-challenged, dilapidated and vacant buildings; fund a mural restoration and maintenance program; and fund infrastructure, lighting and sound for an active outdoor entertainment space. - $8 million

INDIO PERFORMING ARTS CENTER RENOVATION

The Indio Performing Arts Center (IPAC) is the centerpiece of the City of Indio’s revitalization plan to create an arts and entertainment district in downtown. The 23,000 square-foot facility was originally built in the early 1990’s and has two movie theaters, a stage theater, a large meeting hall, bar, kitchen, offices and conference rooms. The facility requires major capital improvements including lighting, sound, flooring, interior renovations, and exterior upgrades. IPAC is home to one of the few remaining community theater companies in eastern Riverside County and is used by the College of the Desert for film classes during the week. - $5 million

SCOTT ROAD/BUNDY CANYON ROAD WIDENING - CITY OF MENIFEE

Widen existing 2 lane road to 4 lane road from Haun Road to Western City limits. Project will relocate existing utilities, acquire Right of Way, construct drainage improvements and Traffic signals.

MCCALL BLVD/I-215 INTERCHANGE - CITY OF MENIFEE

Widening of McCall bridge from 4 lanes to 6 lanes, improvements to on and off ramps, and street widening from Sun City Boulevard to Encanto Drive.

HAUN ROAD WIDENING - CITY OF MENIFEE

Widen existing 2 lane road to 4 lanes, including medians, ROW acquisition, sidewalks, and signals from La Piedra to Scott Road.

GARBANI INTERCHANGE PROJECT - CITY OF MENIFEE

This project creates much needed interchange at the 215 freeway between Scott Rd Interchange and Newport Interchange in the City of Menifee. Creating a new interchange, adding on and off ramps, and signals at Garbani. This is an important interchange to jump start the over 400 acres of land along the 215 freeway and assist with the additional traffic impacts from incoming entertainment and commercial uses in the City.

NORTHERN GATEWAY- TRUNK MAIN LINES FOR BUSINESS PARK DEVELOPMENT - CITY OF MENIFEE

This project would bring in needed infrastructure development to support new business park and industrial development in the City of Menifee. The clustering from Perris has made its way to Menifee, and with the 0% vacancy rate in the city, the lack of water/sewer infrastructure is a deterrent for construction. This would open up over 100 acres for development.

SOUTHERN GATEWAY – TRUNK MAIN LINES FOR BUSINESS PARK DEVELOPMENT - CITY OF MENIFEE

This project would bring in needed infrastructure development to support new business park development in the City of Menifee. Creating an Innovation District with the City of Murrieta, this area has a 0% vacancy rate in the city and the lack of water/sewer infrastructure is a deterrent for construction. This would open up over 200 acres for development.

MURRIETA INNOVATION CENTER

The Murrieta Innovation Center is a business incubator run by the City of Murrieta and is solely focused on bringing new biotech industries and businesses to the City. It is the cities former City Hall and as such, is in need of revitalization in order to function as a creative office space. The center has already brought the regions first Genomics Laboratory and is in the planning stages of the first Clinical Trial Lab in the region, with 7 biotech companies working in the space at this time. Funding would be used for furniture, equipment and site re-facing. Project Cost - $250,000

MURRIETA DOWNTOWN PARKING

The City of Murrieta has an award winning Downtown Specific Plan and new development has been gravitating toward the area since it was adopted in 2017. The challenge facing Murrieta's Downtown is its lack of available parking. The project would include the purchase of land in the downtown area and creation of a surface level parking lot to supply the needed access to downtown. Project Cost $1,000,000

DOWNTOWN CONFERENCE AND TRAINING CENTER - CITY OF MURRIETA

There is a dearth of sizeable conference space in the region and this is keeping business from attracting in Southwest Riverside County. The proposed project would take City of Murrieta owned land and create a conference and business training center meant to utilize the cities central location for business events and workforce training. This project would begin with a feasibility study and include development marketing and attraction. Project Cost - $250,000

TRUNK MAIN LINES FOR BUSINESS PARK DEVELOPMENT - CITY OF MURRIETA

This project would bring in needed infrastructure development to support new business park and industrial development in the City of Murrieta. The vacancy rate for industrial buildings in the City has hovered near 1% for over 2 years and there is an immediate need for new construction. The development community has repeatedly cited lack of water/sewer infrastructure as a deterrent for construction. This project would bring infrastructure to the Southwest Murrieta region and open up over 100 acres for development. Project Cost $3,000,000

KELLER ROAD INTERCHANGE - CITY OF MURRIETA

The Keller Road Interchange off of the I-215 will provide needed access to major medical centers like Kaiser Permanente, Loma Linda University Medical Center – Murrieta, and HealthSouth. This will also open up new development opportunities for the Keller Road corridor.

RIVERSIDE COUNTY SMALL BUSINESS FINANCIAL ASSISTANCE PROGRAM - REVOLVING LOAN FUND

One of the County's main economic initiatives is focused on accelerating and growing small businesses by creating access to new sources of capital for business owners that are experiencing difficulty securing conventional business loans. To that end, the Small Business Financial Assistance Program - Revolving Loan Fund (RLF) has been established to provide businesses access to affordable capital for real property acquisition, building improvements and renovations, equipment purchases, short-term working capital, and other eligible activities.

TWENTY-NINE PALMS BAND OF MISSION INDIANS ECONOMIC DEVELOPMENT MASTER PLAN

The Twenty-Nine Palms Indian Reservation is located in eastern Coachella Valley. The Coachella Reservation Section is located in line with transportation corridors (Interstate 10, Highway 86, and consists of 290 acres. The Tribe has the Spotlight 29 and Tortoise Rock Casinos, which employee over 800 full-time/part-time employees. Aside from gaming, the Tribe is looking to diversify its economic portfolio by performing a master planning and feasibility project to identify business and job creation opportunities, increase governmental capacity and infrastructure. An economic development planner is needed to develop a comprehensive economic planning strategy with tribal leadership, upper management and stakeholders.

EASTERN COACHELLA VALLEY WATER SUPPLY PROJECT

A large portion of the Eastern Coachella Valley groundwater basin has levels of arsenic that exceed the MCL for drinking water. The costs for private pumpers to install Arsenic Treatment are prohibitive. Many mobile home parks in the Eastern Coachella Valley receive their water from these private wells with high arsenic levels. Their cumulative populations are in the high thousands. These areas are considered to be disadvantaged communities. CVWD has determined that installation of water infrastructure along Avenue 66 and Pierce Street in the East Valley would allow many of these communities' access to public drinking water infrastructure at an estimated cost of $20,000,000.

TEMECULA VALLEY ENTREPRENEURS EXCHANGE

Opened in November 2014, the City of Temecula's "Temecula Valley Entrepreneur Exchange" is an incubator and regional business resource center that fosters business growth and economic vitality for entrepreneurs. The incubator's goal is to grow and strengthen the local technology sector to bring high-wage jobs to the area. The business resource center provides general business workshops and consultations to assist business owners in starting and growing their business. The program is funded by the City of Temecula. The City has partnered with the Economic Development Coalition of Southwest California, Inland Empire Small Business Development Center and Temecula Valley Chamber of Commerce for this program. Currently 12 technology-focused startups are participating in the incubator program, and the resource center provides over 100 workshops annually.

MARCH HEALTHCARE DEVELOPMENT

The Campus Project, located at the southwest corner of Cactus Avenue and Heacock Avenue with the boundary of the March Air Reserve Base, is California's first destination wellness campus. Spanning approximately 170 acres, when completed, the integrated state of the art medical campus will include an acute care hospital, medical office buildings, centers of excellence, a wellness center, a full senior care hospital, and non-medical retail in a contemporary, attractive

and pedestrian-friendly environment. The March Healthcare Campus (Campus Project) represents a rare opportunity for Riverside County to invest in infrastrucutre, job creation and quality of life enhancement, by creating a local economic stimulus program focused on healthcare industry. The project would eliminate severe blight on the former March Air Force Base (AFB), which currently has 41 vacant, dilapidated buildings on site.

Anticipated project cost: $2,482,667,750

Number of jobs: 3,018

COACHELLA VALLEY IHUB ACCELERATOR

The current Palm Springs Innovation Hub & Accelerator Campus includes more than thirty companies in nearly 50,000 square feet of incubation and acceleration facilities in Palm Springs. Providing appropriate tenant spaces, testing facilities, communications infrastructure and other site improvements will be needed as successful companies graduate into market-rate space in the community and new tenants are accepted into the program. In addition, the Coachella Valley recently received a federal planning grant to expand the Innovation Hub program to other areas in the Coachella Valley focused on Advanced Manufacturing. It is anticipated that another 40-60,000 square feet in incubation and acceleration facilities will be added in the next 2-3 years. As this program expands with new facilities, infrastructure needs will increase to support the companies that are in the program. The cost to put the Palm Springs portion of the complex was roughly $5 Million over a 3-year period and the annual cost to operate the complex is $500,000 in 2014 dollars. A recent study by Dr. John Husing has projected that over a 20-year period the collection of two Innovation Hubs and two Accelerator campuses will have the following economic impact.

-81 Graduated Companies in Operation

-$5.5 Billion Cumulative Revenue

-$1.1 Billion of Profits Generated

-3,544 Direct Jobs Created

-5,112 Direct and Indirect Jobs created

-$12.5 Billion in total economic activity*
*Includes payroll, value added activity, and revenue.

COACHELLA VALLEY BROADBAND CAPACITY

Communications and connectivity are essential requirements for companies and individuals to succeed in the global economy. Many areas in the Coachella Valley do not have adequate broadband capacity to support students and companies in their daily needs to fully participate. This “digital divide” impacts lives, the economy and the quality of life for all who live and work in the Coachella Valley. The private sector alone cannot be depended upon to rectify this inequity; public investment in broadband infrastructure in the Coachella Valley is essential. The Coachella Valley Economic Partnership believes that public/private partnerships to develop broadband capacity are possible to resolve this inequity primarily impacting distressed populations groups.

Establishment of state of the art bandwidth is an expensive proposition often costing in the tens or even hundreds of millions of dollars and providing hundreds of construction and technology jobs during the ramp up. The highest payback on massive broadband infrastructure is highly impactful in the areas of education, product development, logistics, programming, and manufacturing.

AVENUE 50 AND I-10 INTERCHANGE PROJECT (INTERSTATE 10 TO CALHOUN STREET) – CITY OF COACHELLA

Avenue 50 corridor connects Expressway 86 to the Eastern Coachella Valley cities of Coachella, Indio and La Quinta. Due to the increase in population, housing, traffic and commercial development, the Avenue 50 corridor is in need of dire infrastructure improvements. This 7-mile section of the corridor will be constructing a new Avenue 50/I-10 Interchange; bridge over the Coachella Canal; Interchange over Expressway 86 and Storm Water Chanel; widening areas from two lanes to four lanes; undergrounding power and utility poles; traffic signal modifications; installing missing bike lanes, curb/gutter and sidewalks; and enhance landscaping.
Estimate Project Cost: $170,000,000

SALTON SEA AUTHORITY PREFERRED PROJECT: A VISION FOR THE FUTURE-RIVERSIDE COUNTY

The Salton Sea Authority's project objective is to achieve the habitat restoration and air and water quality goals set out in State and Federal legislation, while simultaneously meeting the needs of the residents of the region, local property owers, and civic leaders in the Imperial, Coachella and Mexicali Valleys. These interests desire a large, sustainable recreational lake with reduced odor that serves as a Catalyst for regional eocnomic development. This lake would also provide critical habitat values as it has in the past. Historically, the Salton Sea fish population has been an important food source for resident birds and those migrating along the Pacific Flyway. A variotion of the Authority's proposed project design was considered as an alternative in thee sesparate Salton Sea restoration project feasibility studies that were conducted concurrently by the Resources Agency of the State of California and the U.S. Bureau of Reclamation.

SAN JACINTO RIVER LEVEE

The five-mile San Jacinto River Levee is a joint City of San Jacinto/County of Riverside Flood Control and Water Conservation Agency project which will provide all weather access into and out of the San Jacinto Valley by removing Sanderson Avenue, the Sanderson Avenue and Ramona Expressway interesection, and State Street form the San Jacinto River 100-year floodplain. The Levee will also reduce the amount of dairy and agricutlutural land affected by flooding that cause pollutants from these facilities to affect downstream receiving water. Finally, the project will constitute implementation of the 1975 Flood Control Master Plan for the Lower San Jacinto River Basin as well as allow the implementaion fo the City's General Plan by making approximately 1,700 acres of agricultural land available for residential, commercial, and industrial development in the gateway area. The project design is nearing completion and the draft Environmental Impact Report is slated to be circulated by summer 2014. Construction will take approximately 9 months to complete.

Anticpated project cost: $50 million
Number of jobs: 5,482

SAN JACINTO BACKBONE SEWER AND WATER SYSTEM

The San Jacinto Gateway backbone sewer and water system was designed in the mid 2000's. The portion of the Gateway project lying north of the Casa Loma Syphon (MWD facility) and the future alignment of the Mid County Parkway is served by a system that was designed and approved by the Eastern Municipal Water District in 2007. The sewer system was sized to accept anticipated flows form the Gateway project at build-out. A water system was designed (12" diameter) in Ramona Expressway and terminates at Odell Avenue as well. The proposed water system connects to an existing waterline in Sanderson Avenue. That portion of the Gateway project lying south of Casa Loma Syphon and Mid County Parkway is served by a system designed in Ramona Boulevard. The sewer system was designed form the De Anza Lift Station, south in Sanderson Avenue and west in Ramona Boulevard. The Ramona Boulevard system terminates at Warren Road. The Ramona Boulevard system is sized and designed at a depth to accommodate the Gateway project at build-out. A waterline was designed in Ramona Boulevard from Sanderson Avenue to Warren Road and was sized to accommodate the Gateway project at build-out as well. Waterline interconnections were designed between Ramona Expressway and Ramona Boulevard at Cawston Avenue and Odell Avenue. Total project is anticipated to be approximately $10 million.

RIVERSIDE ExCITE INCUBATOR EXPANSION

Riverside ExCITE is a unique incubation/acceleration program created in collaboration between business leaders, local government with representatives from both the City and County of Riverside, and local research university at UC Riverside. Riverside ExCITE is organized for the purpose of facilitating the successful incubation and acceleration of start-up companies engaged in entrepreneurial research and development of advanced technologies with the intent to create high technology jobs in the County of Riverside. By providing a location for business synthesis, mentorship and management; access to financial resources and information; access to marketing and professional services; and technology transfer from domestic and foreign universities, organizations and governments this unique operation will increase successful start-ups in the region.

Riverside ExCITE incubator is a private non-profit entity that operates in a county-owned facility that it has outgrown due to tech companies desiring to locate in the space and the addition of co-working space. ExCITE will be relocating to a nearby county-owned facility in downtown Riverside that needs rehabilitation and general cleanup. Additionally, the facility lacks broadband capacity to serve high tech companies. The request for funding from U.S. EDA will be approximately half the cost of total project which includes construction and installation of the fiber network to the building and furniture and equipment needed to operate the incubator/accelerator.

Total project cost $1,000,000. Request from U.S. EDA - $500,000

THE NORTH SHORE YACHT CLUB HARBOR REHABILITATION PROJECT

We propose the rehabilitation of the marina connected to the North Shore Yacht Club on the northeast shore of the Salton Sea. Due to lower sea elevations, accumulations of mud and silt, and marina disrepair, there are no launch points for federal and state research vessels thus harming their ability to meet their mandated monitoring and reporting requirements.

The goal of the project is to restore accessible boat launching to the Salton Sea for public agencies. In the future this restored access will also eventually facilitate recreation and boat access to the sea for local communities and tourists. $448,148.80

CSA 62 Ripley

CSA 62 Ripley provides domestic water and sewer services to the Ripley community. The Ripley water system has recently shown levels of TCP above the state's maximum contamination level. CSA Administration is proposing a roughly five-mile pipeline from the nearby CSA 122 Mesa Verde water system to Ripley. Engineering consultant Krieger and Stewart has completed a feasibility study analyzing this plan and confirmed that a pipeline is the most feasible long-term solution. A grant of $50,000 from the California Department of Water Resources has been awarded to CSA 62 to reimburse the costs related to the feasibility study. The CSA is also coordinating with Rural Communities Assistance Corp (RCAC) for funding and technical assistance to complete the design drawings and manage construction of the pipeline. The water quality concern must be remediated by August 31, 2023.

SB 88 is a state initiative to consolidate smaller water districts in order to form more feasible districts. CSA Administration and State Water Resources Control Board are developing a potential consolidation plan. SB 88 also provides for fast tracked financial assistance for districts that agree to absorb smaller districts. Ultimately, this plan could reduce costs of operations, improve efficiency, and form a more sustainable system for the provisions of domestic water and sewer to the residents of CSA's in the Palo Verde area.

Anticipated Project Costs: $4.2 Million

WESTERN EMERGENCY OPERATIONS CENTER RENOVATION

The project consists of 16,826 square foot office building renovation in the City of Riverside to establish a new Western County Emergency Operation Center (EOC). The new EOC would serve to provide coordinated coverage and management for first responder agencies throughout Riverside County in emergent and catastrophic events. Residents and businesses throughout the County will benefit through improved public safety. The building will also serve to house administrative functions of EMD and will be improved accordingly. $7,000,000

MORENO VALLEY (MV) FLEET SERVICES GARAGE

The MV Fleet Auto Shop project is located at the current Fleet Services site at 25241 Cottonwood Avenue in Moreno Valley, California. In addition to the existing auto shop, a new 55'x125' environmentally friendly service facility will be added on the property for general automotive repairs and will contain two offices, a break room, and two restrooms; parts display/storage, equipment storage and three repair bays. The new auto shop will allow for increased efficiency and faster turnaround time on automotive repairs for vehicles that are used to service the public throughout the County. The project will also include site upgrades, including: street improvements, expansion of paved areas for fleet logistics, interior remodel of existing building, and associated utility upgrades. Cost: $4,322,271.

MORENO VALLEY CENTRAL LIBRARY & INNOVATION CENTER

The Moreno Valley Central Library & Innovation Center (CLIC) is a 65,000 square foot joint use facility. The CLIC will serve as the new home of the City's existing Business and Employment Resource Center and will serve as the new epicenter of workforce development services, Career and Technical Education (CTE) training, job recruitment activities and small business development programming. The space will feature classroom spaces, meeting rooms, computer labs, a business incubator, conference space, co-working spaces and partner offices. The CLIC will be located within the City's new Main Library. The total cost for the CLIC and City Main Library is estimated at $45,000,000.

MORENO VALLEY WORLD LOGISTICS CENTER (WLC)

Moreno Valley is home to the largest industrial logistics business park in California history. The World Logistics Center is a master-planned development encompassing up to 40.6 million square feet of building area on 2,610 acres in the eastern portion of Moreno Valley. It is specifically designed to support next generation logistics, advanced manufacturing, and e-commerce facilities in a world class corporate park environment, supportive to the unique operational needs of international companies and corporate users.

MORENO VALLEY UTILITY - EUCALYPTUS AVENUE LINE EXTENSION

The Eucalyptus Line Extension project will install new electrical backbone infrastructure facilities including conduit, cable, underground structures, pad mounted equipment, switchgear and splicing components. The installation will extend electrical distribution cable on Eucalyptus Avenue between Day Street and Memorial Way and on Memorial Way between Eucalyptus Avenue and Gateway Drive in order to provide electrical service to remaining vacant parcels at the TownGate Center. The City-Owned Moreno Valley Utility will serve as the lead. Cost: $900,000.

SR60/ MORENO BEACH DRIVE INTERCHANGE

State Route 60/Moreno Beach Drive Interchange is a SoCal Gateway Project addressing deficiencies that are of regional significance to the SR 60 corridor. State Route 60 is an important truck corridor within the region and City of Moreno Valley. This interchange project will replace a 50-year old 2-lane bridge with a new 6-lane bridge, reconfigure the north side of SR 60/Moreno Beach Drive Interchange, and build an associated freeway auxiliary lane to accommodate logistic traffic from the SR 60 Corridor. Because the bridge is so narrow, trucks are restricted on the eastbound off ramp to right-hand (southerly) turns only. The improved interchange will have a cloverleaf in the northeast quadrant and a dedicated southbound Moreno Beach to westbound SR 60 onramp. The new bridge will raise the vertical clearance from the non-standard 15-foot 1-inch height to 17-foot 4-inches, preventing truck/bridge collisions. A component of this project is to construct Storm Drain Line K-1, a 1620-foot long, 90-inch diameter concrete storm drain system upstream of the interchange, to direct high flows to the Nason Detention Basin. The improved interchange geometrics will result in reduced traffic delay, lower emissions, and improved safety. This project is shovel-ready, including 99 percent of final design, all right-of-way acquired, utilities resolved, and environmental permits negotiated. Cost: $30 million

IMAGING CENTER – SAN GORGONIO MEMORIAL HOSPITAL

Replacement of aged and broken imaging equipment with new and innovative imaging modalities and their optimization, characterization, preclinical and clinical evaluation opportunities. The Imaging Center will be able to provide soft tissue screening such as Mammography, X-Rays, and CT Scans. This project includes minor construction, and the purchase of imaging equipment that

will provide innovative methods for interventional radiology and techniques for improved image guided diagnosis. $6,000,000

STROKE CENTER – SAN GORGONIO MEMORIAL HOSPITAL

Replacement of the old broken equipment imaging equipment with new equipment, and innovative methods for image acquisition, display, transmission, and computer assisted analysis. This equipment and new applications will have a significant positive community wide impact for stroke and cancer screening, diagnosis and treatment. The Stroke Center will have new MRI equipment and includes minor construction. $6,000,000

BOILER ROOM INFRASTRUCTURE – SANITATION IMPROVEMENTS – SAN GORGONIO MEMORIAL HOSPITAL

This project will add a Boiler to the Hospitals Utilities that is powered from the electrical grid and connected to the Hospitals Backup Generator. Currently the Hospital can provide clean water and sanitation techniques as long as the Natural Gas that powers the boilers continues to flow. However, a natural disaster such as an earthquake would close the pipeline for months causing the hospital to shut its doors. These catastrophic events can be eliminated by adding one (1) Boiler to the existing system that is powered by an existing Backup Generator allowing the Hospital to remain open during natural and man-made disasters. $2,000,000

BLYTHE HEALTH CENTER EXPANSION & RENOVATION

Clinicas de Salud del Pueblo (CDSDP) will be celebrating its 50th anniversary this year and has a long-standing history of providing quality healthcare services to the under-served in Imperial and Riverside Counties. The proposed project is to expand the Blythe Health Center from its current 5,766 square feet to 16,000 square feet in an effort to increase capacity and expand medical services to the community. For over 30 years, Blythe Health Center has treated the low-income, homeless, and migrant/seasonal adults and children of Blythe from a small, limited-service facility. Today, only primary medical services are provided. A needs assessment conducted in 2017 concluded that the need for extended services was great and that the expansion of CDSDP's Blythe facility should be a priority.

The project will renovate an existing 46,500 Square foot strip mall that CDSDP recently purchased. The strip mall contains a thrift store and grocery store where the occupants will be tenants of CDSDP. The renovation of a vacant portion of the strip mall will create a new 16,000 square foot health center with increased capacity and new medical services, including expanded primary care, dental, radiology, pharmacy, and integrated behavioral health. Primary care patient visits are expected to double from 7,943 to 13,300 and new services will add 1,800 behavioral health visits and 8,000 dental visits annually. These visits translate to 5,500 unique patients of which 5,005 (91%) are estimated to be minority and 4,455 (81%) are estimated to be LIP/LIC residents.

In addition to expanded Primary Care, the new facility will provide service in the following care areas, including several that will be new to CDSDP Blythe:

-Maternal, Infant and Child Health

-Pediatrics

-Oral Health **(NEW)**

-Integrated Behavioral Health Services **(NEW)**

-Chronic Disease Management – Diabetes, Obesity, Hypertension

-COPD/Asthma

-Cancer Prevention

-HIV/AIDS

-Infectious Disease – Tuberculosis

-Mental Health / Substance Abuse

-Pharmaceutical **(NEW)**

-Ancillary Services – Laboratory, Radiology **(NEW)**

-Transportation **(NEW)**

Total development cost is $7,414,132

LIMONITE AVE BRIDGE GAP CLOSURE - CITY OF EASTVALE

The Limonite Ave Bridge Gap Closure will serve as the primary east-west connector from Chino and SR-71 to Eastvale and I-15 and close the gap that separates Eastvale over the Cucamonga Creek, the Ontario Airport, and surrounding communities. Completing the Limonite gap project will provide connectivity to jobs and retail businesses that is vital to the economic health of the region. The developments that are currently under construction or are recently completed provide much-needed jobs to the region. Over 1,000 jobs are estimated to be created from the developments along this stretch of Limonite.

DOWNTOWN IMPROVEMENT PROJECTS – DESERT HOT SPRINGS

The City is seeking funding for several aspects of the downtown revitalization that would help anchor and contribute to the downtown redevelopment, including, but not limited to, the following:
-Visitor Center with Food incubator buildout and Chamber of Commerce office/meeting space buildout
-Downtown corridor walkable community/pedestrian safety improvement
-Container park support
-Matching Facade improvement fund for downtown businesses
-Medical space buildout
-Parking Lot Purchase
-Drone Academy support
Project Total Cost: $ 8 million

20TH AVE STREET IMPROVEMENTS – DESERT HOT SPRINGS

Construction of a new road that will bring connectivity between two main arterials to a rural area of the City. The improvements include the installation of new base material, asphalt, curb and gutter, and sidewalk along 20th Ave between Palm Drive and Indian Avenue.

Project Total Cost: $20 Million

INDUSTRIAL AREA STREET IMPROVEMENTS – DESERT HOT SPRINGS

Construction of complete street project with the installation of ADA Ramps, curb and gutter, sidewalks, crosswalks, streetlights, asphalt rehabilitation for various road segments within the industrial zone.
Project Total Cost: $10 Million

INLAND EMPIRE TECH BRIDGE

The Inland Empire Tech Bridge will be the premiere public/private partnership that serves as a super-connector between Department of Defense engineers and technologists, industry, small businesses, startups, entrepreneurs, academia, venture capital and local governments. Once its main location is established, it will be the initial collaboration site and event location to host hackathons, pitch and demo days, prototyping makerspace, networking events, and even co-working and incubator space. It will serve as the catalyst for the Inland Empire region to become a nationally recognized innovation hub, connecting key components to drive technology-based economic development. The Tech Bridge will expand its geographic reach through additional nodes and a virtual platform with regional partners to increase connections and accelerate innovation.
Project Cost - $5,000,000

OASIS: OPPORTUNITIES TO ADVANCED SUSTAINABILITY INNOVATION AND SOCIAL INCLUSION

The OASIS Hub is a regional economic development initiative envisioned as a combination of research laboratories, technology incubator, training facilities, and community spaces dispersed around the region that will catalyze research partnerships, technology transfer and the creation, attraction, and growth of innovation-based companies to the region. The Hub will offer a welcoming and inclusive setting that inspires the next generation of diverse STEM and business leaders.

OASIS aims to anchor a cluster of diverse stakeholders and strategic stakeholders, including the California Air Resources Board (CARB), the County of Riverside, and other community partners to activate and accelerate the growth of innovation clusters around logistics, agriculture, air quality and resource management.

The OASIS Hub will leverage the research expertise and human talent from the University of California Riverside and other universities and community colleges in the region in areas related to sustainability, training and job creation, and health disparity. Social mobility, inclusion, and equity are hallmark features of OASIS and its partners. Companies, non-profit organizations and community groups that focus on corporate responsibility, sustainable development and social equity and inclusion are expected to be key members of the OASIS Hub too.

The first Phase for the implementation of OASIS is the construction of the OASIS Clean Tech Park to be in proximity to CARB and outside of University premises. Including in the OASIS initiative is the creation of the OASIS Incubator a regional engine to accelerate the creation, growth, and attraction of sustainable companies to the Inland Empire. The OASIS Incubator aims at providing incubator space, access to capital and specialized mentorship to innovative companies in the region.

INLAND REGIONAL ENERGY NETWORK (I-REN)

I-REN is a coalition of three councils of government, the Western Riverside Council of Governments (WRCOG), the Coachella Valley Association of Governments (CVAG), and the San Bernardino Council of Governments (SBCOG), encompassing San Bernardino County, Riverside County, and all of the jurisdictions within the region. The mission of I-REN is to actively participate in California's Clean Energy initiatives and build a stronger clean energy economy and community. Through this mission, I-REN will look to connect residents, businesses, and local government to a wide range of energy efficiency resources to increase energy savings and equitable access throughout San Bernardino and Riverside counties.

VAN BUREN SEWER PROJECT

The County of Riverside is partnering with the City of Riverside's Public Utilities department to complete an extension of the sanitary sewer system along the Van Buren corridor. Van Buren Boulevard is a major transportation arterial between the 91 and 215 freeways crossing the jurisdictions of both the County and City. There are significant development challenges within the portion of the Van Buren corridor between Wood Rd and King Ave due to a lack of sanitary sewer infrastructure. The general area of Van Buren Boulevard near the southern boundary of the City and unincorporated County has generally relied on individual septic systems for wastewater disposal which are not adequate to support current or anticipated growth due to water quality concerns and physical factors impacting septic system performance. The installation of sanitary sewer within this zone would serve the existing community by eliminating multiple failing private septic systems as well as provide infrastructure for future economic growth. By partnering with the City, Riverside County will be able to connect unincorporated businesses and residential communities to the City's system for regional sewer collection, transmission, and treatment. The approximate amount of this project is estimated at $14,000,000 (fourteen million dollars).

Revolving Loan Fund: First Community Capital

First Community Capital, Inc.'s (FCCI) application to the Federal Economic Development Administration, for the Public Works and Economic Adjustment Assistance Program will allow First Community Capital to establish a Revolving Loan Fund (RLF) in Southwest and Mid-Riverside County. The additional opportunity for an RLF to provide additional capital and technical assistance to businesses located within the five municipalities that make up the Southwest Riverside County region (Temecula, Murrieta, Menifee, Wildomar, and Lake Elsinore). Parts of the region are identified as underserved areas, equating to challenges with access to capital. Furthermore, these challenges were exacerbated even more brought on by the COVID-19 pandemic, which has been tremendously impactful to our business community. This funding and the programming that it entails, will provide both the foundation and the means to provide the support that our businesses desperately need.

First Community Capital plans to partner with the County, our local Small Business Development Center (SBDC), and local Chambers of Commerce to ensure that community outreach efforts, information on funding opportunities, technical assistance, and training workshops are marketed

to members of our business community. This additional access to capital will benefit our local business community to grow, expand, provide key jobs to our region, and increase the overall quality of life locally.

COUNTY OF RIVERSIDE COMPREHENSIVE ECONOMIC DEVELOPMENT STRATEGY 2019-2024 FIVE YEAR PLAN
2023 Annual Update

INTRODUCTION

The Comprehensive Economic Development Strategy (CEDS) contributes to effective economic development in America's communities and regions through a locally based, regionally driven economic development planning process. It is the cornerstone of the U.S. Economic Development Administration's (USEDA) programs. Regions must update their CEDS to qualify for EDA assistance under its Public Works and Economic Adjustment Assistance Programs. This document represents Riverside County's 2019/2024 Five Year Plan.

Riverside County covers nearly 7,303 square miles and includes five distinct regions: Northwest, Southwest, Hemet-San Jacinto Valley, the San Gorgonio Pass Area, and Eastern, including the incorporated cities and unincorporated areas within each region. To appropriately address the economic development needs in these regions, they are defined economically, politically, geographically, and environmentally. As in all communities, each region contains areas of wealth as well as distinct pockets of poverty. The explosive population growth in several regions presents significant strain on the existing infrastructure, increasing the need for services to those that need it most.

This document is intended to help create new jobs, foster stable and diversified economies with high wages, and increase capital investment, thereby improving the living conditions and creating economic resilience throughout each of these various regions of Riverside County. In addition, it will coordinate the efforts of organizations, local governments, and private industry involved with economic and workforce development. The representatives on this committee have been selected to represent all major interests to ensure that viewpoints of all facets of the community are considered and to take advantage of local demographics, expertise and resources for program design and implementation.

VISION

Riverside County remains fortunate to have a variety of abundant natural resources, an ideal geographic location in the heart of Inland Southern California, a diverse and hard-working labor force, and a longstanding tradition of progressive leadership. Managed wisely by communities working together, these key assets hold vast potential to enhance the quality of life throughout the entire county. Recognizing that distressed communities exist, our potential to create wealth and resources increases through involvement in this comprehensive economic development strategy.

While agriculture had been the traditional foundation of the Riverside County economy, a transition is well underway toward a more urban way of life with a multi-faceted economy. This change is being driven in part by demographic, economic, and political

forces at the regional, state, and national levels. However, Riverside County residents, through their elected representatives, will make the key local decisions to shape the future of Riverside County, differentiating it from surrounding countries in character, heritage, and quality of life.

The establishment of a vision for this strategy provides an essential direction and definable target. A clear vision is necessary to not only shape the plan, but to motivate a long-term commitment to the plan and its implementation. The following vision statement is what we strive for in building our model community and government organization.

Riverside County Office of Economic Development (RivCoED) is the leader in making the region a destination where people are proud to live, work, and play. RivCoED strives to achieve higher paying jobs, a world- class education, quality housing, culturally rich activities, and safe, healthy communities for every Riverside County resident.

REGIONAL OVERVIEW

Northwest Region

The northwest portion of Riverside County is clearly the largest region in terms of population and contains the county's three largest cities: Riverside, Corona and Moreno Valley. It also includes the cities of Eastvale, Jurupa Valley, Norco, and Perris, along with the unincorporated communities of Home Gardens, Highgrove, and Mead Valley.

The northwest region provides excellent transportation access by way of Interstates 15 and 215 and State Routes 60 and 91. The region is served by Ontario International Airport and the ports of Long Beach and Los Angeles. A wide range of workforce skill levels, a strong higher education system, and a principal location for providing services have made this region one of the fastest growing areas of Riverside County. However, transportation, water distribution, and flood control infrastructure improvements are needed in the unincorporated areas.

The northwest region has the largest concentration of industry in the County, including a large distribution and manufacturing base for Southern California. The northwest region has diversified into many clusters, such as logistics, business and information services, and high-tech development. These industries are compatible with the type of labor skills available in the region and can utilize the transportation assets. Overall, the primary issue in this region is the design and funding to support infrastructure development. This issue is especially apparent in the unincorporated areas that need transportation, water distribution, and flood control improvements.

Southwest Region

The southwest region of Riverside County covers the cities of Canyon Lake, Temecula, Murrieta, Lake Elsinore, Wildomar, and Menifee, along with the unincorporated communities of Aguanga, Anza, French Valley, Lakeland Village and the Wine Country.

The southwest region has been a prime location for services and other office uses. In addition, the region has experienced growth in the medical device industry manufacturing cluster. The region has skilled labor, quality schools, a wide range of housing, and numerous commercial services that combine to create a desirable location for residents to live. One of the region's most popular attractions is the Temecula Valley Wine Country, spanning over 2,460 acres of vineyards. Several of the wineries offer resort-type spas, bed and breakfast-style hotels, and host wedding parties, as well as nationally acclaimed jazz entertainment events. However, to accommodate the development of these industries, the region needs to address the issue of traffic congestion. Over the past decade, the southwest region has experienced an intense increase in population growth, making traffic the most significant challenge in the region. Because of the southwest region's business climate, available workforce, and quality of life, the best industry clusters for this region include healthcare and biotechnology, professional services, travel and tourism, and suppliers to these industries.

Hemet-San Jacinto Valley Region

The Hemet-San Jacinto Valley Region covers the Hemet and San Jacinto Valley portion of Riverside County including the cities of Hemet and San Jacinto. This plan covers the unincorporated communities of Nuevo, Homeland, Valle Vista, Idyllwild, and Winchester.

The Interstate 215 Corridor, currently undergoing a plethora of economic activity, links this region to the southwestern and western regions of Riverside County. This region includes an abundance of some of the most affordable industrial land in Inland Southern California but does not have a distinct competitive edge to produce high-tech products such as the western and the southwestern regions. However, with its abundance of affordable land coupled with good transportation routes, it is a key region for manufacturing and its supply chain. The top priority for this region is to improve the infrastructure availability for business attraction. Strategies to increase local job creation and improvements to the infrastructure system will allow residents access to a wide range of job opportunities within their region. The planned improvements to State Highway 79, included in the

Community and Environmental Transportation Acceptability Process (CETAP), will help to provide an impetus for development in this region by making the area more accessible to Interstate 10 and 15.

San Gorgonio Pass Region

The San Gorgonio Pass Region of Riverside County covers the cities of Calimesa, Banning, and Beaumont, along with the unincorporated communities of Cabazon, Cherry Valley, and Whitewater.

The Pass Region has been experiencing a phenomenal population growth. These new residents will bring with them the need for new municipal services, as well as the potential for new investments in business ventures expanding the local economy and creating jobs. Expanded destination retail operations adjacent to the Desert Hills Premium Outlets and the expanded Morongo Hotel and Casino will provide jobs. The proximity to Interstate 10, as well as rail lines, also makes the Pass Region attractive to distribution and large-scale industrial uses. Upgraded overpasses to provide relief from increased vehicular and rail traffic is needed if the area is to keep up with its continued growth. Additionally, infrastructure improvements like roads, sewer, and flood control are crucial to the sustained economic growth and public safety of the community.

Eastern Region (Coachella and Palo Verde Valleys)

The eastern region is geographically the largest, covering more than two-thirds of Riverside County. It stretches from the windmills at the entrance to the Coachella Valley, south to the Salton Sea, and east to the Colorado River and Arizona state line. The Coachella Valley includes the cities of Cathedral City, Coachella, Desert Hot Springs, Indian Wells, Indio, La Quinta, Palm Desert, Palm Springs and Rancho Mirage. The Coachella Valley also covers the unincorporated communities of Bermuda Dunes, Desert Edge, Indio Hills, Mecca, North Shore, Oasis, Sky Valley, Desert Palms, Thermal, Thousand Palms and Vista Santa Rosa. East of the Coachella Valley are the unincorporated communities of Chiriaco Summit and Desert Center. The Palo Verde Valley area includes the City of Blythe and the unincorporated communities of Mesa Verde and Ripley.

The eastern region offers potential for industries and companies that desire a location between the major markets of the Los Angeles and Phoenix metropolitan areas.

Eastern Riverside County is the epicenter of renewable energy development. It is one of the three most productive wind energy areas in the state and is the largest federal solar energy zone in the country.

The eastern region's economy is multi-faceted. In 2018, agricultural crops in the eastern region were valued at over $775 million. Since 2020 the region is estimated to have had a job growth rate of 7.8%, faster than the county and state. The Coachella Valley has come back from the Covid pandemic with a strong and vibrant recovery. The Coachella Valley's tourism industry with world- class sports events such as the BNP Paribas Open tennis tournament and the LPGA ANA Inspiration golf tournament has returned to almost

pre-pandemic levels. The Coachella Valley Music and Arts Festival, the Stagecoach Country Music Festival and the Palm Springs International Film Festival draw hundreds of thousands of people to the region and have a significant economic impact. Native American resorts and gaming operations, along with the region's nearly 125 golf courses, are also great attractions. In addition to tourism and hospitality, industries such as health services, environmental technology and light manufacturing remain important industry clusters.

The eastern region has excellent transportation access. Interstate 10 links eastern Riverside County with Southern California and southern states. State Route 86 is a NAFTA freight corridor that links the Coachella Valley with Mexico. In recent years, significant investment has been made to improve six interchanges along the Interstate 10 Coachella Valley corridor. Additionally, the Coachella Valley is served by three airports: Palm Springs International Airport, Bermuda Dunes and Jacqueline Cochran Regional Airport. Union Pacific rail service also traverses the region.

Necessities for the eastern region include water distribution, flood control facilities, sewer systems and road improvements. This region is experiencing rapid population growth, and the development of quality jobs is needed to increase the jobs-to-housing balance.

I. SUMMARY BACKGROUND

California Unemployment

The state's unadjusted unemployment rate was 4.2% percent in Nov. 2022, up from 3.8 percent in Oct. 2022. By contrast, the U.S. unemployment rate in Nov. 2022 was 3.6 percent, down from Oct. 2022. In California, there were 191,538 initial Unemployment claims in Nov. 2022 an increase of 37,967 (4.6 percent) from the previous month.

California Employment Trends

According to the California Employment Development Department, 17,752,600 people in California held nonfarm payroll jobs in Nov. 2022. Total seasonally adjusted civilian employment in California dropped to 18,460,400. Ten of California's eleven industry sectors gained jobs in Nov. Leisure and Hospitality had the state's largest month-over increase at 13,900 jobs. Education and Health Services added 13,400 jobs and Information added 6,300.

RIVERSIDE COUNTY OUTLOOK

Coronavirus Recovery

Riverside County has experienced significant economic recovery since the pandemic low of April 2020. Riverside county employment (1,170,300 Nov 2022) is 7.5% above the pandemic low and 31,800 jobs above the pre-pandemic high in February 2020.The unemployment rate was 15.8% in April 2020 and now stands at 4.2% for Nov. 2022.

Population
The population in California has decreased 0.3% from January 2021 to January 2022, losing 117,552 persons for a total population of 39,185,605. The latest California Department of Finance population estimates rank Riverside County as the Fourth largest county in the State. The county added 10,938 residents between Jan 2021 and Jan 2022, bringing its total to 2,435,525 people. Census data indicates a leading cause of the county's growth has been migration from coastal areas including Los Angeles, Orange and San Diego counties. By the year 2060, it is projected that Riverside County will be home to approximately 3.6 million people.

Riverside County Population Projections				
2020	**2030**	**2040**	**2050**	**2060**
2,449,299	2,728,068	2,933,038	3,059,095	3,129,833

Source: California Department of Finance

Unemployment Rate
As of Nov 2022, according to the State of California Employment Development Department, of the 1,170,300 people in the Riverside County labor force:

- 1,108,200 people are employed
- 43,400 people are not employed

The current unemployment rate is 4.2%.

Commuting Patterns
Riverside County currently has a disproportionate housing-to-jobs ratio with the net effect being a large commuter population leaving the area for employment in neighboring counties. It remains one of the primary goals of the County to facilitate development and high-wage job creation to reduce the number of daily commuters, thereby improving the economic base of the County and improving the quality of life for its residents. Census data shows that in 2018, 1.3 Riverside County workers commute outside the County for every one that commutes into Riverside County. The Census data also indicates 49.8% of the County workforce commuted to the neighboring counties of Orange, San Bernardino, Los Angeles and San Diego for work. This pattern presents a significant impact on the transportation infrastructure and the need for road improvements and alternative forms of transportation remains crucial.

Home Sales
According to the California Association of Realtors Dec. 2022 Data, the median sales price for a home in Riverside County was $575,000, significantly lower than neighboring Los Angeles, Orange and San Diego Counties. Decs' median sales price represents a 1.9% decrease from the previous year. ATTOM data reports that in the Riverside-San

Bernardino-Ontario MSA in Dec. 2022 1 in every 2,294-housing unit is in some stage of foreclosure.

II. SWOT ANALYSIS

Various indicators suggest there are positive economic trends in the Riverside County economy for 2022 and beyond including low unemployment, faster job growth, and increased foreign direct investment. Some of these indicators are the unemployment rate, job creation, the population/jobs balance, and the commuting patterns of Riverside County workers. The relatively affordable commercial and residential real estate located in Riverside County remains the advantage over that of Los Angeles, Orange, and San Diego Counties. However, this advantage places a significant strain on the existing infrastructure to support continued population growth.

A. STRENGTHS

- Convenient access to major Southern California markets, ports, air, etc.
- Available and relatively affordable developable land
- Stable government
- Large available workforce
- Affordable residential real estate market

- Family-oriented/ Younger population
- Culturally diverse
- Several higher education institutions and facilities
- Comprehensive Emergency Management Plan
- Access to tourism and recreation activities

B. WEAKNESSES

- Job growth diversification
- Less educated population (with respect to a college degree)
- Critical infrastructure needs
- Region image
- Pockets of extreme poverty

C. OPPORTUNITIES

- Flexibility of Workforce Innovation and Opportunity Act (WIOA)
- Educated Commuters
- Population/Jobs Balance and Commuting Patterns
- Expanded Broadband
- Foreign Trade

D. THREATS

- Lack of private investment/Venture capital
- Continued drought
- Regulatory Environment

- Cost of Development
- Ability to Adapt to Technological Changes
- Long-Term Fiscal Obligations

III. STRATEGIC DIRECTION / ACTION PLAN

PART I

The economic purpose of this CEDS is consistent with the vision of making Riverside County a place where people are proud to live, work and play. RivCoED strives to accomplish this through investment, creation, and support of economic and community development projects, organizations, and programs throughout all regions of the county. The following goals and objectives are necessary to help solve the economic problems of the region:

Goal #1: Increase access to high Paying jobs,
Goal #2: Provide a world-class education,
Goal #3: Provide quality housing,
Goal #4: Promote and provide culturally rich activities, and
Goal #5: Enhance safe and healthy communities.

Objectives

The following objectives are designed to achieve the goals necessary to achieve the stability and balance of a healthy community:

- Implement and maintain a well-thought-out business attraction plan to bring in businesses that will complement the educational and skill base of the region's workforce.
- Invest in and support development of green technology and clean energy alternatives industry.
- Collaborate with educational institutions and private industry to develop curriculums to educate and train workforce in emerging industries with long term growth and stability.
- Initiate policies and development standards that support and reward water and energy conservation.
- Expand the use of available information and communication technology to reduce travel on roadways (e.g., telecommuting, videoconferencing, purchasing over the internet, etc.).
- Continue to provide economic development support to the unincorporated regions of the county through enhanced infrastructure, libraries, parks and recreation, fire, and law enforcement stations.

IV. COMMUNITY AND PRIVATE SECTOR PARTICIPATION

To insure the CEDS reflects the interest of the community, the Workforce Development Board (WDB) Executive Committee was selected as the CEDS Strategy Committee **(Appendix B)** because the Board is comprised of community leaders and public officials from all regions of the county representing economic development, youth development,

education, labor groups, and private individuals. This comprehensive planning effort involved extensive involvement in from the community and represents the County's efforts to develop steady-state economic resilience initiatives.

Additionally, the County of Riverside participated in a series of workshops for the Advanced Manufacturing Partnership for Southern California (AMP SoCal) led by the USC Center for Economic Development. There was a total of 6 meetings, with each meeting held at the following:

1. **Western Riverside County SWOT**
   Supplier Network, Operational Improvements, Capital Access, Trade & International Investment
   Thursday, May 19, 2017, 10 am - 12 pm
   Western Municipal Water District
   14205 Meridian Parkway Riverside, CA 92518
   Training Room

2. **Eastern Riverside County SWOT**
   Supplier Network, Operational Improvements, Capital Access, Trade & International Investment
   Monday, May 23, 2017, 10 am - 12 pm
   Indio Workforce Development Center
   44-199 Monroe Street Indio, CA 92201
   Conference Center-Room #402-402B

3. **Western Riverside County SWOT**
   Research & Innovation Workforce & Training, Infrastructure & Site Development
   Wednesday, June 1, 2017, 10 am - 12 pm
   Western Municipal Water District
   14205 Meridian Parkway
   Riverside, CA 92518
   Training Room

4. **Eastern Riverside County SWOT**
   Research & Innovation Workforce & Training, Infrastructure & Site Development
   Thursday, June 2, 2017, 10 am - 12 pm
   Indio Workforce Development Center
   44-199 Monroe Street
   Indio, CA 92201
   Conference Center-Room #402-402B

5. **Identifying Implementation Projects (with funding identified or not)**
   Thursday, June 9, 2017, 1 pm - 3 pm
   Riverside County Administrative Center

5th Floor, Conference Room C
4080 Lemon Street
Riverside, CA 92501

6. **Final Presentation**
Tuesday, June 21, 2017, 10 am - 12 pm
Western Municipal Water District
14205 Meridian Parkway
Riverside, CA 92518
Training Room

The meetings discussed economic development and infrastructure as it relates to Riverside County, conducted SWOT analyses on Riverside County's Supplier Network, operational improvements and capital costs, trade and international investment, research and innovation, workforce and training, and infrastructure and site development, and conducted separate SWOT analyses for both Eastern and Western Riverside Counties. The County acted as the Riverside County representative for the regional workforce board meetings, and a final report was published by the UC Riverside Center for Economic Development and Innovation (CEDI).

V. STRATEGIC ECONOMICALLY RESILIENT ACTIVITIES

As the region continues its economic recovery, there is a clear focus on economic resiliency, specifically insulating the region against downturns (i.e., the ability to avoid, withstand, and recover from economic shifts, natural disasters, the impacts of climate change, pandemics, etc.). Both responsive and steady state initiatives, which strengthen those factors are already in place and further developing those that we need to have in place will ensure the long-term success, viability, and durability of the regional economy.

Business-Friendly Climate
The business climate characterizes the various conditions that render an area more favorable to business. To avoid downturns in industries that constitute a critical component of this region's economic activity, one of the County's main economic initiatives is focused on accelerating and growing small businesses by creating access to new sources of capital for business owners that are having trouble securing conventional business loans. To that end, the Small Business Financial Assistance Program - Revolving Loan Fund (RLF) has been established to provide businesses access to affordable capital for real property acquisition, building improvements and renovations, equipment purchases, short-term working capital, and other eligible activities.

Business Retention and Expansion Program
The Local Workforce Development Board (WDB) provides business services through a Business Solutions Team that offers a full array of services beyond recruitments and job matching. A newer effort is the creation of Rapid Response teams to act as "Proactive Intermediaries" through a Business Retention and Expansion program. This program is

a strategic layoff aversion strategy that allows a Business Retention and Expansion team to contact businesses and do an analysis that includes financial stability. Resources are then brought together to retain jobs and the business. Follow-up is also conducted on referrals from cities or other partners if they have identified a struggling business. Core partners for this program include Economic Development Organizations (City or County) and the Small Business Development Center. These are also the first responders when an appointment has been set up with a business.

Career Pathways

Preparing for careers and competing in the 21st Century means individuals and industry must have a pathway for building a highly skilled workforce. Local partnerships of adult education, workforce development, community colleges, Community Based Organizations (CBO), employers, and labor organizations are essential to successful career pathways and bridge programs. Creating career pathways that lead to sustainable careers through combinations of participation in a Registered Apprenticeship program and /or earning college credit or a degree is one of the best ways to prepare a worker for a successful long-term career and ensures the industry has a highly skilled workforce.

The County advocates to ensure that career pathways developed in the local area are based on the following evidence of best practices:

- Accelerated and integrated program models that shorten the time to a meaningful credential,
- Robust and wraparound supportive services,
- Coordination of Financial Aid and other benefits,
- Employer-verified pathways and curriculum and potential job opportunities, and
- Pathways for Under-Represented Populations.

For Adults and Dislocated Workers, it is of importance to develop career pathways strategies which align adult education, job training, higher education, apprenticeship preparation, and Registered Apprenticeship programs to allow participants to obtain progressive educational or occupational credentials even as they continue to seek employment.

Local high schools and community colleges are making student learning more relevant to regional industries and improving student success by teaching basic English, Math, and other skills in the real-life context of an industry or occupation. Credentialed “Earn and Learn” models, such as apprenticeships, are taking career pathways one step farther, allowing workers to learn much of their new skills on the job.

Foreign Direct Investment and Trade

The impact of foreign direct investment on our economy is considerable. For instance, with 66,000 employees in the United States, Riverside County company Siemens Mobility and its subsidiaries employ more people in the United States than Microsoft and Nike combined. In a tight credit economy, the infusion of cash from abroad can help ailing U.S. businesses, as well as fund new ventures that create jobs and stimulate the

economy. The State of California should consider coordinating marketing campaigns and foreign direct investment missions abroad for the benefit of local regions. Coupled with educational programs, links to resources and the support of the international trade community, the Inland Empire believes this will assist small and medium-sized companies to weather economic slowdowns. In addition, research also indicates that regions that have many export industries are more resilient to employment downturns.

Broadband Capacity

Communications and connectivity are essential requirements for companies and individuals to succeed in the global economy. Many areas in the Coachella Valley do not have adequate broadband capacity to support students and companies in their daily needs to fully participate.

This "digital divide" impacts lives, the economy and the quality of life for all who live and work in the Coachella Valley. The private sector alone cannot be depended upon to rectify this inequity; public investment in broadband infrastructure in the Coachella Valley is essential. The Coachella Valley Economic Partnership believes that public/private partnerships to develop broadband capacity are possible to resolve this inequity primarily impacting distressed populations groups.

Establishment of state-of-the-art bandwidth is an expensive proposition often costing in the tens or even hundreds of millions of dollars and providing hundreds of construction and technology jobs during the ramp up. The highest payback on massive broadband infrastructure is highly impactful in the areas of education, product development, logistics, programming, and manufacturing.

Richard Graham, the former Mayor of Fort Wayne, Indiana, and the author of "Performance is the Best Politics" analyzed the impact of establishing state of the art broadband in his 2009 article in Broadband Properties. Broadband is credited with attracting a 2,000-employee manufacturing plant, positively impacting the workforce, and inspiring expansions of existing business in the article. It would be presumptuous to make projections on how much impact state of the art broadband would have in underserved areas, but it is widely accepted that broadband is now as important to business as transportation corridors, electrical power, and water.

Healthy Communities

Resilient societies are healthy societies: irrespective of where they are on the spectrum between under- and over-nutrition, an unhealthy population can hinder development and create large social and economic costs. The county is working on health initiatives as part of its broad economic development strategies.

Health is fundamental to one of the main inputs for economic development: human capital. Along with financial, intellectual, social, and political capital, development models rely on skilled, healthy individuals to make up much of its labor force. When you have a healthy population, economic benefits follow:

- Heart disease and stroke take an economic toll, as well, costing our health care system $216 billion per year and causing $147 billion in lost productivity on the job.[1]
- Poor health reduces global GDP by 15% each year — about twice the pandemic's likely negative impact in 2020. [2]
- In 2016, the total costs in the U.S. for direct health care treatment for chronic health conditions totaled $1.1 trillion—equivalent to nearly six percent of the nation's GDP.[3]

Emergency Management

The "Riverside County Operational Area" is an intermediate level of the state emergency services organization consisting of the County of Riverside, all political subdivisions, and those special districts that have signed an agreement and become part of the Operational Area within the geographic boundaries of Riverside County. The "Riverside County Operational Area" is used for the coordination of emergency activities and to serve as the link in the system of communications and coordination between the state's emergency operation centers and the emergency operation centers of the county and the political subdivisions comprising the "Riverside County Operational Area". This will help protect against natural and man-made disasters that otherwise could have disrupted the economic base of the region.

Opportunity Zones

Opportunity Zones are a federal investment tool which uses tax benefits regarding net capital gains to encourage private investment in economically distressed communities. Riverside County has 49 designated Opportunity Zones throughout the county. This tool can be used to entice private citizens and companies to invest in these communities. These investments could lead to new housing developments, new businesses, and new jobs in these designated communities. The County of Riverside is working to encourage investment into building new quality housing in these areas, as well as opening new and needed businesses which would increase the number of jobs in these communities. The County of Riverside is also aiming to increase the number of high paying jobs, as well as to preserve and enrich the culture and increase the economic resiliency of these areas. So far, the County of Riverside has created a website, two investment prospectuses, several marketing materials, and has hosted several informational events about Opportunity Zones.

VI. EVALUATION FRAMEWORK

Once the Department of Commerce Economic Development Administration has approved the CEDS document, an annual report will be submitted to document the progress on economic development activities, regardless of the source of funding and report on changing economic conditions. The County of Riverside asked local cities to submit priority projects to be included into this CEDS report (**Appendix C**). These specific project summaries represent each community's vision and goals with respect to its geographic region and explain the regional economic impacts of the specific project as the jurisdiction's highest priority.

VII. PEFORMANCE MEASURES

The performance measurement tool will evaluate the regional post implementation of the CEDS in many economic and social criteria and provides information for the CEDS Annual Updates as required by US-EDA. The annual updates keep the strategic direction outlined in the CEDS current and relevant.

CEDS Performance Measurement Tool

Criteria	Measurement	Rating	Outcome
Job Creation			
1. Number of full-time jobs created post CEDS Implementation	0-5 6-25 25-49 50-99 100+	-0- 1-3 4-6 7-9 10	
2. Appropriateness of jobs to local workforce skill and education level.	Non-consistent Somewhat consistent Consistent	0-2 3-4 5-6 7-10	
3. Pay scale of jobs created	Minimum wage + Living wage + Skilled & professional	0-3 4-6 7-10	
4. Number of jobs retained in region (measured as a percentage of jobs created post CEDS implementation and after one year)	0-25% 26-49% 50-75% 76-100%	0-2 3-4 5-6 7-10	
Community Impact			
5. Number and types of investments undertaken in the region	Infrastructure: water, sewer, roads Business type: Office, commercial, retail	1-10 1-10	

6. Changes in the economic environment of the region	Weak/shrinking local economy- (decline in jobs & tax revenue) Stable economy- (jobs and tax revenue growing at slow to moderate rate) Strong sustainable economy- (jobs and tax revenue growing at above moderate rate in industry that is not volatile due to market changes)	0-3 4-7 8-10	
7. Amount of the private sector investment in the region after implementation of the CEDS (measured in the new private sector capital investment in dollars one-year post CEDS implementation).	0-50 million 51-99 million >100 million	0-3 4-7 8-10	
8. Community Benefit	- Improved quality of life: increase in schools - Revenue to support new local educational programs - New arts and cultural organizations, institutes	10	

Project Readiness and Capital Investment Project Readiness and Capital Investment			
9. Status of proposed project	Conceptual phase- Planning and design Ready to construct	0-3 4-6 7-10	
10. % of USEDA Funding request to total project Cost	50% 25-40% 1-24%	0-3 4-6 7-10	
TOTAL POINTS POSSIBLE		120	
TOTAL POINTS FOR THIS PROJECT			

APPENDIX A

Riverside County Employment Data

Subject	Percent
EMPLOYMENT STATUS	
Population 16 years and over	2,409,331
Civilian labor force	1,126,392
Unemployment rate	4.3%
Females 16 years and over	941,848
Own children of the householder under 6 years	180,005
Own children of the householder 6 to 17 years	403,456
COMMUTING TO WORK	
Workers 16 years and over	1,131,857
OCCUPATION	
Civilian employed population 16 years and over	1,045,030
Management, business, science, and arts occupations	31.7%
Service occupations	20.1%
Sales and office occupations	22.3%
Natural resources, construction, and maintenance occupations	11.1%
Production, transportation, and material moving occupations	14.8%
INDUSTRY	
Civilian employed population 16 years and over	1,045,030
Agriculture, forestry, fishing and hunting, and mining	1.3%
Construction	9.3%
Manufacturing	8.4%
Wholesale trade	2.7%
Retail trade	12.5%
Transportation, warehousing, and utilities	7.3%
Information	1.6%

Finance and insurance, and real estate and rental and leasing	5.0%
Professional, scientific, and management, and administrative and waste management services	10.1%
Educational services, and health care and social assistance	20.9%
Arts, entertainment, and recreation, and accommodation and food	10.9%
Other services, except public administration	5.0%
Public administration	5.2%
CLASS OF WORKER	
Civilian employed population 16 years and over	1,045,030
Private wage and salary workers	77.7%
Government workers	15.3%
Self-employed in own not incorporated business workers	6.7%
Unpaid family workers	0.2%
INCOME AND BENEFITS (IN 2016 INFLATION-ADJUSTED DOLLARS)	
Total households	740,506
Less than $10,000	4.8%
$10,000 to $14,999	3.3%
$15,000 to $24,999	7.0%
$25,000 to $34,999	7.5%
$35,000 to $49,999	10.6%
$50,000 to $74,999	16.3%
$75,000 to $99,999	13.2%
$100,000 to $149,999	18.5%
$150,0000 to $199,999	8.9%
$200,000 or more	10.0%
PERCENTAGE OF FAMILIES AND PEOPLE WHOSE INCOME IN THE PAST 12 MONTHS BELOW THE POVERTY LEVEL	
All families	9.1%
Married couple families	5.7%
Families with female householder, no spouse present	22.1%
All people	12.0%

Source: U.S. Census Bureau, 2017-2021 American Community Survey, Five Year Estimates

NOTE. Although the American Community Survey (ACS) produces population, demographic, and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities and towns and estimates of housing units for states and counties.
For more information on confidentiality protection, sampling error, non-sampling error, and definitions, see Survey Methodology.

Notes:

- Employment and unemployment estimates may vary from the official labor force data released by the Bureau of Labor Statistics because of differences in survey design and data collection. For guidance on differences in employment and unemployment estimates from different sources go to Labor Force Guidance.
- Workers include members of the Armed Forces and civilians who were at work last week
- The Census Bureau introduced an important sequence of labor force questions in 2008
  ACS questionnaire. Accordingly, we recommend using caution when making labor force data comparisons from 2008 or later with data from prior years. For more information on these questions and their evaluation in the 2006 ACS Content Test, see the Evaluation Report covering Employment Status at http://www.census.gov/acs/www/Downloads/methodology/content_test/P6a_Em ploymen t_Status.pdf and the "Evaluation Report Covering Weeks Worked" at http://www.census.gov/acs/www/Downloads/methodology/content_test/P6b_We eks_Wo rked_Final_Report.pdf. Additional information can also be found at http://www.census.gov/hhes/www/laborfor/laborforce.html.
- Occupation codes are 4-digit codes and are based on Standard Occupational Classification 2000
- Industry codes are 4-digit codes and are based on the North American Industry Classification System 2007. The Industry categories adhere to the guidelines issues in Clarification Memorandum No. 2

  "NAICS Alternate Aggregation Structure for Use by U.S. Statistical Agencies.

FOOTNOTES:

1. Benjamin EJ, Virani SS, Callaway CW, et al. Heart disease and stroke statistics—2018 update: a report from the American Heart Association. Circulation. 2018;137:e67–e492
2. Remes J, Dewhurst M, Woetzel J,. Research: Poor Health Reduces Global GDP By 15% each year. Harvard Business Review: 7/8/2020
3. Waters H, Graf M,. The Costs of Chronic Disease in the U.S.. 8/28/2018. Milken Institute.

4. APPENDIX B

Executive Committee Board Members

- **Jamil Dada (Chairperson),** Provident Bank
- **Juan De Lara (Vice Chairperson),** Federated Insurance
- **Diane Strand,** JDS Video & Media Productions, Inc.
- **Layne Arthur,** Balfour Beatty
- **Morris Myers,** Mt. San Jacinto College Foundation
- **Francisca Ledoux Hernandez,** Riverside Medical Clinic
- **Laurie Stalnaker,** Central Labor Council, AFL-CIO
- **Mary Jo Ramirez,** California Family Life Center
- **Sonia Nunez,** McLane Foodservice
- **Rosibel Ochoa,** University of California, Riverside

APPENDIX C

Regional Project List

BEAUMONT DOWNTOWN PARKING
The City of Beaumont approved its award-winning General Plan update in 2020. The plan included a downtown specific plan which the City has prioritized to stimulate development. One challenge facing the downtown is the lack of available public parking lots. The project would include the purchase of land in the downtown area and development of parking lots to provided needed parking for downtown Beaumont businesses. Project Cost: $1,000,000.

POTRERO INTERCHANGE PHASE II – CITY OF BEAUMONT
The project is the second/final phase of the new SR-60 Potrero Interchange project, which includes construction of eastbound and westbound ramp connections to SR-60 to accompany the construction of a six-lane bridge overcrossing which was completed in 2019. The Potrero Interchange is a regional project which provides benefits to Beaumont residents, and regional and interregional travelers for their daily commute needs. This project unlocks roughly 2000 Acres in the southwest portion of the city for future development and affordable housing units. Project Cost - $44,000,000.

BLYTHE HEALTH CENTER EXPANSION & RENOVATION
Clinicas de Salud del Pueblo (CDSDP) has a long-standing history of providing quality healthcare services to the under-served in Imperial and Riverside Counties. The proposed project is to expand the Blythe Health Center from its current 5,766 square feet to 16,000 square feet in an effort to increase capacity and expand medical services to the community. For over 30 years, Blythe Health Center has treated the low- income, homeless, and migrant/seasonal adults and children of Blythe from a small, limited-service facility.

Today, only primary medical services are provided. A needs assessment conducted in 2017 concluded that the need for extended services was great and that the expansion of CDSDP's Blythe facility should be a priority.

The project will renovate an existing 46,500 Square foot strip mall that CDSDP recently purchased. The strip mall contains a thrift store and grocery store where the occupants will be tenants of CDSDP. The renovation of a vacant portion of the strip mall will create a new 16,000 square foot health center with increased capacity and new medical services, including expanded primary care, dental, radiology, pharmacy, and integrated behavioral health. Primary care patient visits are expected to double from 7,943 to 13,300 and new services will add 1,800 behavioral health visits and 8,000 dental visits annually. These visits translate to 5,500 unique patients of which 5,005 (91%) are estimated to be minority and 4,455 (81%) are estimated to be LIP/LIC residents.

In addition to expanded Primary Care, the new facility will provide service in the following care areas, including several that will be new to CDSDP Blythe:

- Maternal, Infant and Child Health
- Pediatrics
- Oral Health (**NEW**)
- Integrated Behavioral Health Services (**NEW**)
- Chronic Disease Management – Diabetes, Obesity, Hypertension
- COPD/Asthma
- Cancer Prevention
- HIV/AIDS
- Infectious Disease – Tuberculosis
- Mental Health / Substance Abuse
- Pharmaceutical (NEW)
- Ancillary Services – Laboratory, Radiology **(NEW)**
- Transportation **(NEW)**

Total development cost is $7,414,132.

CAHUILLA BAND OF INDIANS RETAIL DEVELOPMENT

Provide 176,000 square feet of retail space on a 16-acre Highway 371 frontage site. This will begin with development of a 20,000 square foot grocery anchor. Other uses/tenants will include local-serving retail uses, restaurants, and service businesses. Detailed analysis based on resident and visitor demographics, and the existing competitive supply of retail space in the surrounding (Anza) trade area justify this development. This is based on a feasibility study conducted by the Cahuilla Economic Development Corporation with assistance from The Natelson Dale Group, Inc. and Michael Baker International. Annual salaries and wages for the grocery store will be 812,270 1,760,850 1,831,284 1,886,223 1,942,809 2,001,093 for years one through six. Site preparation with associated infrastructure will be installed and construction of the buildings will commence in phases. The grocery store will cost $12,500,000 including site preparation. An additional $1,800,000 will be used for furnishings, fixtures, and equipment. Initial stock and working capital will require $1,500,000.

CAHUILLA BAND OF INDIANS RECREATION VEHICLE (RV) PARKS

Two RV Parks are proposed for development on the Cahuilla Indian Reservation. The first will be sited on 9 acres near Highway 371 and the second will be sited on 120 acres at the Tribe's 2,000-acre parcel set aside for economic development. The RV park would have the following advantages to support its feasibility:

1. An all-season climate.
2. Reasonable accessibility to large populations in desert areas who could be attracted to cooler climates in summer.
3. A wide variety of attractions, including major destination attractions, within a reasonable distance.
4. The 9-acre site in the frontage development area adds to the options for accessibility to the RV Park from the highway, and for conveying information about the park, potentially in the context of other tourist-oriented uses developed on the reservation.
5. The opportunity to control land uses around the 120-acre RV Park can maximize the amenity value of the setting, and to develop complementary, synergistic uses

including other tourist attractions. 12 jobs will be created. Costs for 200 RV park spaces is $6,000,000.

CAHUILLA BAND OF INDIANS MULTI-FAMILY HOUSING DEVELOPMENT

A multi-family housing development is planned on a 10-acre site near Highway 371. An estimated 120 units will be developed with road access, adjoining open space, parking, and amenities. At build-out the estimated cost is $8,400,000. 18 jobs will be created.

COACHELLA VALLEY IHUB ACCELERATOR

The current Palm Springs Innovation Hub & Accelerator Campus includes more than thirty companies in nearly 50,000 square feet of incubation and acceleration facilities in Palm Springs. Providing appropriate tenant spaces, testing facilities, communications infrastructure and other site improvements will be needed as successful companies graduate into market-rate space in the community and new tenants are accepted into the program. In addition, the Coachella Valley recently received a federal planning grant to expand the Innovation Hub program to other areas in the Coachella Valley focused on Advanced Manufacturing. It is anticipated that another 40- 60,000 square feet in incubation and acceleration facilities will be added in the next 2-3 years. As this program expands with new facilities, infrastructure needs will increase to support the companies that are in the program. The cost for the Palm Springs portion of the complex was roughly $5 Million over a 3-year period and the annual cost to operate the complex is $500,000 in 2014 dollars. A recent study by Dr. John Husing has projected that over a 20-year period the collection of two Innovation Hubs and two Accelerator campuses will have the following economic impact.

- 81 Graduated Companies in Operation
- $5.5 Billion Cumulative Revenue
- $1.1 Billion of Profits Generated
- 3,544 Direct Jobs Created
- 5,112 Direct and Indirect Jobs created
- -$12.5 Billion in total economic activity (Includes payroll, value added activity, and revenue)

COACHELLA VALLEY BROADBAND CAPACITY

Communications and connectivity are essential requirements for companies and individuals to succeed in the global economy. Many areas in the Coachella Valley do not have adequate broadband capacity to support students and companies in their daily needs to fully participate. This “digital divide” impacts lives, the economy and the quality of life for all who live and work in the Coachella Valley. The private sector alone cannot be depended upon to rectify this inequity; public investment in broadband infrastructure in the Coachella Valley is essential. The Coachella Valley Economic Partnership believes that public/private partnerships to develop broadband capacity are possible to resolve this inequity primarily impacting distressed populations groups.

Establishment of state-of-the-art bandwidth is an expensive proposition often costing in the tens or even hundreds of millions of dollars and providing hundreds of construction

and technology jobs during the ramp up. The highest payback on massive broadband infrastructure is highly impactful in the areas of education, product development, logistics, programming, and manufacturing.

EASTERN COACHELLA VALLEY WATER SUPPLY PROJECT

A large portion of the Eastern Coachella Valley groundwater basin has levels of arsenic that exceed the MCL for drinking water. The costs for private pumpers to install Arsenic Treatment are prohibitive. Many mobile home parks in the Eastern Coachella Valley receive their water from these private wells with high arsenic levels. Their cumulative populations are in the high thousands. These areas are disadvantaged communities. CVWD has determined that installation of water infrastructure along Avenue 66 and Pierce Street in the East Valley would allow many of these communities' access to public drinking water infrastructure at an estimated cost of $20,000,000.

AVENUE 50 AND I-10 INTERCHANGE PROJECT (INTERSTATE 10 TO CALHOUN STREET) – CITY OF COACHELLA

Avenue 50 corridor connects Expressway 86 to the Eastern Coachella Valley cities of Coachella, Indio and La Quinta. Due to the increase in population, housing, traffic and commercial development, the Avenue 50 corridor needs dire infrastructure improvements. This 7-mile section of the corridor will be constructing a new Avenue 50/I-10 Interchange; bridge over the Coachella Canal; Interchange over Expressway 86 and Storm Water Chanel; widening areas from two lanes to four lanes; undergrounding power and utility poles; traffic signal modifications; installing missing bike lanes, curb/gutter and sidewalks; and enhance landscaping. Estimate Project Cost: $170,000,000.

CITY OF COACHELLA AVENUE 50 EXPANSION (86 EXPRESSWAY TO INTERSTATE HIGHWAY (10)

The project will consist of the following: new interchange connector at the future extension of Avenue 50 and I-10, construct main entrance to new La Entrada housing community; and replace the existing dry weather crossing with a bridge, that will provide year-round access to property owners on either side of the creek, enabling access to SR-86S; 3) New interchange at Avenue 50 and 86 Expressway; - $120,000,000.

City OF CORONA INNOVATION CENTER

The City is developing an Innovation Center that will work in collaboration with non-profits, educational partners, and private business. The Innovation Center will offer business services, events, trainings, and entrepreneurship development opportunities. While it will serve as a hub for adults, there will be a focus on youth as it pertains to career pathways and exposure to STEM industries by hosting seminars and events that would expose youth to Health Care and Manufacturing sectors. There is also the potential to partner with private industry and offer training spaces for their apprentices. This project aligns with the Corona Manufacturing Assistance Program (MAP) and its eleven partner agencies, which supports local manufacturers through events, webinars, workforce training, and technical support. The Innovation Center also aims to build a stronger and carbon neutral economy by aligning with our Live Work Corona Campaign, which connects local job seekers with local employers. It encourages a stronger economy by

supporting the current and future workforce needs of employers and increases local spending. It also works towards a carbon neutral economy by keeping the workforce closer to home, reducing commute times and number of vehicles on the freeway. Finally, it encourages high quality jobs by improving quality of life. Less time on the road equates to more time at home with family and increased flexibility in life. The City seeks to make a positive impact to the local and regional area through the Innovation Center. To further enhance the center and its services, additional funding to this project is necessary to support programming elements and operations.
$2 Million

DOWNTOWN CORONA LINEAR PARK
This project includes the development of a Linear Park through the middle of the Corona Mall. This project will enhance pedestrian access across City-owned common areas for both public and private use. Funds will be utilized to redevelop a breezeway with shade coverage, and easy access points for ingress and egress. The Mall is in poor condition and by making improvements to City-owned areas, the City looks to enhance safety and beautify the center. The long-term vision for the Linear Park is that it would provide public activation and serve the businesses at the Mall through space activation attracting customers. The approximate amount of this project is estimated at $10,000,000 (Ten million dollars).

DOWNTOWN CORONA SIXTH STREET BEAUTIFICATION PROJECT
This project will be a catalyst for Corona's Downtown revitalization by focusing on the beautification of Sixth Street beginning from Main Street to Ramona Avenue. The City will develop a master plan for the corridor including architectural, engineering, traffic analysis, and environmental review. The project will replace aged water and sewer lines, upgrade sidewalks, install new street furniture and outdoor seating areas, medians, landscaping, pavement resurfacing, and install new curb ramps to meet ADA regulations. The project will explore and change the corridor from four to two lanes, with angled parking adjacent to the Corona Mall, and improved pedestrian crossings. The approximate amount of this project is estimated at $12,000,000 (Twelve million dollars).

DOWNTOWN IMPROVEMENT PROJECTS – DESERT HOT SPRINGS
The City is seeking funding for several aspects of the downtown revitalization that would help anchor and contribute to the downtown redevelopment, including, but not limited to, the following:

- Visitor Center with Food incubator buildout and Chamber of Commerce office/meeting space buildout
- Downtown corridor walkable community/pedestrian safety improvement
- Container Park support
- Matching Facade improvement fund for downtown businesses
- Medical space buildout
- Parking Lot Purchase
- Drone Academy support
  Project Total Cost: $ 8 million

20TH AVE STREET IMPROVEMENTS – DESERT HOT SPRINGS
Construction of a new road that will bring connectivity between two main arterials to a rural area of the City. The improvements include the installation of new base material, asphalt, curb and gutter, and sidewalk along 20th Ave between Palm Drive and Indian Avenue. Project Total Cost: $20 Million.

INDUSTRIAL AREA STREET IMPROVEMENTS – DESERT HOT SPRINGS
Construction of complete street project with the installation of ADA Ramps, curb and gutter, sidewalks, crosswalks, streetlights, asphalt rehabilitation for various road segments within the industrial zone.
Project Total Cost: $10 Million.

LIMONITE AVE BRIDGE GAP CLOSURE - CITY OF EASTVALE
The Limonite Ave Bridge Gap Closure will serve as the primary east-west connector from Chino and SR-71 to Eastvale and I-15 and close the gap that separates Eastvale over the Cucamonga Creek, the Ontario Airport, and surrounding communities. The project proposes to build a 320-foot long and 82 to 88 feet wide bridge over Cucamonga Creek Channel. Limonite Avenue is not only a vital transportation corridor that will connect neighboring City of Chino to the west and Interstate 15 to the east, but also the main thoroughfare that connects the four job centers, with over 30 businesses, and creating over 1,000 jobs and 750 construction jobs.
Completing the Limonite gap project will provide connectivity to jobs and retail businesses that is vital to the economic health of the region. The developments that are currently under construction or are recently completed provide much-needed jobs to the region. Over 1,000 jobs are estimated to be created from the developments along this stretch of Limonite.

REVOLVING LOAN FUND: FIRST COMMUNITY CAPITAL
First Community Capital, Inc.'s (FCCI) application to the Federal Economic Development Administration, for the Public Works and Economic Adjustment Assistance Program will allow First Community Capital to establish a Revolving Loan Fund (RLF) in Southwest and Mid- Riverside County. The additional opportunity for an RLF to provide additional capital and technical assistance to businesses located within the five municipalities that make up the Southwest Riverside County region (Temecula, Murrieta, Menifee, Wildomar, and Lake Elsinore). Parts of the region are identified as underserved areas, equating to challenges with access to capital. Furthermore, these challenges were exacerbated even more brought on by the COVID-19 pandemic, which has been tremendously impactful to our business community. This funding and the programming that it entails, will provide both the foundation and the means to provide the support that our businesses desperately need. First Community Capital plans to partner with the County, our local Small Business Development Center (SBDC), and local Chambers of Commerce to ensure that community outreach efforts, information on funding opportunities, technical assistance, and training workshops are marketed to members of our business community. This additional access to capital will benefit our local business community to grow, expand, provide key jobs to our region, and increase the overall quality of life locally.

DOWNTOWN INDIO DEVELOPMENT
Once known as the "Hub of the Valley," Indio was originally the center for commerce, housing, and agriculture in the Coachella Valley. The downtown area reflected this vibrancy in the early and middle parts of the last century but declined due to economic recessions and new commercial centers in other areas. To activate the area and attract development in downtown, the City of Indio needs to fund a building façade improvement program; convert an industrial property into a public parking structure; fund major kitchen infrastructure projects on City-owned properties to attract restaurants and breweries for a large population of students, city/county workers, theater goers, and medical professionals and patients; renovate seismically-challenged, dilapidated and vacant buildings; fund a mural restoration and maintenance program and fund infrastructure, lighting and sound for an active outdoor entertainment space. - $8,000,000.

INDIO PERFORMING ARTS CENTER RENOVATION
The Indio Performing Arts Center (IPAC) is the centerpiece of the City of Indio's revitalization plan to create an arts and entertainment district in downtown. The 23,000 square-foot facility was originally built in the early 1990's and has two movie theaters, a stage theater, a large meeting hall, bar, kitchen, offices and conference rooms. The facility requires major capital improvements including lighting, sound, flooring, interior renovations, and exterior upgrades. IPAC is home to one of the few remaining community theater companies in eastern Riverside County and is used by the College of the Desert for film classes during the week. - $5 million.

INLAND EMPIRE TECH BRIDGE
The Inland Empire Tech Bridge will be the premiere public/private partnership that serves as a super-connector between Department of Defense engineers and technologists, industry, small businesses, startups, entrepreneurs, academia, venture capital and local governments. Once its main location is established, it will be the initial collaboration site and event location to host hackathons, pitch and demo days, prototyping makerspace, networking events, and even co- working and incubator space. It will serve as the catalyst for the Inland Empire region to become a nationally recognized innovation hub, connecting key components to drive technology-based economic development.

The Tech Bridge will expand its geographic reach through additional nodes and a virtual platform with regional partners to increase connections and accelerate innovation.
Project Cost - $5,000,000.

INLAND REGIONAL ENERGY NETWORK (I-REN)
I-REN is a coalition of three councils of government, the Western Riverside Council of Governments (WRCOG), the Coachella Valley Association of Governments (CVAG), and the San Bernardino Council of Governments (SBCOG), encompassing San Bernardino County, Riverside County, and all the jurisdictions within the region. The mission of I-REN is to actively participate in California's Clean Energy initiatives and build a stronger clean energy economy and community. Through this mission, I-REN will look to connect

residents, businesses, and local government to a wide range of energy efficiency resources to increase energy savings and equitable access throughout San Bernardino and Riverside counties.

INLAND EMPIRE TECHNICAL TRAINING CENTER

Government and private sector leaders across the Inland Empire (IE) agree that local availability of an educated and skilled workforce is critical for competitiveness in the global economy. While the IE has a rich variety of traditional postsecondary institutions offering certificate and degree programs, there are only a handful of technical training centers. Given the need for additional local technical training capacity to support the region's residents and employers, Riverside Community College District is seeking resources for the establishment of the Inland Empire Technical Trade Center (IETTC). The IETTC is a response to the urgent need for good jobs for the region's residents, diversification of the regional economy, and for a locally available educated and skilled workforce for the region's current and future employers in a region expected to grow to seven million residents within 30 years. This Center, when finished, will provide residents with access to training utilizing an "earning while learning" approach combining relevant work-based learning experiences with industry-standard technical training, moving residents from poverty to self-sufficiency.

REPLACE LOW WATER CROSSING - CITY OF LA QUINTA

The purpose of the proposed improvement is to replace the existing Low Water Crossing spanning the Whitewater River at Dune Palms Road with an "All Weather Crossing." The proposed improvements will provide Coachella Valley motorists and pedestrians a safe path of travel across the Whitewater River regardless of adverse weather. The project will also provide reliable access for emergency vehicles. -$24,000,000.

SILVER ROCK RESORT INFRASTRUCTURE - CITY OF LA QUINTA

Purposed improvements to the Silver Rock Resort Infrastructure to include the installation and construction of all wet utilities and roadways. -$7,600,000.

UPGRADE DRAINAGE IMPROVEMENTS - CITY OF LA QUINTA

Proposed improvements will provide upgraded drainage improvements on a citywide basis. Current priorities include improvements to the Westward Ho Drive and Washington Street corridors in accordance with the findings of the Focused Drainage Study. Future improvements will include improvements along the Eisenhower Corridor. -$960,000.

ROUNDABOUT AT AVENUE 53 AND JEFFERSON STREET - CITY OF LA QUINTA

The proposed improvements will construct a roundabout at Avenue 53 to connect the new SilverRock Way corridor to Jefferson Street. Work also includes converting Jefferson Street between Avenue 52 and Avenue 54 into a bicycle and pedestrian friendly, Complete Street, atmosphere. -$2,500,000.

HIGHWAY 111 CORRIDOR AREA PLAN - CITY OF LA QUINTA
The project includes the creation of design concepts for a portion of the Highway 111 Corridor and preparation of an ATP grant application and the PS&E for the demonstration project area identified. Future improvements include the possibility to expand the form-based code and design improvements to the whole corridor -$2,200,000.

FIRE STATION 70 REVITALIZATION - CITY OF LA QUINTA
The proposed improvements renovate the Station's interior and includes upgrading the existing generator. -$680,000.

MARCH HEALTHCARE DEVELOPMENT - MARCH JOINT POWERS AUTHORITY
The Campus Project, located at the southwest corner of Cactus Avenue and Heacock Avenue with the boundary of the March Air Reserve Base, is California's first destination wellness campus. Spanning approximately 170 acres, when completed, the integrated state of the art medical campus will include an acute care hospital, medical office buildings, centers of excellence, a wellness center, a full senior care hospital, and non-medical retail in a contemporary, attractive and pedestrian-friendly environment. The March Healthcare Campus (Campus Project) represents a rare opportunity for Riverside County to invest in infrastructure, job creation and quality of life enhancement, by creating a local economic stimulus program focused on healthcare industry. The project would eliminate severe blight on the former March Air Force Base (AFB), which currently has 41 vacant, dilapidated buildings on site. Anticipated project cost: $2,482,667,750
Number of jobs: 3,018.

CACTUS AVENUE CHANNEL - MARCH JOINT POWERS AUTHORITY
The project is to replace a 1.5-mile-long undersized dirt channel with an underground reinforced concrete box storm drain to provide flood protection to more than 300-acres of private and public properties. The project would help facilitate the development of more than 200-acres of medical, mixed-use and industrial projects. The project would generate more than 600 FTEs within the Moreno Valley and County areas.

SCOTT ROAD/BUNDY CANYON ROAD WIDENING - CITY OF MENIFEE
Widen existing 2 lane road to 4 lane road from Haun Road to Western City limits. Project will relocate existing utilities, acquire Right of Way, construct drainage improvements and Traffic signals.

MCCALL BLVD/I-215 INTERCHANGE - CITY OF MENIFEE
Widening of McCall bridge from 4 lanes to 6 lanes, improvements to on and off ramps, and street widening from Sun City Boulevard to Encanto Drive.

HAUN ROAD WIDENING - CITY OF MENIFEE
Widen existing 2 lane road to 4 lanes, including medians, ROW acquisition, sidewalks, and signals from La Piedra to Scott Road.

GARBANI INTERCHANGE PROJECT - CITY OF MENIFEE
This project creates much needed interchange at the 215 freeway between Scott Rd Interchange and Newport Interchange in the City of Menifee. Creating a new interchange, adding on and off ramps, and signals at Garbani. This is an important interchange to jump start the over 400 acres of land along the 215 freeway and assist with the additional traffic impacts from incoming entertainment and commercial uses in the City.

NORTHERN GATEWAY- TRUNK MAIN LINES FOR BUSINESS PARK DEVELOPMENT TRUCKING CORRIDOR - CITY OF MENIFEE
This project would bring in needed infrastructure development to support new business park and industrial development in the City of Menifee. The clustering from Perris has made its way to Menifee, and with the 0% vacancy rate in the city, the lack of water/sewer infrastructure is a deterrent for construction. This would open over 100 acres for development.

SOUTHERN GATEWAY – TRUNK MAIN LINES FOR BUSINESS PARK DEVELOPMENT – LIFE SCIENCE / TECH CAMPUS -CITY OF MENIFEE
This project would bring in needed infrastructure development to support new business park development in the City of Menifee. Creating an Innovation District with the City of Murrieta, this area has a 0% vacancy rate in the city and the lack of water/sewer infrastructure is a deterrent for construction. This would open over 200 acres for development.

MORENO VALLEY (MV) FLEET SERVICES GARAGE
The MV Fleet Auto Shop project is located at the current Fleet Services site at 25241 Cottonwood Avenue in Moreno Valley, California. In addition to the existing auto shop, a new 55’x125’ environmentally friendly service facility will be added on the property for general automotive repairs and will contain two offices, a break room, and two restrooms: parts display/storage, equipment storage and three repair bays. The new auto shop will allow for increased efficiency and faster turnaround time on automotive repairs for vehicles that are used to service the public throughout the County. The project will also include site upgrades, including street improvements, expansion of paved areas for fleet logistics, interior remodel of existing building, and associated utility upgrades. Cost: $4,322,271.

MORENO VALLEY CENTRAL LIBRARY & INNOVATION CENTER
The Moreno Valley Central Library & Innovation Center (CLIC) is a 65,000 square foot joint use facility. The CLIC will serve as the new home of the City’s existing Business and Employment Resource Center and will serve as the new epicenter of workforce development services, Career and Technical Education (CTE) training, job recruitment activities and small business development programming. The space will feature classroom spaces, meeting rooms, computer labs, a business incubator, conference space, co-working spaces and partner offices. The CLIC will be located within the City’s new Main Library. The total cost for the CLIC and City Main Library is estimated at $45,000,000.

MORENO VALLEY WORLD LOGISTICS CENTER (WLC)

Moreno Valley is home to the largest industrial logistics business park in California history. The World Logistics Center is a master-planned development encompassing up to 40.6 million square feet of building area on 2,610 acres in the eastern portion of Moreno Valley. It is specifically designed to support next generation logistics, advanced manufacturing, and e-commerce facilities in a world class corporate park environment, supportive to the unique operational needs of international companies and corporate users.

SR-60 WORLD LOGISTIC CENTER PARKWAY INTERCHANGE IMPROVEMENT - CITY OF MORENO VALLEY

The State Route 60 – World Logistic Center Parkway Interchange Project is the Gateway to the largest industrial logistics business park in California. The State Route 60 serves a vital role in providing goods and services to the City of Moreno Valley and throughout the Inland Empire. The improvements to the interchange will address deficiencies on a regional scale to the State Route 60 corridor. The interchange improvements will include reconstruction of the westbound and eastbound on/off-ramps, raising the vertical clearance over the freeway to accommodate safe freight passage and meet future traffic demands. The interchange improvements and local connectors will result in improved traffic circulation, safety and lower emissions. The PA/ED portion of this project has been completed. The estimated cost is $99 million.

SR-60 REDLANDS BOULEVARD INTERCHANGE IMPROVEMENT - CITY OF MORENO VALLEY

The State Route 60 – Redlands Boulevard Interchange Project is the secondary access point to the largest industrial logistics business park in California. The State Route 60 serves a vital role in providing goods and services to the City of Moreno Valley and throughout the Inland Empire. The improvements to the interchange will address deficiencies on a regional scale to the State Route 60 corridor. The interchange improvements will include reconstruction of the westbound and eastbound on/off-ramps, raising the vertical clearance over the freeway to accommodate safe freight passage and meet future traffic demands. The interchange improvements and local connectors will result in improved pg. 32 traffic circulation, safety and lower emissions. The PA/ED portion of this project is currently being developed. The estimated cost is $67 million.

CITYWIDE BROADBAND INSTALLATION – CITY OF MORENO VALLEY

The City of Moreno Valley recently completed the development of a plan for the deployment of a fiber-optic broadband network designed to support economic development, online commerce, distance learning, telehealth, free public Wi-Fi throughout over 30 locations in the city, and remote work environments. Without a robust broadband network, the City will struggle to attract and retain businesses and jobs, all of which are critical components to the City's economic health. The plan's high-level design of a fiber-optic network includes a layout of routing, possible construction methods, and footages connecting desired anchor institutions, community facilities, and economic development areas. Total cost to build the network is $11.7 million.

MURRIETA INNOVATION CENTER
The Murrieta Innovation Center (MIC) is a business incubator owned by the City of Murrieta and managed by Impact Southwest Riverside County. The MIC is focused on attracting and incubating new biotech industries and life-science start-ups to the city, as well as creating an ecosystem for entrepreneurship. The Murrieta Innovation Center is housed in the former Murrieta City Hall and is scheduled to undergo a remodel in 2023. Improvements will include a renovation of existing office space, wet/dry lab space and a clean room. The center has already brought the region's first genomics laboratory and is home to 10 startups, many of which have already received venture capital seed round funding. Additional funding would be used for expansion of entrepreneurial programs and resources, further building/office renovations, additional support for day-to-day operations and supplementary lab supplies & services. Project Cost - $500,000-$1,000,000.

MURRIETA DOWNTOWN PARKING
The City of Murrieta has an award winning Downtown Specific Plan and new development has been gravitating toward the area since it was adopted in 2017. The challenge facing Murrieta's Downtown is its lack of available parking. The project would include the purchase of land in the downtown area and creation of a surface level parking lot to supply the needed access to downtown. Project Cost $1,000,000.

DOWNTOWN CONFERENCE AND TRAINING CENTER - CITY OF MURRIETA
There is a dearth of sizeable conference space in the region, and this is keeping business from attracting in Southwest Riverside County. The proposed project would take City of Murrieta owned land and create a conference and business training center meant to utilize the cities' central location for business events and workforce training. This project would begin with a feasibility study and include development marketing and attraction. Project Cost - $250,000.

TRUNK MAIN LINES FOR BUSINESS PARK DEVELOPMENT - CITY OF MURRIETA
This project would bring in needed infrastructure development to support new business park and industrial development in the City of Murrieta. The vacancy rate for industrial buildings in the City has hovered near 1% for over 2 years and there is an immediate need for new construction. The development community has repeatedly cited lack of water/sewer infrastructure as a deterrent for construction. This project would bring infrastructure to the Southwest Murrieta region and open over 100 acres for development. Project Cost - $3,000,000.

KELLER ROAD INTERCHANGE - CITY OF MURRIETA
The Keller Road Interchange off the I-215 will provide needed access to major medical centers like Kaiser Permanente, Loma Linda University Medical Center – Murrieta, and HealthSouth. This will also open new development opportunities for the Keller Road corridor.

THE NORTH SHORE YACHT CLUB HARBOR REHABILITATION PROJECT

We propose the rehabilitation of the marina connected to the North Shore Yacht Club on the northeast shore of the Salton Sea. Due to lower sea elevations, accumulations of mud and silt, and marina disrepair, there are no launch points for federal and state research vessels thus harming their ability to meet their mandated monitoring and reporting requirements.

The goal of the project is to restore accessible boat launching to the Salton Sea for public agencies. In the future this restored access will also eventually facilitate recreation and boat access to the sea for local communities and tourists. $448,148.80

OASIS: OPPORTUNITIES TO ADVANCED SUSTAINABILITY INNOVATION AND SOCIAL INCLUSION

The OASIS Hub is a regional economic development initiative envisioned as a combination of research laboratories, technology incubator, training facilities, and community spaces dispersed around the region that will catalyze research partnerships, technology transfer and the creation, attraction, and growth of innovation-based companies to the region.

The Hub will offer a welcoming and inclusive setting that inspires the next generation of diverse STEM and business leaders. OASIS aims to anchor a cluster of diverse stakeholders and strategic stakeholders, including the California Air Resources Board (CARB), the County of Riverside, and other community partners to activate and accelerate the growth of innovation clusters around logistics, agriculture, air quality and resource management.

The OASIS Hub will leverage the research expertise and human talent from the University of California Riverside and other universities and community college in the region in areas related to sustainability, training and job creation, and health disparity. Social mobility, inclusion, and equity are hallmark features of OASIS and its partners. Companies, non-profit organizations, and community groups that focus on corporate responsibility, sustainable development and social equity and inclusion are expected to be key members of the OASIS Hub too.

The first Phase for the implementation of OASIS is the construction of the OASIS Clean Tech Park to be in proximity to CARB and outside of University premises. Including in the OASIS initiative is the creation of the OASIS Incubator a regional engine to accelerate the creation, growth, and attraction of sustainable companies to the Inland Empire. The OASIS Incubator aims at providing incubator space, access to capital and specialized mentorship to innovative companies in the region.

PALM DESERT iHUB

The Palm Desert iHUB is a collaboration between the City of Palm Desert, the Coachella Valley Economic Partnership (CVEP), and California State University San Bernardino (CSUSB). The iHUB grew out of the City's 2018 Economic Development Strategic Plan which recommended cultivating high wage jobs to diversify the local economy. As a result, City of Palm Desert spent $1.4 million to build-out the technology focused Palm Desert

iHub campus and contracts with CVEP to manage the property and the iHub business incubator program.

Additionally, CSUSB leases a portion of the space as part of the cybersecurity program that it established at its Palm Desert Campus as part of a $749,000 National Science Foundation grant to increase the level of diversity among students enrolled in cybersecurity programs. Through this unique partnership, the Palm Desert iHub offers three distinct programs in one facility, all to improve the regional economy through education, coworking space, and business incubation.

Education: Located at the Palm Desert iHub are Cal State Palm Desert's newest high-demand degree programs to the Coachella Valley: Cybersecurity, Entrepreneurship, and Hospitality Management.
Co-working Space: The Palm Desert iHub offers: Symmetrical bandwidth at speeds of up to 1Gbps.
Business Incubation: Early-stage startups in targeted, high-growth business sectors – such as cleantech, app development, healthcare innovation, cybersecurity, and more – can take advantage of the benefits of co-working space plus the value-added benefits of being accepted as a client into the iHub program. iHub program advisors assist early-stage startups with identifying target markets, developing accurate projections, becoming investment-ready, and other guidance as the business prepares for launch or commercialization.

PALM DESERT BROADBAND CAPABILITY
The City is developing a broadband master plan that identifies key locations, including the downtown area, where wireless and/or wireline access to broadband and online services should be made available.

This initiative may include Wi-Fi hot spots, enhanced library services, public kiosks and other recommendations for improving access to telecommunications resources and Internet delivered/enabled services for all Palm Desert residents.

We are reviewing financial resources and implementation scenarios for the initiative. Broadband will support many areas, including a variety of businesses including STEM businesses, novel technology, advanced technology, as well as defense and federal contractor businesses.

PALM DESERT DISCOVER PALM DESERT VISITOR CENTER
The City is developing a 3,500 square foot visitor center adjacent to City Hall and within the City's Civic Center (largest park in the Coachella Valley). The city has an estimated population of over 53,000 and does not have a dedicated visitor center. The purpose of the center is to provide a community gathering space that supports our tourism industry, our local artists, and our businesses. The location within our Civic Center Park and the connection to local and regional bicycle and pedestrian facilities, including CVLink, will promote public health and community engagement. Estimated cost is $2-$4 million plus additional funding for art specific items.

CV SYNC – CITY OF PALM DESERT
Multi-phased, regional traffic signal synchronization project including ITS infrastructure at signals and fiber optic interconnect installation including 9 roadways in Palm Desert. CVAG funding and leading the planning, design and construction - $40,000,000+.

WALK AND ROLL (BICYCLE AND PEDESTRIAN LANE IMPROVEMENT) – CITY OF PALM DESERT
Engineering, design and construction of bikeway and pedestrian improvements to fill gaps on connectivity citywide. City has completed a preliminary design study and is in the process of prioritizing improvements.

PD LINK – CITY OF PALM DESERT
Construction of on-street Class I, II, III and IV improvements along various roadways in the central city to connect CV Link to neighborhoods, shopping, and institutions. Led by the Coachella Valley Association of Governments (CVAG), CV Link is an award-winning plan to provide access for pedestrians, bicyclists, and low-speed electric vehicles (including golf carts) on a dual pathway that largely parallels Highway 111, the busiest corridor in the valley.

NORTH SPHERE PARK IMPROVEMENTS – CITY OF PALM DESERT
City of Palm Desert is in the planning stage to achieve a new regional park in the North Sphere section of the city, an area planned for significant growth through new housing and other developments. The city is gathering public input and is evaluating the location of the park and the features which may include passive open space features, as well as regional park features. Estimated cost to secure engineering firm is $1,500,000.

PALM SPRINGS NAVIGATION CENTER – CITY OF PALM SPRINGS
The City of Palm Springs and County of Riverside have agreed to partner on the development of a new Navigation Center to house and serve the needs homeless individuals. The City has purchased a 3.4-acre property that will serve as the Navigation Center. It will provide a place where individuals can seek behavioral, mental, and medical services; search for housing; and access income, benefits, and employment opportunities. It is estimated that the Navigation Center will create 28 jobs which includes: case managers, intake, data analysis and reporting, food service, security, housekeeping, grounds keepers, and living skills specialists. The City's contractor who will operate the Navigation Center is Martha's Village and Kitchen. Martha's will be working closely with residents from low-income neighborhoods to provide training and employment opportunities

RIVERSIDE ExCITE INCUBATOR EXPANSION
Riverside ExCITE is a unique incubation/acceleration program created in collaboration between business leaders, local government with representatives from both the City and County of Riverside, and local research university at UC Riverside. Riverside ExCITE is organized for the purpose of facilitating the successful incubation and acceleration of start-up companies engaged in entrepreneurial research and development of advanced

technologies with the intent to create high technology jobs in the County of Riverside. By providing a location for business synthesis, mentorship and management; access to financial resources and information; access to marketing and professional services; and technology transfer from domestic and foreign universities, organizations and governments this unique operation will increase successful start-ups in the region.
Riverside ExCITE incubator is a private non-profit entity that operates in a county-owned facility that it has outgrown due to tech companies desiring to locate in the space and the addition of co- working space. ExCITE will be relocating to a nearby county-owned facility in downtown Riverside that needs rehabilitation and general cleanup. Additionally, the facility lacks broadband capacity to serve high tech companies. The request for funding from U.S. EDA will be approximately half the cost of total project which includes construction and installation of the fiber network to the building and furniture and equipment needed to operate the incubator/accelerator. Total project cost $1,000,000. Request from U.S. EDA - $500,000

VAN BUREN SEWER PROJECT

The County of Riverside is partnering with the City of Riverside's Public Utilities department to complete an extension of the sanitary sewer system along the Van Buren corridor. Van Buren Boulevard is a major transportation arterial between the 91 and 215 freeways crossing the jurisdictions of both the County and City. There are significant development challenges within the portion of the Van Buren corridor between Wood Rd and King Ave due to a lack of sanitary sewer infrastructure. The general area of Van Buren Boulevard near the southern boundary of the City and unincorporated County has generally relied on individual septic systems for wastewater disposal which are not an adequate to support current or anticipated growth due to water quality concerns and physical factors impacting septic system performance. The installation of sanitary sewer within this zone would serve the existing community by eliminating multiple failing private septic systems as well as provide infrastructure for future economic growth. By partnering with the City, Riverside County will be able to connect unincorporated businesses and residential communities to the City's system for regional sewer collection, transmission, and treatment. The approximate amount of this project is estimated at $14,000,000 (fourteen million dollars).

RIVERSIDE COUNTY SMALL BUSINESS FINANCIAL ASSISTANCE PROGRAM - REVOLVING LOAN FUND

One of the County's main economic initiatives is focused on accelerating and growing small businesses by creating access to new sources of capital for business owners that are having trouble securing conventional business loans. To that end, the Small Business Financial Assistance Program - Revolving Loan Fund (RLF) has been established to provide businesses access to affordable capital for real property acquisition, building improvements and renovations, equipment purchases, short-term working capital, and other eligible activities.

CSA 62 RIPLEY

CSA 62 Ripley provides domestic water and sewer services to the Ripley community. The Ripley water system has recently shown levels of TCP above the state's maximum

contamination level. CSA Administration is proposing a roughly five-mile pipeline from the nearby CSA 122 Mesa Verde water system to Ripley. Engineering consultant Krieger and Stewart has completed a feasibility study analyzing this plan and confirmed that a pipeline is the most feasible long-term solution. A grant of $50,000 from the California Department of Water Resources has been awarded to CSA 62 to reimburse the costs related to the feasibility study. The CSA is also coordinating with Rural Communities Assistance Corp (RCAC) for funding and technical assistance to complete the design drawings and manage construction of the pipeline. The water quality concern must be remediated by August 31, 2023.

SB 88 is a state initiative to consolidate smaller water districts to form more feasible districts. CSA Administration and State Water Resources Control Board are developing a potential consolidation plan. SB 88 also provides for fast tracked financial assistance for districts that agree to absorb smaller districts. Ultimately, this plan could reduce costs of operations, improve efficiency, and form a more sustainable system for the provisions of domestic water and sewer to the residents of CSAs in the Palo Verde area.
Anticipated Project Costs: $4.2 Million

RIPLEY/MESA VERDE INTERCONNECTION PIPELINE
This project will interconnect the Mesa Verde Water Treatment and Distribution Plant with the Ripley Water Treatment and Distribution Plant. The primary purpose for the project is to abandon the water source currently feeding the Ripley System, which has been determined to be contaminated with TCP- 1,2,3, and provide uncontaminated water from the Mesa Verde System. The 6-mile proposed pipeline will run an 8” water line from Mesa Verde, north of the 10 freeway, south to Ripley along CA State Route 78 (Neighbors Blvd). This infrastructure improvement will bring sufficient water service to the region, potentially spurring economic development by incentivizing investment along CA State Route 78.

IDYLLWILD COMMUNITY RESTROOM PROJECT
The unincorporated community of Idyllwild, known for its world-renowned music and arts instruction, natural scenic beauty and downtown historic district, has been one of the gems of Riverside County since the late-19th century. Idyllwild’s primary economic driver is tourism, and due to the recent Covid-19 pandemic, there has been an enhanced push to increase tourism and access to this town and local businesses. The Office of Economic Development, in an effort to accelerate the recovery of travel, tourism and outdoor recreation, will install a public restroom facility in the core business district. The project will include acquisition and installation of a prefabricated restroom facility with two American with Disabilities Act (ADA) accessible restrooms.

EDWARD DEAN MUSEUM AND GARDENS REVITALIZATION PROJECT
The Edward-Dean Museum and Gardens was created by Edward Eberle and Dean Stout with most structures being erected in 1957 and given to the County of Riverside in 1964. The Edward-Dean Museum is a historic house that is committed to preserving its collection of 16th to 19th century decorative arts while offering social, cultural, and educational enrichment. The project proposes to expand promotion, advertising, and marketing of the destination for tourists and community members alike. Revitalization

improvements include septic upgrades, water quality and drainage improvements, hazardous material mitigation, Americans with Disabilities Act (ADA) compliance upgrades, three public restroom improvements, roof replacement of the museum, interior museum flooring, exterior restoration to include paint, new lighting, landscape, driveway, signage, and parking improvements.

IMAGING CENTER – SAN GORGONIO MEMORIAL HOSPITAL
Replacement of aged and broken imaging equipment with new and innovative imaging modalities and their optimization, characterization, preclinical and clinical evaluation opportunities. The Imaging Center will be able to provide soft tissue screening such as Mammography, X-Rays, and CT scans. This project includes minor construction, and the purchase of imaging equipment that will provide innovative methods for interventional radiology and techniques for improved image guided diagnosis. Cost - $6,000,000

STROKE CENTER – SAN GORGONIO MEMORIAL HOSPITAL
Replacement of the old broken equipment imaging equipment with new equipment, and innovative methods for image acquisition, display, transmission, and computer assisted analysis. This equipment and new applications will have a significant positive community wide impact for stroke and cancer screening, diagnosis and treatment. The Stroke Center will have new MRI equipment and includes minor construction. Cost - $6,000,000

BOILER ROOM INFRASTRUCTURE – SANITATION IMPROVEMENTS – SAN GORGONIO MEMORIAL HOSPITAL
This project will add a Boiler to the Hospitals Utilities that is powered from the electrical grid and connected to the Hospitals Backup Generator. Currently the Hospital can provide clean water and sanitation techniques as long as the Natural Gas that powers the boilers continues to flow. However, a natural disaster such as an earthquake would close the pipeline for months causing the hospital to shut its doors. These catastrophic events can be eliminated by adding one (1) Boiler to the existing system that is powered by an existing Backup Generator allowing the Hospital to remain open during natural and man-made disasters. Cost - $2,000,000

SAN JACINTO RIVER LEVEE
The five-mile San Jacinto River Levee is a joint City of San Jacinto/County of Riverside Flood Control and Water Conservation Agency project which will provide all weather access into and out of the San Jacinto Valley by removing Sanderson Avenue, the Sanderson Avenue and Ramona Expressway intersection, and State Street from the San Jacinto River 100-year floodplain. The Levee will also reduce the amount of dairy and agricultural land affected by flooding that cause pollutants from these facilities to affect downstream receiving water. Finally, the project will constitute implementation of the 1975 Flood Control Master Plan for the Lower San Jacinto River Basin as well as allow the implementation of the City's General Plan by making approximately 1,700 acres of agricultural land available for residential, commercial, and industrial development in the gateway area. The project design is nearing completion and the draft Environmental Impact Report is slated to be circulated by summer 2014. Construction will take

approximately 9 months to complete. Anticipated project cost: $50 million. Number of jobs: 5,482

SAN JACINTO BACKBONE SEWER AND WATER SYSTEM

The San Jacinto Gateway backbone sewer and water system was designed in the mid 2000's. The portion of the Gateway project lying north of the Casa Loma Syphon (MWD facility) and the future alignment of the Mid County Parkway is served by a system that was designed and approved by the Eastern Municipal Water District in 2007. The sewer system was sized to accept anticipated flows form the Gateway project at build-out. A water system was designed (12" diameter) in Ramona Expressway and terminates at Odell Avenue as well. The proposed water system connects to an existing waterline in Sanderson Avenue. That portion of the Gateway project lying south of Casa Loma Syphon and Mid County Parkway is served by a system designed in Ramona Boulevard. The sewer system was designed form the De Anza Lift Station, south in Sanderson Avenue and west in Ramona Boulevard. The Ramona Boulevard system terminates at Warren Road. The Ramona Boulevard system is sized and designed at a depth to accommodate the Gateway project at build-out. A waterline was designed in Ramona Boulevard from Sanderson Avenue to Warren Road and was sized to accommodate the Gateway project at build-out as well. Waterline interconnections were designed between Ramona Expressway and Ramona Boulevard at Cawston Avenue and Odell Avenue. Total project is anticipated to be approximately $10 million.

SALTON SEA AUTHORITY PREFERRED PROJECT: A VISION FOR THE FUTURE-RIVERSIDE COUNTY

The Salton Sea Authority's project objective is to achieve the habitat restoration and air and water quality goals set out in State and Federal legislation, while simultaneously meeting the needs of the residents of the region, local property owners, and civic leaders in the Imperial, Coachella and Mexicali Valleys. These interests desire a large, sustainable recreational lake with reduced odor that serves as a Catalyst for regional economic development. This lake would also provide critical habitat values as it has in the past. Historically, the Salton Sea fish population has been an important food source for resident birds and those migrating along the Pacific Flyway. A variation of the Authority's proposed project design was considered as an alternative in the separate Salton Sea restoration project feasibility studies that were conducted concurrently by the Resources Agency of the State of California and the U.S. Bureau of Reclamation.

TEMECULA VALLEY ENTREPRENEURS EXCHANGE

Opened in November 2014, the City of Temecula's "Temecula Valley Entrepreneur Exchange" is an incubator and regional business resource center that fosters business growth and economic vitality for entrepreneurs. The incubator's goal is to grow and strengthen the local technology sector to bring high-wage jobs to the area. The business resource center provides general business workshops and consultations to assist business owners in starting and growing their business. The program is funded by the City of Temecula. The City has partnered with the Economic Development Coalition of Southwest California, Inland Empire Small Business Development Center and Temecula Valley Chamber of Commerce for this program. Currently 12 technology-focused startups

are participating in the incubator program, and the resource center provides over 100 workshops annually.

TWENTY-NINE PALMS BAND OF MISSION INDIANS – ECONOMIC DEVELOPMENT MASTER PLAN

The Twenty-Nine Palms Indian Reservation is in eastern Coachella Valley. The Coachella Reservation Section is in line with transportation corridors (Interstate 10, Highway 86, and consists of 290 acres. The Tribe has the Spotlight 29 and Tortoise Rock Casinos, which employee over 800 full-time/part-time employees. Aside from gaming, the Tribe is looking to diversify its economic portfolio by performing a master planning and feasibility project to identify business and job creation opportunities, increase governmental capacity and infrastructure. An economic development planner is needed to develop a comprehensive economic planning strategy with tribal leadership, upper management and stakeholders.

WESTERN EMERGENCY OPERATIONS CENTER RENOVATION

The project consists of 16,826 square foot office building renovation in the City of Riverside to establish a new Western County Emergency Operation Center (EOC). The new EOC would serve to provide coordinated coverage and management for first responder agencies throughout Riverside County in emergent and catastrophic events. Residents and businesses throughout the County will benefit through improved public safety. The building will also serve to house administrative functions of EMD and will be improved accordingly. $7,000,000

RESOLUTION NO. 25-XX

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF EASTVALE, CALIFORNIA, ADOPTING THE LIST OF INFRASTRUCTURE AND PLANNING PROJECTS TO BE INCLUDED IN THE 2024-2029 RIVERSIDE COUNTY COMPREHENSIVE ECONOMIC DEVELOPMENT STRATEGY PLAN

WHEREAS, the U.S. Economic Development Administration (EDA) provides a wide variety of assistance and grants for local jurisdictions to implement infrastructure and planning projects that are related to economic development;

WHEREAS, a jurisdiction must adopt a Comprehensive Economic Development Strategy Plan that includes the names of specific infrastructure and planning projects in order to quality for EDA assistance and grants;

WHEREAS, the County of Riverside adopts a Comprehensive Economic Development Strategy Plan every five years and is in the process of developing the 2024-2029 Riverside County Comprehensive Economic Development Strategy Plan;

WHEREAS, Riverside County cities are invited to include relevant projects and programs that may be eligible for existing and future EDA funding in the 2024-2029 Riverside County Comprehensive Economic Development Strategy Plan.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF EASTVALE, CALIFORNIA APPROVES THE FOLLOWING INFRASTRUCTURE AND PLANNING PROJECTS TO BE INCLUDED IN THE 2024-2029 RIVERSIDE COUNTY COMPREHENSIVE ECONOMIC DEVELOPMENT STRATEGY PLAN:

Chandler Area Specific Plan
Developing a Specific Plan to guide the development and enhancement of the Chandler Neighborhood in Eastvale. The Specific Plan will provide detailed guidance for future development in the Chandler Area, increase development potential by creating more certainty for residents, developers, businesses, and stakeholders, and include various opportunities for public involvement.

Citrus Property Feasibility Study
Conducting a feasibility study for the City's 22-acre Citrus Property in accordance with the City's 2040 General Plan, which would transform the Citrus Property into a community gathering hub that includes various amenities such as event spaces, park spaces, and other open space uses.

Civic Center Project
A project to construction a new City Hall, a new Library, and a new Police Station located in the southeast quadrant of the Leal Master Plan. The Library will be operated by the

County of Riverside Library System and the Police Station will be operated by the Riverside County Sheriff's Department. The Civic Center will be a community- serving and welcoming place, serving as a destination where people can connect and prosper.

Hamner Avenue Beautification Project
Design and install landscape median along Hamner Avenue between 65th Street and Schleisman Road to close the gap of landscape median along Hamner Avenue within the City limits. The project is estimated to start after Hamner Avenue Traffic Signal is synchronized.

Improvement of Trail Network Connectivity
Design and construction of nearly 5 miles of trails running along Scholar Way and Harrison Avenue, utilizing excess right-of-way rather than impacting vehicle circulation/travel lanes. The project will provide dedicated space for people to bike and walk from northern City limits to the Santa Ana River trails, connecting to schools, parks, retail, and neighborhoods.

Public Works Yard Facility Project
Build a maintenance yard facility for City's miscellaneous equipment and operations, which can support streets maintenance and other Public Works projects and initiatives.

Schleisman Road Mobility, Safety, and Connectivity Project
Design and construction of Schleisman Road between Hamner Avenue and Sumner Avenue to include all-inclusive, all ages and abilities Class I trail/pathways in existing roadway to enhance mobility, safety, and connectivity.

Third Fire Station
A project to construct a Fire Station located in the southeast commercial quadrant of the Leal Master Plan. The Fire Station (to be operated by the Riverside County/CalFIRE) will provide service to the northern portion of the City of Eastvale within proximity to the Downtown Leal Project and immediate response to the residents and businesses adjacent to the I-15 Corridor.

Traffic Signal Improvement at Sumner Avenue and 68th Street
Design and install traffic signals at the intersection of Sumner Avenue and 68th Street, thereby increasing the capacity of the intersection to handle traffic and reduce the number of potential accidents.

Zoning Code Update
Update the City's Zoning Code to promote community livability, balance the City's development uses, and increase the efficiency of the City's land use.

PASSED, APPROVED AND ADOPTED this 8th day of January, 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, Government Services Director/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 8th day of January 2025, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

_____

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

CITY OF EASTVALE

AGENDA STAFF REPORT

City Council Meeting
CONSENT CALENDAR
Agenda Item No. 11.8
January 8, 2025

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

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Prepared By:

Samantha Greven, Management Analyst

Recommended Action(s)

Staff recommends that the City Council:

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

Summary

A Supplemental Agreement has been received from the County of Riverside Department of Housing and Workforce Solutions (HWS) regarding the Community Development Block Grant (CDBG) 2024-2025 projects:

- YMCA Senior Health and Wellness Program - $15,000
- City of Eastvale Home Enhancement Program - $143,629

As the YMCA Senior Health and Wellness Program will utilize the City of Eastvale's 2024-2025 Community Development Block Grant funding, the City has also prepared a Subrecipient Agreement. A Subrecipient Agreement is not necessary for the Home Enhancement Program as this is an existing County of Riverside program and the County will manage all aspects of the program.

Background

The Community Development Block Grant (CDBG) is a Federally funded block grant program created by Congress in 1974. CDBG grants are awarded to local governments and non-profit sponsors to carry out community development activities by providing decent housing, a suitable living environment, and opportunities to expand economic opportunities, principally for low-and moderate-income persons. CDBG funds are allocated by the U.S. Department of Housing and Urban Development (HUD) to state and local governments on a yearly basis with the goal of developing activities directed toward revitalizing neighborhoods, economic development, and providing improved community facilities and services.

City Council elected to allocate $15,000 of Eastvale's FY 24/25 CDBG funding to the Corona-Norco Family YMCA (YMCA) for their Senior Health and Wellness Program, and then designated the entirety of the remaining funds ($143,629) to the County of Riverside Home Enhancement Program (HEP).

SUPPLEMENTAL AGREEMENT

The County of Riverside has issued the Supplemental Agreement for the 2024-2025 CDBG program year. This agreement details the reporting requirements and funding drawdown procedures for the City of Eastvale’s approved CDBG projects. By formalizing the partnership between the County of Riverside and the City of Eastvale, the agreement enables both entities to advance the funding and implementation of these programs.

SUBRECIPIENT AGREEMENT

The City of Eastvale has prepared the Subrecipient Agreement for the 2024-2025 CDBG YMCA Senior Health and Wellness Program. This agreement specifies the reporting requirements and funding drawdown procedures for the project. It establishes a partnership between the City of Eastvale and the Corona-Norco Family YMCA, enabling the YMCA to deliver CDBG-funded activities to Eastvale residents while clearly defining the city's expectations.

Environmental

Approving and authorizing the execution of agreements for the 2024-2025 CDBG program year is not a project pursuant to the California Environmental Quality Act (CEQA) and no environmental review is required.

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

Leverage grant funding.

Fiscal Impact

The County of Riverside Department of Housing and Workforce Solutions (HWS) has agreed to pay the City of Eastvale $15,000 in CDBG funding which can be used for the YMCA Senior Health and Wellness project. Funds will not be disbursed to the city until reimbursement is requested by the city. Funds cannot be utilized until the city receives a signed incur cost letter from Riverside County.

Budget will be appropriated at that time.

HWS will make available $143,629 in CDBG funding to the County of Riverside's Home Enhancement Program (HEP) to be used by Eastvale residents. As this is a County of Riverside program, funding will not be disbursed to the city and budget will not be appropriated.

Prior City Council/Commission Action

November 13, 2024 - City Council allocated the entirety of Eastvale's 2025-2026 CDBG allocation to the County of Riverside Home Enhancement Program (HEP).

November 8, 2023 – City Council elected to approve and adopt Eastvale's 2024-2029 five-year HUD-CPD funding priorities as: Americans with Disabilities Act (ADA) Improvements, Library Services, Senior Services, Youth Services, Home Improvement Services. City Council also allocated $15,000 of the FY 24/25 CDBG funding to the Corona-Norco Family YMCA for their Senior Health and Wellness Program, and then designated the entirety of the remaining funds ($143,629) to the County of Riverside Home Enhancement Program (HEP).

March 22, 2023 - City Council established funding priorities for the 2024-2025 CDBG Program Year as: Americans with Disabilities Act (ADA) Improvements, Library Services, Senior Services, Youth Services, and Home Improvement Services.

Attachment(s)

Attachment 1 - Supplemental Agreement
Attachment 2 - YMCA Subrecipient Agreement

File No.: 2.EV.22-24, 2.EV.23-24

SUPPLEMENTAL AGREEMENT FOR THE USE OF
2024-2025 COMMUNITY DEVELOPMENT BLOCK GRANT FUNDS

This Supplemental Agreement ("Agreement") is entered into by and between the COUNTY OF RIVERSIDE, a political subdivision of the State of California, herein called, "COUNTY," and the **CITY OF EASTVALE**, a political subdivision of the State of California, herein called "CITY." COUNTY and CITY are collectively referred to as "Parties" and individually as "Party."

The COUNTY and CITY mutually agree as follows:

1. GENERAL. COUNTY and CITY have executed a Cooperation Agreement, dated July 24, 2023 ("Cooperation Agreement"), whereby CITY elected to participate with COUNTY, which has qualified as an "Urban County" for purposes of receiving Community Development Block Grant (CDBG) funds ("CDBG"), and to assist and undertake essential community development and housing assistance activities pursuant to the Housing and Community Development Act of 1974, Title 1, as amended, Public Law 93-383 hereinafter referred to as "Act." Said Cooperation Agreement, dated July 24, 2023, is incorporated herein by reference, and made a part of this Agreement as if each and every provision was set forth herein.

2. PURPOSE. CITY has been allocated **$158,629** in CDBG Entitlement funds for the 2024-2025 CDBG program year. CITY promises and agrees to undertake and assist with the community development activities, within its jurisdiction, by utilizing the sum of **$158,629** CDBG Entitlement Funds, as specifically identified in Exhibit(s) A, and B, attached hereto, and are incorporated herein by this reference, for the following project(s) (collectively, the "Projects"):

A) 2.EV.22-24 YMCA Senior Health and Wellness Program, $15,000.

B) 2.EV.23-24 City of Eastvale Home Enhancement Program, $143,629.

3. TERM OF AGREEMENT. The term of this Agreement for the implementation of the Project(s) shall be for a period of one (1) year from July 1, 2024, to termination on June 30, 2025.

4. COMPLETION SCHEDULE. CITY shall proceed consistent with the completion schedule set forth in Exhibit(s) A, and B, attached hereto and incorporated herein.

5. EXTENSION OF TIME. In the event the Project(s) are not substantially completed by the time set forth in the applicable completion schedule(s) due to a force majeure event (See Section 40 below), the COUNTY may consider extending the schedule for the completion of the project(s). Times of performance for other activities may also be extended in writing by COUNTY. If substantial progress toward completion in conformance with the completion schedule, as determined by COUNTY in its discretion, of the project(s) not made during the term of this Supplemental Agreement, COUNTY may suspend or terminate this Supplemental Agreement pursuant to the termination procedures set forth in the section titled "Termination," and the entitlement funds associated with the Project(s) may be reprogrammed by the COUNTY after appropriate notice is provided to the City.

6. LETTER TO PROCEED. CITY shall not initiate nor incur expenses for the CDBG-funded Projects or activities covered under the terms of this Supplemental Agreement as set forth in Exhibit(s) A, and B, attached hereto, prior to receiving written authorization from COUNTY to proceed.

7. NOTICES. Each notice, request, demand, consent, approval or other communication (hereinafter in this Section referred to collectively as “notices” and referred to singly as a “notice”) which the CITY or COUNTY is required or permitted to give to the other party pursuant to this Agreement shall be in writing and shall be deemed to have been duly and sufficiently given if: (a) personally delivered with proof of delivery thereof (any notice so delivered shall be deemed to have been received at the time so delivered); or (b) sent by Federal Express (or other similar national overnight courier) designating early morning delivery (any notice so delivered shall be deemed to have been received on the next Business Day following receipt by the courier); or (c) sent by United States registered or certified mail, return receipt requested, postage prepaid, at a post office regularly maintained by the United States Postal Service (any notice so sent shall be deemed to have been received two days after mailing in the United States), addressed to the respective parties as follows:

COUNTY	CITY
Heidi Marshall, Director	Mark Orme, City Manager
Riverside County HWS	City of Eastvale
P.O. Box 1528	12363 Limonite Avenue, Suite 910
Riverside, CA 92502	Eastvale, CA 91752

8. DISBURSEMENT OF FUNDS.

A. COUNTY's Board of Supervisors shall determine the final disposition and distribution of all funds received by COUNTY under the Act consistent with Sections 2 and 3 of this Supplemental Agreement. COUNTY, through its Department of Housing, and Workforce Solutions, shall make payment of the CDBG funds to CITY as set forth in the attached Exhibit(s) A, and B. It is the CITY's responsibility to monitor all project activities set forth in the attached Exhibit(s) A and B, and to ensure compliance with applicable federal regulations and the terms of this Supplemental Agreement.

B. CITY shall comply with timely drawdown of CDBG Entitlement funding by expeditiously implementing and completing the COUNTY-approved, CDBG-funded Projects. CITY acknowledges that CITY's drawdown performance directly impacts the COUNTY's overall program drawdown rate. If the CITY's unobligated CDBG fund balance, as of January 31, 2025, exceeds one hundred and seventy-five percent (175%) of the CITY's 2024-2025 CDBG allocation, the COUNTY may, in its sole discretion, take the necessary administrative actions to reduce the CITY's CDBG fund balance. Necessary actions include, but are not limited to, reprogramming the excess CDBG fund balance to other eligible activities as selected by COUNTY. COUNTY may, in its sole and absolute discretion, authorize CITY in writing, prior to January 31, 2025, to exceed the CDBG fund balance requirement.

C. CITY shall comply with timely drawdown of CDBG funds by submitting monthly requests for reimbursement or other COUNTY approved reimbursement schedules. All disbursements of CDBG funds will be on a reimbursement basis and made within thirty (30) days after the COUNTY has received the CITY's reimbursement request including documentation supporting expenditures.

D. All authorized obligations incurred in the performance of the Supplemental Agreement for projects eligible under the following CDBG regulations must be reported in writing to COUNTY no later than June 1, 2025:

1. Acquisition [24 Code of Federal Regulations (CFR) 570.201 (a)]
2. Clearance Activities [24 CFR 570.201 (d)]
3. Interim Assistance [24 CFR 570.201 (f)]
4. Code Enforcement [24 CFR 570.202 (c)]

All public service activities [24 CFR 570.201 (e)] and other eligible activities under this Supplemental Agreement must be implemented, completed, and obligations reported in writing to the COUNTY by the CITY no later than the completion schedules set forth in the attached Exhibits to this Supplemental Agreement. ”CFR” as used herein refers to the Code of Federal Regulations.

9. RECORDS AND INSPECTIONS.

A. CITY shall establish and maintain financial, programmatic, statistical, and other supporting records of its operations and financial activities in accordance with the Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (2 CFR Part 200), and 24 CFR Section 570.502 (a), as they relate to the acceptance and use of federal funds under this Agreement. Said records shall be retained for a period of four (4) years from the date that the activity or program funded with the CDBG Grant is closed out by the COUNTY and reported as complete in the Comprehensive Annual Performance and Evaluation Report (CAPER). Exceptions to the four (4) year retention period requirement, pursuant to 2 CFR 200.333 include, but not limited to, the following:

i. if any litigation, claim, or audit is started prior to the expiration of the four (4) year period;

ii. when the CITY is notified in writing by the COUNTY, HUD, or other Federal agency to extend the retention period;

iii. records for real property and equipment acquired with CDBG funds must be retained for four (4) years after final disposition;

iv. when the records are transferred by the CITY to the COUNTY, HUD, or other Federal agency, the four (4) year period is not applicable.

B. CITY shall obtain an external audit in accordance with the Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (2 CFR Section 200.500). Audits shall usually be performed annually but not less frequently than every two years. Nonprofit institutions and government agencies that expend less than $750,000 a year in Federal awards are exempt from Federal audit requirements, but records must be available for review by appropriate officials of the Federal grantor agency or subgranting entity. The audit report shall be submitted to the COUNTY within 180 days after the end of the COUNTY'S fiscal year.

C. CITY shall maintain a separate account for the CITY'S CDBG Entitlement funds received as set forth in Exhibit(s) A, and B attached hereto.

D. Pursuant to 2 CFR 200.336, CITY shall, during the normal business hours, make available to COUNTY, the U.S. Department of Housing and Urban Development (HUD), or other authorized representative, for the examination and copying, all of its records and other materials with respect to matters covered by this Agreement and provide reasonable access to CITY staff for the purpose of interview and discussion related to the records and documents.

E. CITY shall not retain any program income as defined in 24 CFR 570.500. Said program income shall be used only for the activities that are the subject of this Agreement. Further, all provisions of this Agreement shall apply to such activities.

F. The CITY shall ensure that at least fifty-one percent (51%) of the persons benefiting from all CDBG-funded activities or projects designated as serving limited clientele [24 CFR 570.208(a)(2)(i)] are of low and moderate-income and meet the applicable household income guidelines. The CITY shall provide the required income certification and direct benefit documentation, in writing, to the COUNTY pursuant to the reporting requirement of each activity as set forth in Exhibit(s) A, and B, attached hereto. In the event that CITY engages the services of a sub-contractor to implement CDBG-funded activities, the CITY must collect, in writing, all required income certification and direct benefit documentation from subcontractors prior to submittal to the COUNTY pursuant to the reporting requirement of each activity as set forth in Exhibit(s) A, and B, attached hereto.

10. COMPLIANCE WITH LAWS. CITY shall comply with all applicable federal, state, and local laws, regulations, and ordinances and any amendments thereto and the federal regulations and guidelines now or hereafter enacted pursuant to the Act. More particularly, CITY is to comply with those regulations found in the Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (2 CFR Part 200), and 24 CFR Part 570. CITY is to abide by the provisions of the Community Development Block Grant Manual, prepared by COUNTY and cited in the above-mentioned Cooperation Agreement. CITY shall comply, if applicable, with Section 3 of the Housing & Urban Development Act of 1968 (12 U.S.C.A. Section 1701u), as amended, a copy of which is attached hereto as Exhibit "S", and incorporated herein by this reference. CITY shall adhere to the regulations as set forth in Exhibit "R", attached hereto and incorporated herein by this reference,

pertaining to inherently religious activities. CITY shall comply with the Additional Federal Requirements, if applicable, attached hereto as Exhibit "AFR", and incorporated herein by this reference.

11. COOPERATION WITH HOUSING ACTIVITIES. CITY shall cooperate with COUNTY in undertaking essential community development and housing assistance activities, specifically urban renewal and public assistance housing, and shall assist COUNTY in implementing and undertaking the goals and strategies identified in the 2024-2029 Five Year Consolidated Plan, pursuant to 24 CFR Part 91 and other requirements of the Community Development Block Grant Program.

12. LEAD AGENCY FOR COMPLIANCE WITH THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA). Pursuant to Title 14 CCR Section 1501(d), the CITY is designated as the lead agency for the projects that are the subject matter of this Supplemental Agreement.

13. HOLD HARMLESS AND INDEMNIFICATION. In contemplation of the provisions of Section 895.2 of the California Government Code imposing certain tort liability jointly upon public entities solely by reason of such entities being parties to an agreement as defined by Section 895 of the Code, the Parties hereto, pursuant to the authorization contained in Section 895.4 and 895.6 of the Code, agree that each Party shall be liable for any damages including, but not limited to, claims, demands, losses, liabilities, costs and expenses including reasonable attorneys' fees, resulting from the negligent or wrongful acts or omissions of their employees or agents in the performance of this Agreement, and each Party shall indemnify, defend and hold harmless the other Parties from such claims, demands, damages, losses or liabilities for their negligence.

The hold harmless and indemnification obligations set forth herein shall survive the termination and expiration of this Agreement. In the event there is conflict between this clause and California Civil Code Section 2782, this clause shall be interpreted to comply with Civil Code 2782. Such interpretation shall not relieve the CITY from indemnifying the Indemnitees to the fullest extent allowed by law.

14. INSURANCE. Without limiting or diminishing the CITY's obligation to indemnify or hold the COUNTY harmless, CITY shall procure and maintain or cause to be maintained, at its sole cost and expense, the following insurance coverage's during the term of this Agreement. As respects to the

insurance section only, the COUNTY herein refers to the County of Riverside, its Agencies, Districts, Special Districts, and Departments, their respective directors, officers, Board of COUNTY OF RIVERSIDE Supervisors, employees, elected or appointed officials, agents, or representatives as Additional Insureds

a. Workers' Compensation:

If the CITY has employees as defined by the State of California, the CITY shall maintain statutory Workers' Compensation Insurance (Coverage A) as prescribed by the laws of the State of California. Policy shall include Employers' Liability (Coverage B) including Occupational Disease with limits not less than $1,000,000 per person per accident. The policy shall be endorsed to waive subrogation in favor of the County of Riverside.

b. Commercial General Liability:

Commercial General Liability insurance coverage, including but not limited to, premises liability, contractual liability, products and completed operations liability, personal and advertising injury, and cross liability coverage, covering claims which may arise from or out of CITY'S performance of its obligations hereunder. Policy shall name the County of Riverside as Additional Insured. Policy's limit of liability shall not be less than $2,000,000 per occurrence combined single limit. If such insurance contains a general aggregate limit, it shall apply separately to this agreement or be no less than two (2) times the occurrence limit.b.1

Sexual Abuse or Molestation (SAM) Liability:

If the work will include contact with minors, and the Commercial General Liability policy is not endorsed to include affirmative coverage for sexual abuse or molestation, Vendor/Contractor shall obtain and maintain a policy covering Sexual Abuse and Molestation with a limit no less than $2,000,000 per occurrence or claim.

c. Vehicle Liability:

If vehicles or mobile equipment are used in the performance of the obligations under this Agreement, then CITY shall maintain liability insurance for all owned, non-owned or hired vehicles so used in an amount not less than $1,000,000 per occurrence combined single limit. If such insurance contains a general aggregate limit, it shall apply separately to this agreement or be no less than two (2)

times the occurrence limit. Policy shall name the County of Riverside as Additional Insured.

d. General Insurance Provisions - All lines:

(i). Any insurance carrier providing insurance coverage hereunder shall be admitted to the State of California and have an A M BEST rating of not less than A: VIII (A:8) unless such requirements are waived, in writing, by the County Risk Manager. If the County's Risk Manager waives a requirement for a particular insurer such waiver is only valid for that specific insurer and only for one policy term.

(ii). The CITY must declare its insurance self-insured retentions. If such self-insured retentions exceed $500,000 per occurrence such retentions shall have the prior written consent of the County Risk Manager before the commencement of operations under this Agreement. Upon notification of self-insured retention unacceptable to the COUNTY, and at the election of the Country's Risk Manager, CITY'S carriers shall either; 1) reduce or eliminate such self-insured retention as respects this Agreement with the COUNTY, or 2) procure a bond which guarantees payment of losses and related investigations, claims administration, and defense costs and expenses.

(iii). CITY shall cause CITY'S insurance carrier(s) to furnish the County of Riverside with either 1) a properly executed original Certificate(s) of Insurance and certified original copies of Endorsements effecting coverage as required herein, and 2) if requested to do so orally or in writing by the County Risk Manager, provide original Certified copies of policies including all Endorsements and all attachments thereto, showing such insurance is in full force and effect. Further, said Certificate(s) and policies of insurance shall contain the covenant of the insurance carrier(s) that thirty (30) days written notice shall be given to the County of Riverside prior to any material modification, cancellation, expiration or reduction in coverage of such insurance. In the event of a material modification, cancellation, expiration, or reduction in coverage, this Agreement shall terminate forthwith, unless the County of Riverside receives, prior to such effective date, another properly executed original Certificate of Insurance and original copies of endorsements or certified original policies, including all endorsements and attachments thereto evidencing coverage's set forth herein and the insurance required herein is in full force and effect. CITY shall not commence operations until the

COUNTY has been furnished original Certificate (s) of Insurance and certified original copies of endorsements and if requested, certified original policies of insurance including all endorsements and any and all other attachments as required in this Section. An individual authorized by the insurance carrier to do so on its behalf shall sign the original endorsements for each policy and the Certificate of Insurance.

(iv). It is understood and agreed to by the parties hereto that the CITY'S insurance shall be construed as primary insurance, and the COUNTY'S insurance and/or deductibles and/or self-insured retention's or self-insured programs shall not be construed as contributory.

(v). If, during the term of this Agreement or any extension thereof, there is a material change in the scope of services; or, there is a material change in the equipment to be used in the performance of the scope of or, the term of this Agreement, including any extensions thereof, exceeds five (5) years, the COUNTY reserves the right to adjust the types of insurance required under this Agreement and the monetary limits of liability for the insurance coverage's currently required herein, if; in the County Risk Manager's reasonable judgment, the amount or type of insurance carried by the CITY has become inadequate.

(vi). CITY shall pass down the insurance obligations contained herein to all tiers of subcontractors working under this Agreement.

(vii). The insurance requirements contained in this Agreement may be met with a program(s) of self-insurance acceptable to the COUNTY.

(viii). CITY agrees to notify COUNTY of any claim by a third party or any incident or event that may give rise to a claim arising from the performance of this Agreement.

15. <u>INDEPENDENT CONTRACTOR</u>. The CITY is, for purposes relating to this Supplemental Agreement, an independent contractor and shall not be deemed an employee of the COUNTY. It is expressly understood and agreed that the CITY (including its employees, agents and subcontractor's) shall in no event be entitled to any benefits to which the COUNTY employees are entitled, including but not limited to overtime, any retirement benefits, worker's compensation benefits, and injury leave or other leave benefits. There shall be no employer-employee relationship between the parties; and the CITY shall hold the COUNTY harmless from any and all claims that may be made

against the COUNTY based upon any contention by a third party that an employer-employee relationship exists by reason of this Supplemental Agreement. It is further understood and agreed by the parties that the CITY in the performance of this Supplemental Agreement is subject to the control or direction of the COUNTY merely as to the results to be accomplished and not as to the means and methods for accomplishing the results.

16. NONDISCRIMINATION. CITY shall abide by 24 CFR Sections 570.601 and 570.602 of Title 24 of the Code of Federal Regulations which requires that no person in the United States shall on the grounds of race, color, national origin, sex, sexual orientation, gender identity, or veterans status be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity funded in whole or in part with Community Development funds.

CITY shall abide by and include in any subcontracts to perform work under this Supplemental Agreement, the following clause:

> "During the performance of this Supplemental Agreement, CITY and its subcontractors shall not unlawfully discriminate against any employee or applicant for employment because of race, religion, color, national origin, ancestry, physical disability, medical condition, marital status, veterans status, sexual orientation, gender identity, age (over 40) or sex. CITY and subcontractors shall insure that the evaluation and treatment of their employees and applicants for employment are free of such discrimination. CITY and subcontractors shall comply with the provisions of the Fair Employment and Housing Act (California Government Code Section 12900 et seq.). The applicable regulations of the Fair Employment and Housing Commission are implementing California Government Code Section 12990 et seq., set forth in Chapter 1 of Division 4.1 of Title 2 of the California Administrative Code are incorporated into this Agreement by reference and made a part hereof as if set forth in full. CITY and its subcontractors shall give written notice of their obligations under this clause to labor organizations with which they have a collective bargaining or other agreement."

17. PROHIBITION AGAINST CONFLICTS OF INTEREST

A. CITY and its assigns, employees, agents, consultants, officers and elected and appointed officials shall become familiar with and shall comply with the Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (2 CFR Part 200) and the

CDBG regulations prohibiting conflicts of interest contained in 24 CFR 570.611.

B. The Subrecipient shall maintain a written code or standards of conduct that shall govern the performance of its officers, employees or agents engaged in the award and administration of contracts supported by Federal funds.

C. No employee, officer or agent of the Subrecipient shall participate in the selection, or in the award, or administration of, a contract supported by Federal funds if a conflict of interest, real or apparent, would be involved.

D. No covered persons who exercise or have exercised any functions or responsibilities with respect to CDBG-assisted activities, or who are in a position to participate in a decision-making process or gain inside information with regard to such activities, may obtain a financial interest in any contract, or have a financial interest in any contract, subcontract, or agreement with respect to the CDBG-assisted activity, or with respect to the proceeds from the CDBG-assisted activity, either for themselves or those with whom they have business or immediate family ties, during their tenure or for a period of one (1) year thereafter. For purposes of this paragraph, a "covered person" includes any person who is an employee, agent, consultant, officer, or elected or appointed official of the Grantee, the Subrecipient, or any designated public agency.

E. CITY understands and agrees that no waiver of exception can be granted to the prohibition against conflict of interest except upon written approval of HUD pursuant to 24 CFR 570.611(d). Any request by CITY for an exception shall first be reviewed by COUNTY to determine whether such request is appropriate for submission to HUD in the COUNTY'S sole and absolute discretion. In determining whether such request is appropriate for submission to HUD, COUNTY will consider the factors listed in 24 CFR 570.611(d)(2).

F. Prior to the distribution of any CDBG funding under this Supplemental Agreement, CITY shall provide COUNTY, in writing, a list of all employees, agents, consultants, officers and elected and appointed officials who are in a position to participate in a decision making process, exercise any functions or responsibilities, or gain inside information with respect to the CDBG activities funded under this Agreement. CITY shall also promptly disclose to COUNTY any potential conflict, including even the appearance of conflict that may arise with respect to the CDBG activities funded under this Supplemental Agreement.

G. Any violation of this Section 17 shall be deemed a material breach of this Supplemental Agreement, and the Supplemental Agreement shall be immediately terminated by the COUNTY.

18. LOBBYING. CITY certifies to the best of its knowledge and belief, that:

a. No federally-appropriated funds have been paid or will be paid, by or on behalf of the CITY, to any person for influencing or attempting to influence an officer or employee of any agency, a member of Congress, an officer or employee of Congress, or an employee of a member of Congress in connection with the awarding of any federal contract, the making of any federal grant, the making of any federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any federal contract, grant, loan, or cooperative agreement.

b. If any funds other than federally-appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a member of Congress, an officer or employee of Congress, or an employee of a member of Congress in connection with this federal contract, grant, loan, or cooperative agreement, the CITY shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

c. CITY shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all sub-recipients shall certify and disclose accordingly. This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into.

19. TERMINATION.

A. CITY. CITY may not terminate this Agreement except upon express written consent of COUNTY, pursuant to 2 CFR 200.339 (a)(3).

B. COUNTY. Notwithstanding the provisions of Paragraph 19a above, COUNTY may suspend or terminate this Supplemental Agreement upon a ten (10) day written notice to CITY of action being taken and the reason for such action including, but not limited to, the following reasons:

(1) In the event CITY fails to perform the covenants herein contained at such times and in such manner as provided in this Supplemental Agreement; and

(2) In the event there is a conflict with any federal, state or local law, ordinance, regulation or rule rendering any of the provisions of this Supplemental Agreement invalid or untenable; or

(3) In the event the funding from the Department of Housing and Urban Development referred to in Sections 1 and 2 above is terminated or otherwise becomes unavailable.

C. This Agreement may be terminated and/or funding suspended, in whole or in part, for cause in accordance with the Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (2 CFR 200.339). Cause shall be based on the failure of the CITY to materially comply with either the terms or conditions of this Agreement. Upon suspension of funding, the CITY agrees not to incur any costs related thereto, or connected with, any area of conflict from which the COUNTY has determined that suspension of funds is necessary. CITY acknowledges that failure to comply with Federal statutes, regulations, or the terms and conditions of this Agreement may be considered by the COUNTY in evaluating future CDBG and non-CDBG funding applications submitted by CITY.

D. Upon suspension or termination of this Supplemental Agreement, CITY shall return any unencumbered funds which it has been provided by COUNTY. In accepting said funds, COUNTY does not waive any claim or cause of action it may have against CITY for breach of this Supplemental Agreement.

E. Reversion of Assets

1. Upon expiration or termination of this Supplemental Agreement, the CITY shall transfer to the COUNTY any CDBG funds on hand at the time of expiration of the Supplemental Agreement as well as any accounts receivable held by CITY which are attributable to the use of CDBG funds awarded pursuant to this Supplemental Agreement.

2. Any real property under the CITY'S control that was acquired or improved in whole or in part with CDBG funds (including CDBG funds provided to the CITY in the form of a loan) in excess of $25,000 is either:

(i) Used to meet one of the National Objectives pursuant to 24 CFR 570.208 until five years after expiration of this agreement, or for such longer period of time as determined to be appropriate by the COUNTY; or

(ii) Not used in accordance with Clause (i) above, in which event the CITY shall pay the COUNTY an amount equal to the current market value of the property less any portion of the value attributable to expenditures of non-CDBG funds for the acquisition of, or improvement to, the property.

20. PUBLICITY. Any publicity generated by CITY for the Projects funded pursuant to this Supplemental Agreement will make reference to the contribution of the COUNTY, the Department of Housing, and Workforce Solutions, and the Community Development Block Grant Program in making the project possible.

21. PROGRAM MONITORING AND EVALUATION. CITY and its subcontractors shall be monitored and evaluated in terms of its effectiveness and timely compliance with the provisions of this Supplemental Agreement and the effective and efficient achievement of the CDBG National Objectives as set forth in Exhibit(s)A, and B, attached hereto. Quarterly reports shall be due on the last day of the month immediately following the end of the quarter being reported. The quarterly written reports shall include, but shall not be limited to, the following data elements:

A. Title of program, listing of components, description of activities/operations.

B. The projected goals, indicated numerically, and also the goals achieved (for each report period). In addition, identify by percentage and description, the progress achieved towards meeting the specified goals and identify any problems encountered in meeting goals.

C. If the CDBG-funded activity meets a National Objective under 24 CFR 570.208 (a)(2)(i), CITY will report the following:

1) Total number of direct beneficiaries (clientele served) with median household incomes (MHI) at:

- Above 80% MHI
- Between 50% and 80% MHI (Low-Income)
- Between 30% and 50% MHI (Very Low-Income)
- Less than 30% MHI (Extremely Low-Income)

2) Total number and percent (%) of the clientele served that have household incomes at or below 80% MHI

3) Racial ethnicity of clientele

4) Number of Female-Headed Households

D. CITY shall report, in writing, and cause its subcontractors to report, in writing, beneficiary statistics monthly to Housing and Workforce Solutions (HWS) on the pre-approved *Direct Benefit Form* and *Self-Certification Form* (certifying income, family size, and racial ethnicity) as required by HUD. Updated forms are to be provided to CITY by HWS should HUD implement changes during the term of this Supplemental Agreement. CITY and subcontractors will collect and provide all necessary data required by HUD pertaining to the Specific Outcome Indicators as identified in HUD's Community Planning and Development (CPD) Outcome Performance Measurement System.

22. PRIOR AUTHORIZATION. CITY shall obtain COUNTY's written approval from HWS prior to implementing the following "high risk" activities funded with CDBG assistance:

A. Construction of public facilities (project plans and specifications);

B. Acquisition of real property;

C. Historic Preservation;

D. Relocation; and

F. Economic Development

23. PRIOR COUNTY APPROVAL (CONSTRUCTION ACTIVITIES). CITY shall obtain COUNTY's written approval, through its HWS, of the project plans, specifications, and construction documents prior to CITY'S construction of same for all projects consisting of CDBG-funded construction activities. The COUNTY neither undertakes nor assumes nor will have any responsibility or duty to CITY or to any third party to review, inspect, supervise, pass judgment upon or inform CITY or any third party of any matter in connection with the development or construction of the improvements, whether regarding the quality, adequacy or suitability of the plans, any labor, service, equipment or material furnished to the property, any person furnishing the same, or otherwise. CITY and all third parties shall rely upon its or their own judgment regarding such matters, and any review, inspection, supervision, exercise of judgment or information supplied to CITY or to any third party by the COUNTY in connection with such matter is for the public purpose of assisting with a community development and housing activity pursuant to the Act, and neither CITY (except for the purposes set

forth in this Agreement) nor any third party is entitled to rely thereon. The COUNTY shall not be responsible for any of the work of construction, improvement, or development of the property.

It is the responsibility of CITY, without cost to COUNTY, to ensure that all applicable local jurisdiction land use requirements will permit development of the property and construction of the improvements and the use, operation, and maintenance of such Improvements in accordance with the provisions of this Agreement. Nothing contained herein shall be deemed to entitle Sponsor to any local jurisdiction or County permit or other local jurisdiction or County approval necessary for the development of the Property, or waive any applicable local jurisdiction or County requirements relating thereto. This Agreement does not (a) grant any land use entitlement to CITY, (b) supersede, nullify, or amend any condition which may be imposed by the local jurisdiction in connection with approval of the development described herein, (c) guarantee to CITY or any other party any profits from the development of the Property, or (d) amend any local jurisdiction or County laws, codes or rules.

City agrees and acknowledges that it is the responsibility of City to obtain a legal determination at City's sole cost and expense, as to whether prevailing wages must be paid during construction of the Project. If the Project is subject to prevailing wages, then City shall be solely responsible to pay its contractors and subcontractors the required prevailing wage rate. City agrees to indemnify, defend, and hold County harmless from and against any liability arising out of and related to City's failure to comply with any and all Davis Bacon and or prevailing wage requirements.

24. PRIOR COUNTY APPROVAL (AQUISITION ACTIVITIES). CITY shall obtain COUNTY's written approval and authorization to proceed, through HWS, of all CDBG-funded real property acquisition activities.

25. REAL PROPERTY ACQUIRED OR PUBLIC FACILITY CONSTRUCTED WITH CDBG FUNDS. When CDBG funds are used, in whole or in part, by CITY to acquire real property or to construct a public facility, CITY will comply with the Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (2 CFR Section 200.311); National

Environmental Policy Act of 1969 (42 U.S.C.A. §4321, et seq.); the California Environmental Quality Act (Cal. Pub. Resources Code §21000, et seq.); the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (42 U.S.C.A. §4630, et seq.); and the COUNTY's Five Year Consolidated Plan. In addition, the following is to occur:

a. Title to the real property shall vest in CITY;

b. The real property will be held by CITY, or the constructed facility will be maintained by the CITY, for a minimum period of five (5) years from the date the CDBG-funded activity is closed-out and reported as complete by the COUNTY through the Comprehensive Annual Performance and Evaluation Report (CAPER);

c. While held by CITY, the real property or the constructed facility is to be used exclusively for the purposes for which acquisition or construction was originally approved by COUNTY;

d. Written approval from COUNTY must be secured if the property or the facility is to be put to an alternate use that is consistent with the COUNTY'S Five-Year Consolidated Plan or the applicable federal regulations governing CDBG funds;

e. Should CITY desire to use the real property or the constructed facility, prior to the completion of the mandatory five-year period, for a purpose not consistent with applicable federal regulations governing CDBG funds or to sell the real property or facility, then:

(1) If CITY desires to retain title, CITY will reimburse COUNTY the amount that represents the percentage of current fair market value that is identical to the percentage that CDBG funds initially comprised of monies paid to acquire the property or construct the facility; or

(2) If CITY sells the property or facility or is required to sell the property or facility, CITY shall reimburse COUNTY the amount that represents the percentage of proceeds realized by the sale that is identical to the percentage that CDBG funds initially comprised of monies paid to acquire the property or construct the facility. This percentage amount will be calculated after deducting all actual and reasonable cost of sale from the sale proceeds.

26. ENTIRE AGREEMENT. This Supplemental Agreement, including any attachments or exhibits hereto constitutes the entire Supplemental Agreement of the parties with respect to its subject

matter and supersedes all prior and contemporaneous representations, proposals, discussions and communications, whether oral or in writing. No oral understanding or agreement not incorporated herein shall be binding on any of the parties hereto. Each of the attachments and exhibits attached hereto is incorporated herein by this reference.

27. SEVERABILITY. Each section, paragraph and provision of this Supplemental Agreement is severable from each other provision, and if any provision or part thereof is declared invalid, the remaining provisions shall remain in full force and effect.

28. EMPLOYMENT OPPORTUNITIES TO BE CAUSED BY PROJECT. CITY agrees to notify in writing, and to cause any subcontractor implementing CDBG-funded Projects to notify, in writing, the Riverside County Workforce Development Center of any and all job openings that are caused by the CDBG-funded Projects under this Supplemental Agreement.

29. MINISTERIAL ACTS. The Director of Housing and Workforce Solutions or designee(s) are authorized to take such ministerial actions as may be necessary or appropriate to implement the terms, provisions, and conditions of this Supplemental Agreement as it may be amended from time-to-time by COUNTY.

30. PROJECT ELIGIBILITY. As to CITY or its claimants, COUNTY shall bear no liability for any later determination by the United States Government, the U.S. Department of Housing and Urban Development, or any other person or entity that CITY is or is not eligible under 24 CFR Part 570 to receive CDBG entitlement funds from the COUNTY.

31. SOURCE OF FUNDING. CITY acknowledges that the source of funding pursuant to this Supplemental Agreement is Community Development Block Grant funds (CFDA 14.218), and the Grant Award Number is B-24-UC-06-0506.

32. ASSIGNMENT. The CITY shall not make any assignment or transfer in any form with respect to this Supplemental Agreement, without prior written approval of the COUNTY.

33. INTERPRETATION AND GOVERNING LAW. This Supplemental Agreement and any dispute arising hereunder shall be governed by and interpreted in accordance with the laws of the State of California. This Supplemental Agreement shall be construed as a whole according to its fair language and common meaning to achieve the objectives and purposes of the parties hereto, and the rule of construction to the effect that ambiguities are to be resolved against the drafting party shall not be

employed in interpreting this Supplemental Agreement, all parties having been represented by counsel in the negotiation and preparation hereof.

34. WAIVER. Failure by a party to insist upon the strict performance of any of the provisions of this Supplemental Agreement by the other party, or the failure by a party to exercise its rights upon the default of the other party, shall not constitute a waiver of such party's rights to insist and demand strict compliance by the other party with the terms of this Supplemental Agreement thereafter.

35. JURISDICTION AND VENUE: Any action at law or in equity arising under this Supplemental Agreement or brought by a party hereto for the purpose of enforcing, construing or determining the validity of any provision of this Supplemental Agreement shall be filed only in the Superior Court of the State of California, located in Riverside, California, and the parties hereto waive all provisions of law providing for the filing, removal or change of venue to any other court or jurisdiction

36. USE OF PROPERTY. Whenever federal CDBG funds or program income are used, in whole or in part, for the purchase of equipment or personal property, the property shall not be transferred from its originally funded use, by CITY or the CITY'S subcontractor implementing the CDBG-funded activity, for a period of five (5) years from the close-out date of the grant from which CDBG assistance was provided. The CITY shall maintain a current inventory for COUNTY monitoring and review.

37. AUTHORITY TO EXECUTE. The persons executing this Supplemental Agreement or exhibits attached hereto on behalf of the parties to this Supplemental Agreement hereby warrant and represent that they have the authority to execute this Supplemental Agreement and warrant and represent that they have the authority to bind the respective parties to this Supplemental Agreement to the performance of its obligations hereunder.

38. EFFECTIVE DATE. The effective date of this Supplemental Agreement is the date the parties sign the Supplemental Agreement. If the parties sign the Supplemental Agreement on more than one date, then the last date the Supplemental Agreement is signed by a party shall be the effective date.

39. COUNTERPARTS. This Supplemental Agreement may be signed by the different parties hereto in counterparts, each of which shall be an original but all of which together shall constitute one and the same agreement.

40. FORCE MAJEURE.

A. Performance by either party hereunder shall not be deemed to be in default where

delays or defaults are due to war, insurrection, strikes, lock-outs, riots, floods, earthquakes, fires, casualties, acts of God, acts of the public enemy, epidemics, pandemic, quarantine restrictions, freight embargoes, lack of transportation, governmental restrictions or priority, litigation, unusually severe weather, inability to secure necessary labor, material or tools, delays of any contractor, sub-contractor or supplier, acts of the other party, acts or failure to act of a public or governmental agency or entity, or any causes beyond the control or without the fault of the party claiming an extension of time to perform.

B. An extension of time for any such cause (a "Force Majeure Delay") shall be for the period of the enforced delay and shall commence to run from the time of the commencement of the cause, if notice by the party claiming such extension is sent to the other party within thirty (30) calendar days of knowledge of the commencement of the cause. Notwithstanding the foregoing, none of the foregoing events shall constitute a Force Majeure Delay unless and until the party claiming such delay and interference delivers to the other party written notice describing the event, its cause, when and how such party obtained knowledge, the date the event commenced, and the estimated delay resulting therefrom. Any party claiming a Force Majeure Delay shall deliver such written notice within thirty (30) calendar days after it obtains knowledge of the event.

41. MODIFICATION OF AGREEMENT. This Supplemental Agreement may be modified or amended only by a writing signed by the duly authorized and empowered representative of COUNTY and CITY respectively.

42. DIGITAL AND ELECTRONIC SIGNATURES. The parties agrees to the use of electronic signatures, such as digital signatures that meet the requirements of the California Uniform Electronic Transactions Act (("CUETA") Cal. Civ. Code §§ 1633.1 to 1633.17). The parties further agree that the electronic signatures of the parties included in this Agreement are intended to authenticate this writing and to have the same force and effect as manual signatures. Electronic signature means an electronic sound, symbol, or process attached to or logically associated with an electronic record and executed or adopted by a person with the intent to sign the electronic record pursuant to CUETA as amended from time to time. Digital signature means an electronic identifier, created by computer, intended by the party using it to have the same force and effect as the use of a manual signature, and shall be reasonably relied

upon by the parties. For purposes of this section, a digital signature is a type of "electronic signature" as defined in subdivision (i) of Section 1633.2 of the Civil Code.

[Remainder of Page Intentionally Blank]

[Signatures on Following Page]

IN WITNESS WHEREOF, the COUNTY and the CITY have executed this Agreement as of the dates set forth below.

COUNTY OF RIVERSIDE,
a political subdivision of the
State of California

BY: _____
Juan Garcia,
Deputy Director

Date:_____

CITY OF EASTVALE,
A general law city

BY: _____
Name:

Title:

Date:_____

APPROVED AS TO FORM:

MINH C. TRAN

COUNTY COUNSEL

By: _____
Paula S. Salcido,
Deputy County Counsel

ATTEST:

BY: _____
City Clerk

APPROVED AS TO FORM:

BY: _____
City Attorney

EXHIBIT "R"

24 C.F.R. § 5.109

Equal participation of faith-based organizations in HUD programs and activities.

Effective: May 4, 2016

(a) Purpose.

Consistent with Executive Order 13279 (issued on December 12, 2002, 67 FR 77141), entitled "Equal Protection of the Laws for Faith–Based and Community Organizations," as amended by Executive Order 13559 (issued on November 17, 2010, 75 FR 71319), entitled "Fundamental Principles and Policymaking Criteria for Partnerships With Faith–Based and Other Neighborhood Organizations,", and further amended by Executive Order 13831 (issued on May 3, 2018, 83 FR 20715) entitled "Establishment of a White House Faith and Opportunity Initiative," this section describes requirements for ensuring the equal participation of faith-based organizations in HUD programs and activities. These requirements apply to all HUD programs and activities, including all of HUD's Native American Programs, except as may be otherwise noted in the respective program regulations in title 24 of the Code of Federal Regulations (CFR), or unless inconsistent with certain HUD program authorizing statutes.

b) Definitions. The following definitions apply to this section:

Direct Federal financial assistance means Federal financial assistance provided when a Federal Government agency or an intermediary, as defined in this section, selects the provider and either purchases services from that provider (i.e., via a contract) or awards funds to that provider to carry out an activity (e.g., via grant, sub-grant, sub-award, or cooperative agreement). The recipients of sub-grants or sub-awards that receive Federal financial assistance through State-administered programs (e.g., flow-through programs) are considered recipients of direct Federal financial assistance. In general, Federal financial assistance shall be treated as direct, unless it meets the definition of indirect Federal financial assistance.

Federal financial assistance means assistance that non–Federal entities receive or administer in the forms of grants, contracts, loans, loan guarantees, property, cooperative agreements, food commodities, direct appropriations, or other assistance, but does not include a tax credit, deduction, or exemption.

Indirect Federal financial assistance means Federal financial assistance provided when the choice of the provider is placed in the hands of the beneficiary, and the cost of that service is paid through a voucher, certificate, or other similar means of Government-funded payment. Federal financial assistance provided to an organization is considered indirect when the Government program through which the beneficiary receives the voucher, certificate, or other similar means of Government-funded payment is neutral toward religion meaning that it is available to providers without regard to the religious or non-religious nature of the institution and there are no program incentives that deliberately skew for or against religious or secular providers; and the organization receives the assistance as a result of a genuine, independent choice of the beneficiary.

Intermediary means an entity, including a nongovernmental organization, acting under a contract, grant, or other agreement with the Federal Government or with a State, tribal or local government that accepts Federal financial assistance and distributes that assistance to other entities that, in turn, carry out activities under HUD programs.

(c) Equal participation of faith-based organizations in HUD programs and activities.

Faith-based organizations are eligible, on the same basis as any other organization, to participate in any HUD program or activity, considering any permissible accommodations, particulary under the Religious Freedome Restoration Act. Neither the Federal Government, nor a State, tribal or local government, nor any other entity that administers any HUD program or activity, shall discriminate against an organization on the basis of the organization's religious character, affiliation, or lack thereof, or on the basis of the organization's religious exercise. For purposes of this part, to discriminate against an organization on the basis of the organization's religious exercise means to disfavor an organization, including by failing to select an organization, disqualifying an organization, or imposing any condition or selection criterion that otherwise disfavors or penalizes an organization in the selection process or has such an effect:

(1) Because of conduct that would not be considered grounds to disfavor a secular organization;
(2) Because of conduct that must or could be granted an appropriate accommodation in a manner consistent with RFRA (42 U.S.C. 2000bb through 2000bb-4) or the Religion Clauses of the First Amendment to the Constitution; or
(3) Because of the actual or suspected religious motivation of the organization's religious exercise.
(4) In addition, decisions about awards of Federal financial assistance must be free from political interference or even the appearance of such interference and must be made on the basis of merit, not based on the organization's religious character, affiliation, or lack thereof, or based on the organization's religious exercise. Notices of funding availability, grant agreements, and cooperative agreements shall include language substantially similar to that in appendix A to this subpart, where faith-based organizations are eligible for such opportunities.

(d) Independence and identity of faith-based organizations.

(1) A faith-based organization that applies for, or participates in, a HUD program or activity supported with Federal financial assistance retains its autonomy, right of expression, religious character, authority over its governance, and independence, and may continue to carry out its mission, including the definition, development, practice, and expression of its religious beliefs. A faith-based organization that receives Federal financial assistance from HUD does not lose the protections of law.

(2) A faith-based organization that receives direct Federal financial assistance may use space (including a sanctuary, chapel, prayer hall, or other space) in its facilities (including a temple, synagogue, church, mosque, or other place of worship) to carry out activities under a HUD program without concealing, altering, or removing religious art, icons, scriptures, or other religious symbols. In addition, a faith-based organization participating in a HUD program or activity retains its authority over its internal governance, and may retain religious terms in its organization's name, select its board members and employees on the basis of their acceptance of or adherence to the religious tenets of the organization consistent with paragraph (i) of this section), and include religious references in its organization's mission statements and other governing documents.

(e) Explicitly religious activities.

If an organization engages in explicitly religious activities (including activities that involve overt religious content such as worship, religious instruction, or proselytization), the explicitly religious activities must be offered separately, in time or location, from the programs or activities supported by direct Federal financial assistance and participation must be voluntary for the beneficiaries of the programs or activities that receive direct Federal financial assistance. The use of indirect Federal financial assistance is not subject to this restriction. Nothing in this part restricts HUD's authority under applicable Federal law to fund activities, that can be directly funded by the Government consistent with the Establishment Clause of the U.S. Constitution.

(f) Intermediary responsibilities to ensure equal participation of faith-based organizations in HUD programs.

If an intermediary - acting under a contract, grant, or other agreement with the Federal Government or with a State, tribal or local government that is administering a program supported by Federal financial assistance - is

given the authority to select a nongovernmental organization to receive Federal financial assistance under a contract, grant, sub-grant, sub-award, or cooperative agreement, the intermediary must ensure that such organization complies with the requirements of this section. If the intermediary is a nongovernmental organization, it retains all other rights of a nongovernmental organization under the program's statutory and regulatory provisions.

(g) Nondiscrimination requirements.

Any organization that receives Federal financial assistance under a HUD program or activity shall not, in providing services with such assistance or carrying out activities with such assistance, discriminate against a beneficiary or prospective beneficiary on the basis of religion, religious belief, a refusal to hold a religious belief, or a refusal to attend or participate in a religious practice. However, an organization that participates in a program funded by indirect Federal financial assistance need not modify its program or activities to accommodate a beneficiary who chooses to expend the indirect aid on the organization's program and may require attendance at all activities that are fundamental to the program.

(h) No additional assurances from faith-based organizations.

A faith-based organization is not rendered ineligible by its religious nature to access and participate in HUD programs. Absent regulatory or statutory authority, no notice of funding availability, grant agreement, cooperative agreement, covenant, memorandum of understanding, policy, or regulation that is used by HUD or a recipient or intermediary in administering Federal financial assistance from HUD shall require otherwise eligible faith-based organizations to provide assurances or notices where they are not required of similarly situated secular organizations. All organizations that participate in HUD programs or activities, including organizations with religious character or affiliations, must carry out eligible activities in accordance with all program requirements, subject to any required or appropriate accommodation, particularly under the Religious Freedom Restoration Act, and other applicable requirements governing the conduct of HUD-funded activities, including those prohibiting the use of direct financial assistance to engage in explicitly religious activities. No notice of funding availability, grant agreement, cooperative agreement, covenant, memorandum of understanding, policy, or regulation that is used by HUD or a recipient or intermediary in administering financial assistance from HUD shall disqualify otherwise eligible faith-based organizations from participating in HUD's programs or activities because such organization is motivated or influenced by religious faith to provide such programs and activities, or because of its religious character or affiliation, or on grounds that discriminate against an organization on the basis of the organization's religious exercise, as defined in this part.

(i) Exemption from Title VII employment discrimination requirements.

A religious organization's exemption from the Federal prohibition on employment discrimination on the basis of religion, set forth in section 702(a) of the Civil Rights Act of 1964 (42 U.S.C. 2000e–1), is not forfeited when the organization participates in a HUD program. Some HUD programs, however, contain independent statutory provisions that impose certain nondiscrimination requirements on all grantees. Accordingly, grantees should consult with the appropriate HUD program office to determine the scope of applicable requirements.

(j) Acquisition, construction, and rehabilitation of structures.

Direct Federal financial assistance may be used for the acquisition, construction, or rehabilitation of structures only to the extent that those structures are used for conducting eligible activities under a HUD program or activity. Where a structure is used for both eligible and explicitly religious activities (including activities that involve overt religious content such as worship, religious instruction, or proselytization), direct Federal financial assistance may not exceed the cost of the share of acquisition, construction, or rehabilitation attributable to eligible activities in accordance with the cost accounting requirements applicable to the HUD program or activity. However,

acquisition, construction, or rehabilitation of sanctuaries, chapels, or other rooms that a HUD–funded faith-based organization uses as its principal place of worship, may not be paid with direct Federal financial assistance. Disposition of real property by a faith-based organization after its use for an authorized purpose, or any change in use of the property from an authorized purpose, is subject to Government-wide regulations governing real property disposition (2 CFR part 200, subpart D) and the HUD program regulations, as directed by HUD.

(k) Commingling of Federal and State, tribal, and local funds.

If a State, tribal, or local government voluntarily contributes its own funds to supplement direct Federal financial assistance for an activity, the State, tribal or local government has the option to segregate those funds or commingle them with the direct Federal financial assistance. However, if the funds are commingled, the requirements of this section apply to all of the commingled funds. Further, if a State, tribal, or local government is required to contribute matching funds to supplement direct Federal financial assistance for an activity, the matching funds are considered commingled with the direct Federal financial assistance and, therefore, subject to the requirements of this section. Some HUD programs' requirements govern any activity assisted under those programs. Accordingly, recipients should consult with the appropriate HUD program office to determine the scope of applicable requirements.

(l) Tax exempt organizations.

In general, HUD does not require that a recipient, including a faith-based organization, obtain tax-exempt status under section 501(c)(3) of the Internal Revenue Code to be eligible for funding under HUD programs. Many grant programs, however, do require an organization to be a nonprofit organization in order to be eligible for funding. Notices of funding availability that require organizations to have nonprofit status will specifically so indicate in the eligibility section of the notice of funding availability. In addition, if any notice of funding availability requires an organization to maintain tax-exempt status, it will expressly state the statutory authority for requiring such status. Applicants should consult with the appropriate HUD program office to determine the scope of any applicable requirements. In HUD programs in which an applicant must show that it is a nonprofit organization but this is not statutorily defined, the applicant may do so by any of the following means:

(1) Proof that the Internal Revenue Service currently recognizes the applicant as an organization to which contributions are tax deductible under section 501(c)(3) of the Internal Revenue Code;
(2) A statement from a State or other governmental taxing body or the State secretary of State certifying that -
(i) The organization is a nonprofit organization operating within the State; and
(ii) No part of its net earnings may benefit any private shareholder or individual;

(3) A certified copy of the applicant's certificate of incorporation or similar document that clearly establishes the nonprofit status of the applicant;
(4) Any item described in paragraphs (l)(1) through (3) of this section, if that item applies to a State of national parents organization, together with a statement by the State of parent organization that the applicant is a local nonprofit affiliate; or
(5) For an entity that holds a sincerely held religious belief that it cannot apply for a determination as an entity that is tax-exempt under section 501(c)(3) of the Internal Revenue Code, evidence sufficient to establish that the entity would otherwise qualify as a nonprofit organization under paragraphs (l)(1) through (4) of this section.

(m) Rule of construction.

Neither HUD nor any recipient or other intermediary receiving funds under any HUD program or activity shall construe these provisions in such a way as to advantage or disadvantage faith-based organizations affiliated with historic or well-established religions or sects in comparison with other religions or sects.

Credits

[69 FR 41717, July 9, 2004; 80 FR 75934, Dec. 7, 2015; 81 FR 19416, April 4, 2016; 85 FR 82315, Dec 17, 2020]

SOURCE: 61 FR 5202, Feb. 9, 1996; 61 FR 9041, March 6, 1996; 61 FR 9537, March 8, 1996; 61 FR 11113, March 18, 1996; 61 FR 13616, March 27, 1996; 61 FR 54498, Oct. 18, 1996; 70 FR 77743, Dec. 30, 2005; 73 FR 72340, Nov. 28, 2008; 75 FR 66258, Oct. 27, 2010; 77 FR 5674, Feb. 3, 2012; 80 FR 42352, July 16, 2015; 81 FR 19416, April 4, 2016; 81 FR 80798, Nov. 16, 2016; 81 FR 90657, Dec. 14, 2016, unless otherwise noted.

AUTHORITY: 12 U.S.C. 1701x; 42 U.S.C. 1437a, 1437c, 1437d, 1437f, 1437n, 3535(d); Sec. 327, Pub.L. 109–115, 119 Stat. 2936; Sec. 607, Pub.L. 109–162, 119 Stat. 3051 (42 U.S.C. 14043e et seq.); E.O. 13279, 67 FR 77141, 3 CFR, 2002 Comp., p. 258; and E.O. 13559, 75 FR 71319, 3 CFR, 2010 Comp., p. 273.; 29 U.S.C. 794, 42 U.S.C. 1437a, 1437c, 1437c–1(d), 1437d, 1437f, 1437n, 3535(d), and Sec. 327, Pub.L. 109–115, 119 Stat. 2936; 42 U.S.C. 3600–3620; 42 U.S.C. 5304(b); 42 U.S.C. 12101 et seq.; 42 U.S.C. 12704–12708; E.O. 11063, 27 FR 11527, 3 CFR, 1958–1963 Comp., p. 652; E.O. 12892, 59 FR 2939, 3 CFR, 1994 Comp., p. 849.

Economic Opportunities for Low- and Very Low-Income Persons
CONTRACT REQUIREMENTS
24 CFR Part 75

RIVERSIDE COUNTY

Section 75.1 Purpose

This part establishes the requirements to be followed to ensure the objectives of Section 3 of the Housing and Urban Development Act of 1968 (12 U.S.C. 1701u) (Section 3) are met. The purpose of Section 3 is to ensure that economic opportunities, most importantly employment, generated by certain HUD financial assistance shall be directed to low- and very low-income persons, particularly those who are recipients of government assistance for housing or residents of the community in which the Federal assistance is spent.

Section 75.3 Applicability

(a) General applicability. Section 3 applies to public housing financial assistance and Section 3 projects, as follows:

(1) Public housing financial assistance. Public housing financial assistance means:

(i) Development assistance provided pursuant to section 5 of the United States Housing Act of 1937 (the 1937 Act);

(ii) Operations and management assistance provided pursuant to section 9(e) of the 1937 Act;

(iii) Development, modernization, and management assistance provided pursuant to section 9(d) of the 1937 Act; and

(iv) The entirety of a mixed-finance development project as described in 24 CFR 905.604, regardless of whether the project is fully or partially assisted with public housing financial assistance as defined in paragraphs (a)(1)(i) through (iii) of this section.

(2) Section 3 projects. (i) Section 3 projects means housing rehabilitation, housing construction, and other public construction projects assisted under HUD programs that provide housing and community development financial assistance when the total amount of assistance to the project exceeds a threshold of $200,000. The threshold is $100,000 where the assistance is from the Lead Hazard Control and Healthy Homes programs, as authorized by Sections 501 or 502 of the Housing and Urban Development Act of 1970 (12 U.S.C. 1701z-1 or 1701z-2), the Lead-Based Paint Poisoning Prevention Act (42 U.S.C 4801 et seq.); and the Residential Lead-Based Paint Hazard Reduction Act of 1992 (42 U.S.C. 4851 et seq.). The project is the site or sites together with any building(s) and improvements located on the site(s) that are under common ownership, management, and financing.

(ii) The Secretary must update the thresholds provided in paragraph (a)(2)(i) of this section not less than once every 5 years based on a national construction cost inflation factor through Federal Register notice not subject to public comment. When the Secretary finds it is warranted to ensure compliance with Section 3, the Secretary may adjust, regardless of the national construction cost factor, such thresholds through Federal Register notice, subject to public comment.

(iii) The requirements in this part apply to an entire Section 3 project, regardless of whether the project is fully or partially assisted under HUD programs that provide housing and community development financial assistance.

(b) Contracts for materials. Section 3 requirements do not apply to material supply contracts.

(c) Indian and Tribal preferences. Contracts, subcontracts, grants, or subgrants subject to Section 7(b) of the Indian Self-Determination and Education Assistance Act (25 U.S.C. 5307(b)) or subject to tribal preference requirements as authorized under 101(k) of the Native American Housing Assistance and Self-Determination Act (25 U.S.C. 4111(k)) must provide preferences in employment, training, and business opportunities to Indians and Indian organizations, and are therefore not subject to the requirements of this part.

(d) Other HUD assistance and other Federal assistance. Recipients that are not subject to Section 3 are encouraged to consider ways to support the purpose of Section 3.

Section 75. 5 Definitions.

The terms HUD, Public housing, and Public Housing Agency (PHA) are defined in 24 CFR part 5. The following definitions also apply to this part:

1937 Act means the United States Housing Act of 1937, 42 U.S.C. 1437 et seq.

Contractor means any entity entering into a contract with:

(1) A recipient to perform work in connection with the expenditure of public housing financial assistance or for work in connection with a Section 3 project; or

(2) A subrecipient for work in connection with a Section 3 project.

Labor hours means the number of paid hours worked by persons on a Section 3 project or by persons employed with funds that include public housing financial assistance.

Low-income person means a person as defined in Section 3(b)(2) of the 1937 Act.

Material supply contracts means contracts for the purchase of products and materials, including, but not limited to, lumber, drywall, wiring, concrete, pipes, toilets, sinks, carpets, and office supplies.

Professional services means non-construction services that require an advanced degree or professional licensing, including, but not limited to, contracts for legal services, financial

consulting, accounting services, environmental assessment, architectural services, and civil engineering services.

Public housing financial assistance means assistance as defined in §75.3(a)(1).

Public housing project is defined in 24 CFR 905.108.

Recipient means any entity that receives directly from HUD public housing financial assistance or housing and community development assistance that funds Section 3 projects, including, but not limited to, any State, local government, instrumentality, PHA, or other public agency, public or private nonprofit organization.

Section 3 means Section 3 of the Housing and Urban Development Act of 1968, as amended (12 U.S.C. 1701u).

Section 3 business concern means:

(1) A business concern meeting at least one of the following criteria, documented within the last six-month period:

(i) It is at least 51 percent owned and controlled by low- or very low-income persons;

(ii) Over 75 percent of the labor hours performed for the business over the prior three-month period are performed by Section 3 workers; or

(iii) It is a business at least 51 percent owned and controlled by current public housing residents or residents who currently live in Section 8-assisted housing.

(2) The status of a Section 3 business concern shall not be negatively affected by a prior arrest or conviction of its owner(s) or employees.

(3) Nothing in this part shall be construed to require the contracting or subcontracting of a Section 3 business concern. Section 3 business concerns are not exempt from meeting the specifications of the contract.

Section 3 project means a project defined in §75.3(a)(2).

Section 3 worker means:

(1) Any worker who currently fits or when hired within the past five years fit at least one of the following categories, as documented:

(i) The worker's income for the previous or annualized calendar year is below the income limit established by HUD.

(ii) The worker is employed by a Section 3 business concern.

(iii) The worker is a YouthBuild participant.

(2) The status of a Section 3 worker shall not be negatively affected by a prior arrest or conviction.

(3) Nothing in this part shall be construed to require the employment of someone who meets this definition of a Section 3 worker. Section 3 workers are not exempt from meeting the qualifications of the position to be filled.

Section 8-assisted housing refers to housing receiving project-based rental assistance or tenant-based assistance under Section 8 of the 1937 Act.

Service area or the neighborhood of the project means an area within one mile of the Section 3 project or, if fewer than 5,000 people live within one mile of a Section 3 project, within a circle centered on the Section 3 project that is sufficient to encompass a population of 5,000 people according to the most recent U.S. Census.

Small PHA means a public housing authority that manages or operates fewer than 250 public housing units.

Subcontractor means any entity that has a contract with a contractor to undertake a portion of the contractor's obligation to perform work in connection with the expenditure of public housing financial assistance or for a Section 3 project.

Subrecipient has the meaning provided in the applicable program regulations or in 2 CFR 200.93.

Targeted Section 3 worker has the meanings provided in §§75.11, 75.21, or 75.29, and does not exclude an individual that has a prior arrest or conviction.

Very low-income person means the definition for this term set forth in section 3(b)(2) of the 1937 Act.

YouthBuild programs refers to YouthBuild programs receiving assistance under the Workforce Innovation and Opportunity Act (29 U.S.C. 3226).

Subpart C—Additional Provisions for Housing and Community Development Financial Assistance

§75.19 Requirements.

(a) *Employment and training.* (1) To the greatest extent feasible, and consistent with existing Federal, state, and local laws and regulations, recipients covered by this subpart shall ensure that employment and training opportunities arising in connection with Section 3 projects are provided to Section 3 workers within the metropolitan area (or nonmetropolitan county) in which the project is located.

(2) Where feasible, priority for opportunities and training described in paragraph (a)(1) of this section should be given to:

(i) Section 3 workers residing within the service area or the neighborhood of the project, and

(ii) Participants in YouthBuild programs.

(b) *Contracting.* (1) To the greatest extent feasible, and consistent with existing Federal, state, and local laws and regulations, recipients covered by this subpart shall ensure contracts for work awarded in connection with Section 3 projects are provided to business concerns that provide economic opportunities to Section 3 workers residing within the metropolitan area (or nonmetropolitan county) in which the project is located.

(2) Where feasible, priority for contracting opportunities described in paragraph (b)(1) of this section should be given to:

(i) Section 3 business concerns that provide economic opportunities to Section 3 workers residing within the service area or the neighborhood of the project, and

(ii) YouthBuild programs.

§75.21 Targeted Section 3 worker for housing and community development financial assistance.

(a) *Targeted Section 3 worker.* A Targeted Section 3 worker for housing and community development financial assistance means a Section 3 worker who is:

(1) A worker employed by a Section 3 business concern; or

(2) A worker who currently fits or when hired fit at least one of the following categories, as documented within the past five years:

(i) Living within the service area or the neighborhood of the project, as defined in §75.5; or

(ii) A YouthBuild participant.

(b) [Reserved]

§75.23 Section 3 safe harbor.

(a) *General.* Recipients will be considered to have complied with requirements in this part, in the absence of evidence to the contrary if they:

(1) Certify that they have followed the prioritization of effort in §75.19; and

(2) Meet or exceed the applicable Section 3 benchmark as described in paragraph (b) of this section.

(b) *Establishing benchmarks.* (1) HUD will establish Section 3 benchmarks for Section 3 workers or Targeted Section 3 workers or both through a document published in the FEDERAL REGISTER. HUD may establish a single nationwide benchmark for Section 3 workers and a single nationwide

benchmark for Targeted Section 3 workers, or may establish multiple benchmarks based on geography, the nature of the Section 3 project, or other variables. HUD will update the benchmarks through a document published in the FEDERAL REGISTER, subject to public comment, not less frequently than once every 3 years. Such notice shall include aggregate data on labor hours and the proportion of recipients meeting benchmarks, as well as other metrics reported pursuant to §75.25 as deemed appropriate by HUD, for the 3 most recent reporting years.

(2) In establishing the Section 3 benchmarks, HUD may consider the industry averages for labor hours worked by specific categories of workers or in different localities or regions; averages for labor hours worked by Section 3 workers and Targeted Section 3 workers as reported by recipients pursuant to this section; and any other factors HUD deems important. In establishing the Section 3 benchmarks, HUD will exclude professional services from the total number of labor hours as such hours are excluded from the total number of labor hours to be reported per §75.25(a)(4).

(3) Section 3 benchmarks will consist of the following two ratios:

(i) The number of labor hours worked by Section 3 workers divided by the total number of labor hours worked by all workers on a Section 3 project in the recipient's program year.

(ii) The number of labor hours worked by Targeted Section 3 workers as defined in §75.21(a), divided by the total number of labor hours worked by all workers on a Section 3 project in the recipient's program year.

§75.25 Reporting.

(a) *Reporting of labor hours.* (1) For Section 3 projects, recipients must report in a manner prescribed by HUD:

(i) The total number of labor hours worked;

(ii) The total number of labor hours worked by Section 3 workers; and

(iii) The total number of labor hours worked by Targeted Section 3 workers.

(2) Section 3 workers' and Targeted Section 3 workers' labor hours may be counted for five years from when their status as a Section 3 worker or Targeted Section 3 worker is established pursuant to §75.31.

(3) The labor hours reported under paragraph (a)(1) of this section must include the total number of labor hours worked on a Section 3 project, including labor hours worked by any subrecipients, contractors and subcontractors that the recipient is required, or elects pursuant to paragraph (a)(4) of this section, to report.

(4) Recipients reporting under this section, as well as subrecipients, contractors and subcontractors who report to recipients, may report labor hours by Section 3 workers, under paragraph (a)(1)(ii) of this section, and labor hours by Targeted Section 3 workers, under paragraph (a)(1)(iii) of this section, from professional services without including labor hours from professional services in the

total number of labor hours worked under paragraph (a)(1)(i) of this section. If a contract covers both professional services and other work and the recipient or contractor or subcontractor chooses not to report labor hours from professional services, the labor hours under the contract that are not from professional services must still be reported.

(5) Recipients may report their own labor hours or that of a subrecipient, contractor, or subcontractor based on the employer's good faith assessment of the labor hours of a full-time or part-time employee informed by the employer's existing salary or time and attendance based payroll systems, unless the project or activity is otherwise subject to requirements specifying time and attendance reporting.

(b) *Additional reporting if Section 3 benchmarks are not met.* If the recipient's reporting under paragraph (a) of this section indicates that the recipient has not met the Section 3 benchmarks described in §75.23, the recipient must report in a form prescribed by HUD on the qualitative nature of its activities and those its contractors and subcontractors pursued. Such qualitative efforts may, for example, include but are not limited to the following:

(1) Engaged in outreach efforts to generate job applicants who are Targeted Section 3 workers.

(2) Provided training or apprenticeship opportunities.

(3) Provided technical assistance to help Section 3 workers compete for jobs (*e.g.*, resume assistance, coaching).

(4) Provided or connected Section 3 workers with assistance in seeking employment including: drafting resumes, preparing for interviews, and finding job opportunities connecting residents to job placement services.

(5) Held one or more job fairs.

(6) Provided or referred Section 3 workers to services supporting work readiness and retention (*e.g.*, work readiness activities, interview clothing, test fees, transportation, child care).

(7) Provided assistance to apply for/or attend community college, a four-year educational institution, or vocational/technical training.

(8) Assisted Section 3 workers to obtain financial literacy training and/or coaching.

(9) Engaged in outreach efforts to identify and secure bids from Section 3 business concerns.

(10) Provided technical assistance to help Section 3 business concerns understand and bid on contracts.

(11) Divided contracts into smaller jobs to facilitate participation by Section 3 business concerns.

(12) Provided bonding assistance, guaranties, or other efforts to support viable bids from Section 3 business concerns.

(13) Promoted use of business registries designed to create opportunities for disadvantaged and small businesses.

(14) Outreach, engagement, or referrals with the state one-stop system as defined in Section 121(e)(2) of the Workforce Innovation and Opportunity Act.

(c) *Reporting frequency.* Unless otherwise provided, recipients must report annually to HUD under paragraph (a) of this section, and, where required, under paragraph (b) of this section, on all projects completed within the reporting year in a manner consistent with reporting requirements for the applicable HUD program.

§75.27 Contract provisions.

(a) Recipients must include language applying Section 3 requirements in any subrecipient agreement or contract for a Section 3 project.

(b) Recipients of Section 3 funding must require subrecipients, contractors, and subcontractors to meet the requirements of §75.19, regardless of whether Section 3 language is included in recipient or subrecipient agreements, program regulatory agreements, or contracts.

Subpart D—Provisions for Multiple Funding Sources, Recordkeeping, and Compliance

§75.29 Multiple funding sources.

(a) If a housing rehabilitation, housing construction or other public construction project is subject to Section 3 pursuant to §75.3(a)(1) and (2), the recipient must follow subpart B of this part for the public housing financial assistance and may follow either subpart B or C of this part for the housing and community development financial assistance. For such a project, the following applies:

(1) For housing and community development financial assistance, a Targeted Section 3 worker is any worker who meets the definition of a Targeted Section 3 worker in either subpart B or C of this part; and

(2) The recipients of both sources of funding shall report on the housing rehabilitation, housing construction, or other public construction project as a whole and shall identify the multiple associated recipients. PHAs and other recipients must report the following information:

(i) The total number of labor hours worked on the project;

(ii) The total number of labor hours worked by Section 3 workers on the project; and

(iii) The total number of labor hours worked by Targeted Section 3 workers on the project.

(b) If a housing rehabilitation, housing construction, or other public construction project is subject to Section 3 because the project is assisted with funding from multiple sources of housing and community development assistance that exceed the thresholds in §75.3(a)(2), the recipient or recipients

must follow subpart C of this part, and must report to the applicable HUD program office, as prescribed by HUD.

§75.31 Recordkeeping.

(a) HUD shall have access to all records, reports, and other documents or items of the recipient that are maintained to demonstrate compliance with the requirements of this part, or that are maintained in accordance with the regulations governing the specific HUD program by which the Section 3 project is governed, or the public housing financial assistance is provided or otherwise made available to the recipient, subrecipient, contractor, or subcontractor.

(b) Recipients must maintain documentation, or ensure that a subrecipient, contractor, or subcontractor that employs the worker maintains documentation, to ensure that workers meet the definition of a Section 3 worker or Targeted Section 3 worker, at the time of hire or the first reporting period, as follows:

(1) For a worker to qualify as a Section 3 worker, one of the following must be maintained:

(i) A worker's self-certification that their income is below the income limit from the prior calendar year;

(ii) A worker's self-certification of participation in a means-tested program such as public housing or Section 8-assisted housing;

(iii) Certification from a PHA, or the owner or property manager of project-based Section 8-assisted housing, or the administrator of tenant-based Section 8-assisted housing that the worker is a participant in one of their programs;

(iv) An employer's certification that the worker's income from that employer is below the income limit when based on an employer's calculation of what the worker's wage rate would translate to if annualized on a full-time basis; or

(v) An employer's certification that the worker is employed by a Section 3 business concern.

(2) For a worker to qualify as a Targeted Section 3 worker, one of the following must be maintained:

(i) For a worker to qualify as a Targeted Section 3 worker under subpart B of this part:

(A) A worker's self-certification of participation in public housing or Section 8-assisted housing programs;

(B) Certification from a PHA, or the owner or property manager of project-based Section 8-assisted housing, or the administrator of tenant-based Section 8-assisted housing that the worker is a participant in one of their programs;

(C) An employer's certification that the worker is employed by a Section 3 business concern; or

(D) A worker's certification that the worker is a YouthBuild participant.

(ii) For a worker to qualify as a Targeted Section 3 worker under subpart C of this part:

(A) An employer's confirmation that a worker's residence is within one mile of the work site or, if fewer than 5,000 people live within one mile of a work site, within a circle centered on the work site that is sufficient to encompass a population of 5,000 people according to the most recent U.S. Census;

(B) An employer's certification that the worker is employed by a Section 3 business concern; or

(C) A worker's self-certification that the worker is a YouthBuild participant.

(c) The documentation described in paragraph (b) of this section must be maintained for the time period required for record retentions in accordance with applicable program regulations or, in the absence of applicable program regulations, in accordance with 2 CFR part 200.

(d) A PHA or recipient may report on Section 3 workers and Targeted Section 3 workers for five years from when their certification as a Section 3 worker or Targeted Section 3 worker is established.

§75.33 Compliance.

(a) *Records of compliance.* Each recipient shall maintain adequate records demonstrating compliance with this part, consistent with other recordkeeping requirements in 2 CFR part 200.

(b) *Complaints.* Complaints alleging failure of compliance with this part may be reported to the HUD program office responsible for the public housing financial assistance or the Section 3 project, or to the local HUD field office.

(c) *Monitoring.* HUD will monitor compliance with the requirements of this part. The applicable HUD program office will determine appropriate methods by which to oversee Section 3 compliance. HUD may impose appropriate remedies and sanctions in accordance with the laws and regulations for the program under which the violation was found

SUPPLEMENTAL AGREEMENT
SCOPE OF WORK
(PUBLIC SERVICE)

I. GENERAL INFORMATION

CITY NAME: City of Eastvale UEI#: SDYLH5WX47R7

ADDRESS: 12363 Limonite Avenue, Suite 910

Eastvale, CA 91752

CITY PROGRAM CONTACTS: Tammy Ellis, Executive Director

SUBRECIPIENT NAME: Corona-Norco Family YMCA

ADDRESS: 12363 Limonite Avenue, Suite 910, Eastvale, CA 91752

PHONE: 951-736-9622 FAX : (951) 736-6759

E-MAIL: Ellis@ymcacornor.org

PROJECT NAME: YMCA Senior Health & Wellness Program

PROJECT LOCATION: 13820 Schleisman Road, Eastvale, CA 92880

LEVEL OF ENVIRONMENTAL CLEARANCE: **EXEMPT [24 CFR 58.34 (a)(4)]**

CDBG ELIGIBILITY CODE: **24 CFR 570.201 (e) Public Services**

PROJECT FUNDING SUMMARY: $15,000

Project to be administered by County (HWS) on behalf of CITY: YES ☐ NO ☒

II. SCOPE OF SERVICE

A. Activities

City will be responsible for administering a **2024-2025** Community Development Block Grant for the **YMCA Senior Health & Wellness Program** in a manner satisfactory to the County of Riverside and consistent with any standards required as a condition of providing these funds. Such program will include the following activities eligible under the Community Development Block Grant program:

Activity #1 *The Corona-Norco YMCA offers a senior membership program, which includes a Diabetes Prevention Program and Health Wellness classes. CDBG funds will be used to pay for staff salaries (direct cost), space costs, equipment, materials, and other project-related expenses.*

B. National Objective

All activities funded with CDBG funds must comply with one of more of the CDBG program's National Objective Criteria as required under 24 CFR 570.200(a)(2). CITY certifies that the activity (ies) carried out under this Agreement will meet the following National Objective:

National Objective Criteria: 570.208 (a)(2)(i)(A)

CFR Reference: Low Mod Limited Clientele Presumed

C. Levels of Accomplishment – Goals and Performance Measures

The City agrees to provide the following levels of program services:

Activity	Units per Month	Total Units/Year	Total *Unduplicated Persons*
Activity #1		*60*	*60*

Unit of Service is defined as: Senior Program Memberships

CPD OUTCOME PERFORMANCE MEASUREMENT

Objectives (select one):
- ☒ Creating Suitable Living Environments
- ☐ Providing Decent Affordable Housing
- ☐ Creating Economic Opportunities

Outcome (select one):
- ☒ Availability/Accessibility
- ☐ Affordability
- ☐ Sustainability (promoting livable or viable communities)

D. City Capacity

By executing this Supplemental Agreement, the City certifies that it and its subrecipients have the appropriate number of trained and knowledgeable staff, adequate facilities, proper equipment, required licensing and permitting, and sufficient amount of financial resources necessary to implement and carry out the activities funded with CDBG funds.

City will immediately notify County of any significant changes in organizational management, assigned staff, change in facilities, loss or change in matching funds, or any other event that could potentially impact City's performance under this Agreement. Any changes in the above items are subject to the prior approval of the County.

E. Performance Monitoring

The County of Riverside will monitor the performance of the City and its subrecipients against goals and performance standards as stated above. Substandard performance as determined by the County will constitute noncompliance with this Agreement. If action to correct such substandard performance is not taken by the City within a reasonable period of time after being notified by the County, contract suspension or termination procedures will be initiated.

F. Program Budget

It is expressly agreed and understood that the total amount to be paid by the County under this Agreement shall not exceed **$15,000**. Drawdowns for the payment of eligible expenses shall be made against the line item budgets specified in this Section and in accordance with performance. Payments may be contingent upon certification of the Subrecipient's financial management system in accordance with the standards specified in Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (2 CFR Part 200).

The County may require a more detailed budget breakdown than the one contained herein, and the City shall provide such supplementary budget information in a timely fashion in the form and content prescribed by the County. Any amendments to the budget must be approved in writing by both the County and City.

Line Item	CDBG Granted Funds	Total Non-CDBG Funds	Total Activity/Project Budget	Notes
Total Direct Program Expenses Salaries Fringe Office Space (Program Only) Utilities Communications Reproduction/Printing Supplies and Materials Mileage Equipment (Program Only) Audit Transportation Other: Memberships	***$15,000***	*$0*	*$15,000*	
Total Indirect Program Expenses Indirect Costs (Specify)*				
TOTAL CDBG BUDGET	$15,000	$15,000	$15,000	$0

* **All indirect costs must be pre-approved by the County. City must submit an Indirect Cost Allocation Plan to County, in a form specified by County, demonstrating the appropriate share of general and administrative costs**.

G. Total Amount of Non- CDBG Leveraging

TYPE	SOURCE	AMOUNT	SOURCE	AMOUNT	SOURCE	AMOUNT	TOTAL
FEDERAL							
STATE/LOCAL							
PRIVATE							
OTHER							

TOTAL: $0

III. ADMINISTRATIVE REQUIREMENTS

A. Accounting Standards

The City agrees to comply with the Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (2 CFR Part 200), and agrees to adhere to the accounting principles and procedures required therein, utilize adequate internal controls, and maintain necessary source documentation for all costs incurred.

B. Cost Principles

The City shall administer its program in conformance with the Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (2 CFR Part 200). These principles shall be applied for all costs incurred whether charged on a direct or indirect basis.

C. Documentation and Record Keeping

1. Records to be Maintained.

The City and its subrecipients will maintain all records required by the Federal regulations specified in 24 CFR 570.506, that are pertinent to the activities to be funded under this Agreement. Such records shall include but not be limited to:

i Records providing a full description of each activity undertaken;
ii. Records demonstrating that each activity undertaken meets one of the National Objectives of the CDBG program;
iii. Records required to determine the eligibility of activities;
iv. Records required to document the acquisition, improvement, use or disposition of real property acquired or improved with CDBG assistance;
v. Records documenting compliance with the fair housing and equal opportunity components of the CDBG program;
vi. Financial records as required by 24 CFR 570.502, and 2 CFR 200; and
vii. Other records necessary to document compliance with Subpart K of 24 CFR Part 570.

2. Records Retention:

The City shall retain all CDBG-related financial records, supporting documents, contracts, and agreements for a period of four (4) years. The retention period begins on the date of the submission of the County's annual performance and evaluation report to HUD in which the activities assisted under the Agreement are reported for the final time. The City will retain all National Objective documentation, including low-moderate income certification, ethnicity, and other pertinent data for a period of four (4) years after submission of the County's annual performance and evaluation report to HUD. Notwithstanding the above, if there is litigation, claims, audits, negotiations or other actions that involve any of the records cited and that have started before the expiration of the four-year period, then such records must be retained until completion of the actions and resolution of all issues.

3. Client Data:

The City shall maintain client data demonstrating client eligibility for services provided. Such data shall include, but not be limited to, client name, address, income level or other basis for determining eligibility, and description of service provided. Such information shall be made available to County monitors or their designees for review upon request.

4. Disclosure:

The City understands that client information collected under this contract is private and the use or disclosure of such information, when not directly connected with the administration of the County's or City's responsibilities with respect to services provided under this contract, is prohibited by applicable federal and State law unless written consent is obtained from such person receiving service and, in the case of a minor, that of a responsible parent/guardian.

5. Close-outs:

The City's obligation to the County shall not end until all close-out requirements are completed. Activities during this close-out period shall include, but are not limited to: making final payments, disposing of program assets (including the return of all unused materials, equipment, unspent cash advances, program income balances, and accounts receivable to the County), and determining the custodianship of records. Notwithstanding the foregoing, the terms of this Agreement shall remain in effect during any period that the City has control over CDBG funds, including program income.

6. Audits & Inspections:

All City records with respect to any matters covered by this Agreement shall be made available to the County, HUD, and the Controller General of the United States or any of their authorized representatives, at any time during normal business hours, as often as deemed necessary, to audit, examine, and make excerpts or transcripts of all relevant data. Any deficiencies noted in audit reports must be fully cleared by the City within 30 days after receipt by the City. Failure of the City to comply with the above audit requirements will constitute a violation of this contract and may result in the withholding of future payments. The City hereby agrees to have an annual agency audit conducted in accordance with current County policy concerning subrecipient audits, the Single Audit Act, and the Office of Management and Budget (OMB) Title 2 U.S. Code of Federal Regulations (CFR) Part 200, Uniform Administrative Requirements, Costs Principles, and Audit Requirements for Federal Awards (Uniform Guidance).

IV. PROJECT IMPLEMENTATION AND SCHEDULE

Unless pre-approved by County, CITY will perform and complete the activities described in Section II in conformance with the schedule of tasks and milestones listed below:

Tasks / Milestone	Start Date	Completion Date
Completed Training	September 2024	September 2024
Execute Subrecipient Agreements (HWS must approve)	July 1, 2024	March 15, 2025
Implement Program Activities	July 1, 2024	March 15, 2025
Execute Supplemental Agreement & Notice to Incur Cost	September 2024	November 2024[1]
City Submit Quarterly Performance Reports to County		October 2024 December 2024 March 2025 June2025
County Monitoring of City Performance	TBD	TBD
City submit Monthly Direct Benefit Reports	September 2024	July 1, 2025
City Submits Reimbursement Requests		
Monthly Submittal ☒	September 2024	June 2025
Other Schedule ☐	_____	_____
CDBG Program Services Complete		TBD

V. SPECIAL CONDITIONS /PERFORMANCE REQUIREMENTS

Sponsor must collect **eligibility self-certifications** from every participant in the CDBG-funded program. At a minimum, participants must certify that they are 55 years of age or older, and they must report their ethnicity. This documentation must be submitted to HWS on a monthly basis for new participants.

SUPPLEMENTAL AGREEMENT
SCOPE OF WORK
(PUBLIC SERVICE)

I. GENERAL INFORMATION

CITY NAME: City of Eastvale UEI#: CLDHKNUMVJE3

ADDRESS: 12363 Limonite Avenue, Suite 910

Eastvale, CA 91752

CITY PROGRAM CONTACTS: Mark Orme, City Manager

SUBRECIPIENT NAME: _____

ADDRESS: 12363 Limonite Avenue, Suite 910, Eastvale, CA 91752

PHONE: 951-361-0900 FAX : _____

E-MAIL: morme@eastvale.gov

PROJECT NAME: City of Eastvale Home Enhancement Program

PROJECT LOCATION: Citywide

LEVEL OF ENVIRONMENTAL CLEARANCE: **EXEMPT [24 CFR 58.34 (a)(4)]**

CDBG ELIGIBILITY CODE: **24 CFR 570.201 (e) Public Services**

PROJECT FUNDING SUMMARY: $143,629

Project to be administered by County (HWS) on behalf of CITY: YES ☒ NO ☐

II. SCOPE OF SERVICE

A. Activities

City will be responsible for administering a **2024-2025** Community Development Block Grant for the **City of Eastvale Home Enhancement Program** in a manner satisfactory to the County of Riverside and consistent with any standards required as a condition of providing these funds. Such program will include the following activities eligible under the Community Development Block Grant program:

Activity #1 *CDBG funds will be used to pay for costs associated with grants to assist homeowners with there rehabilitation of stick-built and modular (attached to private land) owner-occupied single-family residences in the City of Eastvale. Grants are for the costs of exterior rehabilitation relative to the health, safety, and Housing Quality Standards of a property as defined by the U.S. Department of Housing and Urban Development.*

B. National Objective

All activities funded with CDBG funds must comply with one of more of the CDBG program's National Objective Criteria as required under 24 CFR 570.200(a)(2). CITY certifies that the activity (ies) carried out under this Agreement will meet the following National Objective:

National Objective Criteria: 570.208 (a)(3)

CFR Reference: Low Mod Limited Clientele-Housing Activities

C. Levels of Accomplishment – Goals and Performance Measures

The City agrees to implement and complete the following activity(ies):

Activity #1 Partner with County to advertise the Home Enhancement Program to its residents.

Activity #2- Partner with the County for carry out Home Enhancement Program activities.

CPD OUTCOME PERFORMANCE MEASUREMENT

Objectives (select one):
- ☐ Creating Suitable Living Environments
- ☒ Providing Decent Affordable Housing
- ☐ Creating Economic Opportunities

Outcome (select one):
- ☐ Availability/Accessibility
- ☒ Affordability
- ☐ Sustainability (promoting livable or viable communities)

D. City Capacity

By executing this Supplemental Agreement, the City certifies that it and its subrecipients have the appropriate number of trained and knowledgeable staff, adequate facilities, proper equipment, required licensing and permitting, and sufficient amount of financial resources necessary to implement and carry out the activities funded with CDBG funds.

City will immediately notify County of any significant changes in organizational management, assigned staff, change in facilities, loss or change in matching funds, or any other event that could potentially impact City's performance under this Agreement. Any changes in the above items are subject to the prior approval of the County.

E. Performance Monitoring

The County of Riverside will monitor the performance of the City and its subrecipients against goals and performance standards as stated above. Substandard performance as determined by the County will constitute noncompliance with this Agreement. If action to correct such substandard performance is not taken by the City within a reasonable period of time after being notified by the County, contract suspension or termination procedures will be initiated.

F. Program Budget

It is expressly agreed and understood that the total amount to be paid by the County under this Agreement shall not exceed **$143,629**. Drawdowns for the payment of eligible expenses shall be made against the line item budgets specified in this Section and in accordance with performance. Payments may be contingent upon certification of the Subrecipient's financial management system in accordance with the standards specified in Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (2 CFR Part 200).

The County may require a more detailed budget breakdown than the one contained herein, and the City shall provide such supplementary budget information in a timely fashion in the form and content prescribed by the County. Any amendments to the budget must be approved in writing by both the County and City.

The City agrees to implement and complete the following activity(ies):

Activity #1 Partner with County to advertise the Home Enhancement Program to its residents.

Activity #2- Partner with the County for carry out Home Enhancement Program activities.

Line Item	CDBG Granted Funds	Total of Non-CDBG Funds	Total Activity/Project Budget	Notes
Design/Engineering Costs	X	$0	$143,629	
Project Administration Costs	X			
Construction Costs	X			
Acquisition Costs				
Relocations Costs				
Capital Equipment Costs				
Code Enforcement				
Clearance				
Interim Assistance				
Indirect Costs:				
TOTAL CDBG BUDGET	**$143,629**	$0	$143,629	

* **All indirect costs must be pre-approved by the County. City must submit an Indirect Cost Allocation Plan to County, in a form specified by County, demonstrating the appropriate share of general and administrative costs**.

G. Total Amount of Non- CDBG Leveraging

TYPE	SOURCE	AMOUNT	SOURCE	AMOUNT	SOURCE	AMOUNT	**TOTAL**
FEDERAL							
STATE/LOCAL							
PRIVATE							
OTHER							

TOTAL: $0

III. ADMINISTRATIVE REQUIREMENTS

A. Accounting Standards

The City agrees to comply with the Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (2 CFR Part 200), and agrees to adhere to the accounting principles and procedures required therein, utilize adequate internal controls, and maintain necessary source documentation for all costs incurred.

B. Cost Principles

The City shall administer its program in conformance with the Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (2 CFR Part 200). These principles shall be applied for all costs incurred whether charged on a direct or indirect basis.

C. Documentation and Record Keeping

1. Records to be Maintained.

The City and its subrecipients will maintain all records required by the Federal regulations specified in 24 CFR 570.506, that are pertinent to the activities to be funded under this Agreement. Such records shall include but not be limited to:

i Records providing a full description of each activity undertaken;
ii. Records demonstrating that each activity undertaken meets one of the National Objectives of the CDBG program;
iii. Records required to determine the eligibility of activities;
iv. Records required to document the acquisition, improvement, use or disposition of real property acquired or improved with CDBG assistance;
v. Records documenting compliance with the fair housing and equal opportunity components of the CDBG program;
vi. Financial records as required by 24 CFR 570.502, and 2 CFR 200; and
vii. Other records necessary to document compliance with Subpart K of 24 CFR Part 570.

2. Records Retention:

The City shall retain all CDBG-related financial records, supporting documents, contracts, and agreements for a period of four (4) years. The retention period begins on the date of the submission of the County's annual performance and evaluation report to HUD in which the activities assisted under the Agreement are reported for the final time. The City will retain all National Objective documentation, including low-moderate income certification, ethnicity, and other pertinent data for a period of four (4) years after submission of the County's annual performance and evaluation report to HUD. Notwithstanding the above, if there is litigation, claims, audits, negotiations or other actions that involve any of the records cited and that have started before the expiration of the four-year period, then such records must be retained until completion of the actions and resolution of all issues.

3. Client Data:

The City shall maintain client data demonstrating client eligibility for services provided. Such data shall include, but not be limited to, client name, address, income level or other basis for determining eligibility, and description of service provided. Such information shall be made available to County monitors or their designees for review upon request.

4. Disclosure:

The City understands that client information collected under this contract is private and the use or disclosure of such information, when not directly connected with the administration of the County's or City's responsibilities with respect to services provided under this contract, is prohibited by applicable federal and State law unless written consent is obtained from such person receiving service and, in the case of a minor, that of a responsible parent/guardian.

5. Close-outs:

The City's obligation to the County shall not end until all close-out requirements are completed. Activities during this close-out period shall include, but are not limited to: making final payments, disposing of program assets (including the return of all unused materials, equipment, unspent cash advances, program income balances, and accounts receivable to the County), and determining the custodianship of records. Notwithstanding the foregoing, the terms of this Agreement shall remain in effect during any period that the City has control over CDBG funds, including program income.

6. Audits & Inspections:

All City records with respect to any matters covered by this Agreement shall be made available to the County, HUD, and the Controller General of the United States or any of their authorized representatives, at any time during normal business hours, as often as deemed necessary, to audit, examine, and make excerpts or transcripts of all relevant data. Any deficiencies noted in audit reports must be fully cleared by the City within 30 days after receipt by the City. Failure of the City to comply with the above audit requirements will constitute a violation of this contract and may result in the withholding of future payments. The City hereby agrees to have an annual agency audit conducted in accordance with current County policy concerning subrecipient audits, the Single Audit Act, and the Office of Management and Budget (OMB) Title 2 U.S. Code of Federal Regulations (CFR) Part 200, Uniform Administrative Requirements, Costs Principles, and Audit Requirements for Federal Awards (Uniform Guidance).

IV. PROJECT IMPLEMENTATION AND SCHEDULE

Unless pre-approved by County, CITY will perform and complete the activities described in Section II in conformance with the schedule of tasks and milestones listed below:

Tasks / Milestone	Start Date	Completion Date
Complete CDBG Training	September 2024	September 2024
Implement Project Activities	Upon Notification from HWS	
Execute Supplemental Agreement & Notice to Incur Cost	September 2024	March 28 2025

Tasks / Milestone	Start Date	Completion Date
Submit Performance Reports to County	October 2024	June 30, 2025
County Monitoring of City Program/Performance	To be determined by Program Manager	

1. City executes Supplemental Agreement; receives Authorization to Incur Cost letter
2. HWS prepares final construction documents (incorporating Special Federal Provisions) for HWS review and approval
3. HWS advertise for bids
4. HWS reviews and approves bidding process
5. HWS awards construction contract
6. HWS conduct "pre-construction meeting"
7. HWS authorizes issue of "Notice to Proceed"
8. HWS Submits Reimbursement Requests

Monthly Submittal ☐

Other Schedule ☒ To be determined by Program Manager

CDBG-funded Project Complete June 30, 2025

V. SPECIAL CONDITIONS /PERFORMANCE REQUIREMENTS

It is required that the City and County of Riverside HWS adhere to the Home Enhancement Program Policies and no limitations will be placed on the year and date home was built for Homes that demonstrate and Health and Safety issues and/or risks. Home Enhancement improvement activities will be administered by the County on behalf of the City and will not be subject to Section 23 construction activities.

SUBRECIPIENT AGREEMENT FOR THE USE OF
COMMUNITY DEVELOPMENT BLOCK GRANT FUNDS
FOR FISCAL YEAR 2024-2025

This Subrecipient Agreement for the use of Community Development Block Grant funds for Fiscal Year 2024-2025, hereinafter referred to as "Agreement" is made and entered into this _____ day of _____ 2024, by and between the CITY OF EASTVALE, an incorporated municipality within the geographical boundaries of the County of Riverside, hereinafter referred to as "CITY", and CORONA-NORCO FAMILY YOUNG MEN'S CHRISTIAN ASSOCIATION (YMCA), a California non-profit corporation, hereinafter referred to as "SUBRECIPIENT." City and Subrecipient individually referred to herein as "Party" and collectively as the "Parties."

RECITALS

WHEREAS, the Housing and Community Development Act of 1974, as amended (42 U.S.C.A. § 5301 et seq.) (Public Law 93-383), hereinafter called "ACT", provides that Community Development Block Grant funds hereinafter referred to as "CDBG", may be used for the support of activities that provide decent housing, suitable living environments, and expanded economic opportunities principally for persons of low and moderate-income; and

WHEREAS, the CITY has received CDBG funding for the 2024-2025 program year through the County of Riverside's Urban County CDBG program; and

WHEREAS, the CDBG-assisted activities described herein comply with one of the national objectives as required under 24 CFR §570.200(a)(2).

NOW THEREFORE, the CITY and SUBRECIPIENT mutually agree as follows:

1. PURPOSE. SUBRECIPIENT promises and agrees to undertake and assist with the CITY's CDBG activities by utilizing the sum of fifteen thousand dollars ($15,000), CDBG Entitlement Funds, as specifically identified in Exhibit "A", which is attached hereto and by this reference is incorporated herein, for the following project: **YMCA Senior Health & Wellness Program**.

2. TERM OF AGREEMENT. The term of this Agreement shall be for the period of one (1) year from JULY 1, 2024 to JUNE 30, 2025. **Final reimbursement submission is due to the City on or before March 1, 2025.**

3. INCORPORATION OF SUPPLEMENTAL AGREEMENT. All applicable terms and conditions of the Supplemental Agreement for the use of 2024-2025 CDBG funds, between the

County of Riverside and the CITY, Exhibit "B" of which is attached, are hereby incorporated into and made part of this Agreement.

4. LETTER TO PROCEED. SUBRECIPIENT shall not initiate nor incur expenses for the CDBG funded project/activity covered under the terms of this Agreement prior to receiving written authorization from the CITY to proceed.

5. NOTICES. Each notice, request, demand, consent, approval or other communication which the CITY or SUBRECIPIENT is required or permitted to give to the other party pursuant to this Agreement shall be in writing and sent to the individuals outlined in Exhibit "C". Should the information outlined in Exhibit "C" need to be updated or changed it will be requested in writing within a timeframe that does not impact the progress of the program.

6. DISTRIBUTION OF FUNDS.

A. The CITY shall pay to the SUBRECIPIENT the sum specified under "1. PURPOSE" above on a reimbursement basis for all approved costs.

B. The SUBRECIPIENT shall submit once a month to the CDBG Program Administrator of the CITY a certified statement setting forth in detail the expenditures made for which it is asking reimbursement along with pertinent supporting documentation.

C. The CITY shall promptly review the monthly expenditure statement and reimburse the SUBRECIPIENT for the approved costs in accordance with its usual accounting procedures.

D. The CITY may require from the SUBRECIPIENT such supporting documentation as may be necessary and appropriate for the CITY to make its determination.

E. Each disbursement of CDBG funds shall be made within thirty (30) days after the SUBRECIPIENT has submitted, to the CITY, a complete and approved statement of expenditures.

F. In the event the United States Department of Housing and Urban Development determines the purpose or any of the expenditures above as ineligible for funding by the CITY, the SUBRECIPIENT shall reimburse the CITY the amount of the cost.

7. RECORDS AND INSPECTIONS.

A. SUBRECIPIENT shall establish and maintain financial, programmatic, statistical, and other supporting records of its operations and financial activities in accordance with 24 CFR 570, Part 84, 570.506, and OMB Circulars, A-122, and A-133, as applicable, as they relate to the acceptance and use of federal funds under this Agreement. Said records shall be retained for

such time as may be required by the regulations of the Housing and Community Development Act, but in no case for less than five (5) years from the date of this Agreement.

B. SUBRECIPIENT shall maintain a separate account for CDBG Entitlement funds received as set forth in Exhibit "A".

C. SUBRECIPIENT shall obtain an external audit in accordance with the U.S. Department of Housing and Urban Development single audit regulations (24 CFR Part 44.6). Audits shall usually be performed annually but not less frequently than every two years. Nonprofit institutions and government agencies that expend less than $750,000 a year in Federal awards are exempt from Federal audit requirements, but records must be available for review by appropriate officials of the Federal grantor agency or sub granting entity. The audit report shall be submitted to the CITY within 180 days after the end of the County's fiscal year.

D. SUBRECIPIENT shall, during the normal business hours make available to CITY, County of Riverside, the Department of Housing and Urban Development, and any other authorized Federal official, for examination and copying all of its records and other materials with respect to matters covered by this Agreement.

E. SUBRECIPIENT shall submit to the CITY copies of all studies and reports prepared for this project and the CITY shall have the right to the use and benefit of all such studies and reports.

F. If this CDBG-funded activity meets a National Objective by serving limited clientele as defined in 24 CFR 570.208(a)(2)(i), the SUBRECIPIENT shall ensure that at least fifty-one percent (51%) of the persons benefiting from the CDBG funded activities are of low and moderate-income and meet the applicable household income guidelines. The SUBRECIPIENT must provide the required income certification and direct benefit documentation, in writing, to the CITY pursuant to the reporting requirements as set forth in the attached Exhibit "B".

8. COMPLIANCE WITH LAWS AND REGULATIONS. The SUBRECIPIENT shall comply with all applicable federal, state and local laws, regulations and ordinances. By executing this Agreement, the SUBRECIPIENT hereby certifies that it will adhere to and comply with the following as they may be applicable to funds granted pursuant to the Housing and Community Development Act of 1974, as amended:

A. The Housing and Community Development Act of 1974, as amended, and the regulations issued thereto;

B. Section 3 of the Housing and Urban Development Act of 1968, as amended;

C. Executive Order 11246, as amended by Executive Orders 11375 and 12086, and implementing regulations at 41 CFR Chapter 60;

D. Executive Order 11063, as amended by Executive Order 12259, and implementing regulations at 24 CFR Part 107;

E. Section 504 of the Rehabilitation Act of 1973 (PL 93-112), as amended, and implementing regulations;

F. The Age Discrimination Act of 1975 (PL 94-135), as amended, and implementing regulations;

G. The relocation requirements of Title II and the acquisition requirements of Title III of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and the implementing regulations at 24 CFR Part 42;

H. The labor standard requirements as set forth in 24 CFR Part 570, Subpart K and HUD regulations issued to implement such requirements;

I. Executive Order 11988 relating to the evaluation of flood hazards and Executive Order 11288 relating to the prevention, control and abatement of water pollution;

J. The flood insurance purchase requirements of Section 102(a) of the Flood Disaster Protection Act of 1973 (PL 93-234);

K. The regulations, policies, guidelines and requirements of 24 CFR Part 85 "Common Rule," OMB Circular Nos. A-122 and A-133 as they relate to the acceptance and use of federal funds under the federally-assigned program;

L. Title VI of the Civil Rights Act of 1964 (PL 88-352) and implementing regulations issued at 24 CFR Part 1;

M. Title VIII of the Civil Rights Act of 1968 (PL 90-284) as amended; and

N. The lead-based paint requirements of 24 CFR Part 35 issued pursuant to the Lead-based Paint Poisoning Prevention Act (42 USC 4801, et seq.);

O. Uniform Administration Requirements pursuant to 24 CFR 570.502.

P. The SUBRECIPIENT shall carry out its activity pursuant to this Agreement in compliance with all federal laws and regulations described in Subpart K of Title 24 of the Code of Federal Regulations, except that (1) The SUBRECIPIENT does not assume the CITY'S environmental responsibilities described at §570.604; and (2) The SUBRECIPIENT does not assume the CITY'S responsibility for initiating the review process under the provisions of 24 CFR Part 52.

Q. All Uniform Administrative Requirements pursuant to 24 CFR 570.502.

9. HOLD HARMLESS AND INDEMNIFICATION.

A. SUBRECIPIENT shall indemnify and hold harmless the County of Riverside, its Agencies, Districts, Special Districts and Departments, their respective directors, officers, Board of Supervisors, elected and appointed officials, employees, agents and representatives from any liability whatsoever, based or asserted upon any services of SUBRECIPIENT, its officers, employees, subcontractors, agents or representatives arising out of or in any way relating to this Agreement, including but not limited to property damage, bodily injury, or death or any other element of any kind or nature whatsoever arising from the performance of SUBRECIPIENT, its officers, agents, employees, subcontractors, agents or representatives from this Agreement. SUBRECIPIENT shall defend, at its sole expense, all costs and fees including, but not limited, to attorney fees, cost of investigation, defense and settlements or awards, the County of Riverside, its Agencies, Districts, Special Districts and Departments, their respective directors, officers, Board of Supervisors, elected and appointed officials, employees, agents and representatives in any claim or action based upon such alleged acts or omissions. With respect to any action or claim subject to indemnification herein by SUBRECIPIENT, shall, at their sole cost, have the right to use counsel of their own choice and shall have the right to adjust, settle, or compromise any such action or claim without the prior consent of County of Riverside; provided, however, that any such adjustment, settlement or compromise in no manner whatsoever limits or circumscribes SUBRECIPIENT'S indemnification to County of Riverside as set forth herein. SUBRECIPIENT'S obligation hereunder shall be satisfied when SUBRECIPIENT has provided to County of Riverside the appropriate form of dismissal relieving County of Riverside from any liability for the action or claim involved.

B. The specified insurance limits required in this Agreement shall in no way limit or circumscribe SUBRECIPIENT'S obligations to indemnify and hold harmless the County of Riverside herein from third party claims.

C. SUBRECIPIENT shall indemnify and hold harmless the CITY, its Agencies, Districts, Special Districts and Departments, their respective directors, officers, Board of Supervisors, elected and appointed officials, employees, agents and representatives from any liability whatsoever, based or asserted upon any services of SUBRECIPIENT, its officers, employees, subcontractors, agents or representatives arising out of or in any way relating to this Agreement, including but not limited to property damage, bodily injury, or death or any other element of any kind or nature whatsoever arising from the performance of SUBRECIPIENT, its officers, agents, employees, subcontractors, agents or representatives from this Agreement. SUBRECIPIENT shall

defend, at its sole expense, all costs and fees including, but not limited, to attorney fees, cost of investigation, defense and settlements or awards, the CITY, its Agencies, Districts, Special Districts and Departments, their respective directors, officers, Board of Supervisors, elected and appointed officials, employees, agents and representatives in any claim or action based upon such alleged acts or omissions. With respect to any action or claim subject to indemnification herein by SUBRECIPIENT, shall, at their sole cost, have the right to use counsel of their own choice and shall have the right to adjust, settle, or compromise any such action or claim without the prior consent of the CITY; provided, however, that any such adjustment, settlement or compromise in no manner whatsoever limits or circumscribes SUBRECIPIENT'S indemnification to the CITY as set forth herein. SUBRECIPIENT'S obligation hereunder shall be satisfied when SUBRECIPIENT has provided to the CITY the appropriate form of dismissal relieving the CITY from any liability for the action or claim involved.

D. The specified insurance limits required in this Agreement shall in no way limit or circumscribe SUBRECIPIENT'S obligations to indemnify and hold harmless the CITY herein from third party claims.

10. INSURANCE. Without limiting or diminishing the SUBRECIPIENT'S obligation to indemnify or hold the CITY and the County of Riverside harmless, SUBRECIPIENT shall procure and maintain or cause to be maintained, at its sole cost and expense, the following insurance coverage's during the term of this Agreement:

A. SUBRECIPIENT shall maintain commercial general liability insurance in an amount not less than one million dollars ($1,000,000) per occurrence for bodily injury, personal injury and property damage. If a commercial general liability insurance form or other form with a general aggregate limit is used, either the general aggregate limit shall apply separately to the activities performed under this Agreement or the general aggregate limit shall be at least twice the required occurrence limit.

B. SUBRECIPIENT shall maintain automobile liability insurance covering bodily injury and property damage for all activities of the SUBRECIPIENT arising out of or in connection this Agreement, including coverage for owned, hired and non-owned vehicles, in an amount of not less than one million dollars ($1,000,000) combined single limit for each occurrence.

11. PROGRAM INCOME. SUBRECIPIENT, who is a subrecipient as defined in Section 570.500(c) and 570.504, shall not retain any program income as defined in Section 570.500 of Title 24

of the Federal Code of Regulations. Any and all program income shall be retained by the County of Riverside.

12. INDEPENDENT CONTRACTOR. SUBRECIPIENT and its agents, servants and employees shall act at all times in an independent capacity during the term of this Agreement, and shall not act as, shall not be, nor shall they in any manner be construed to be agents, officers or employees of the CITY or the County of Riverside.

13. NONDISCRIMINATION. SUBRECIPIENT shall abide by §570.601 and §570.912 of Title 24 of the Federal Code of Regulations, which require that no person in the United States shall on the ground of race, color, religion, national origin, or sex, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity funded in whole or in part with CDBG funds.

14. RELIGIOUS ACTIVITIES and CONFLICT OF INTEREST. Under federal regulations, CDBG assistance may not be used for inherently religious activities or provided to primarily religious entities for any activities including secular activities. SUBRECIPIENT shall adhere to the restrictions set forth in 24 CFR 570.200(j), and 570.611 and by this reference is incorporated herein.

15. TERMINATION.

A. SUBRECIPIENT may not terminate this Agreement except upon express written consent of CITY.

B. Notwithstanding the provisions of Paragraph 2, CITY may suspend or terminate this Agreement upon written notice to SUBRECIPIENT of the action being taken and the reason for such action (1) In the event the SUBRECIPIENT fails to perform the covenants herein contained at such times and in such manner as provided in this Agreement; or (2) In the event there is a conflict with any federal, state or local law, ordinance, regulation or rule rendering any of the provisions of this Agreement invalid or untenable; or (3) In the event the funding from the Department of Housing and Urban Development referred to in "1. PURPOSE" above is terminated or otherwise becomes unavailable.

C. This Agreement may be terminated, or funding suspended in whole or in part for cause in accordance with 24 CFR 85.43. Cause shall be based on the failure of the SUBRECIPIENT to materially comply with either the terms or conditions of this Agreement. Upon suspension of funding, the SUBRECIPIENT agrees not to incur any costs related thereto, or connected with, any area of conflict from which the CITY has determined that suspension of funds is necessary. The award may be terminated for convenience in accordance with 24 CFR 85.44.

D. Reversion of Assets (1) Upon expiration of this Agreement, the SUBRECIPIENT shall transfer to the CITY any CDBG funds on hand at the time of expiration of the Agreement as well as any accounts receivable held by SUBRECIPIENT which are attributable to the use of CDBG funds awarded pursuant to this Agreement; or (2) Any real property under the SUBRECIPIENT'S control that was acquired or improved in whole or in part with CDBG funds (including CDBG funds provided to the SUBRECIPIENT in the form of a loan) in excess of $25,000 is either (i) Used to meet one of the National Objectives in Sec. 570.208 until five years after expiration of this agreement, or for such longer period of time as determined to be appropriate by the CITY; or (ii) Not used in accordance with Section (i) above, in which event the SUBRECIPIENT shall pay to the CITY an amount equal to the current market value of the property less any portion of the value attributable to expenditures of non-CDBG funds for the acquisition of, or improvement to, the property.

16. PROGRAM MONITORING AND EVALUATION. SUBRECIPIENT shall be monitored and evaluated in terms of its effectiveness and timely compliance with the provisions of this Agreement and the effective and efficient achievement of the Program Objectives. Monthly reports shall be due on the fifteenth (15th) day of the month immediately following the end of the month being reported. The monthly written reports shall include, but shall not be limited to the following data elements:

A. Title of program, listing of components, description of activities/operations.

B. The projected goals, indicated numerically, and also the goals achieved (for each report period). In addition, identify by percentage and description, the progress achieved towards meeting the specified goals; additionally, identify any problems encountered in meeting goals.

C. If the CDBG funded Activity meets National Objective under 24 CFR 570.208 (a)(2)(i)(B), SUBRECIPIENT shall report the following:

(1) Total direct beneficiaries (clientele served) with household income:

(i) Above 80% MHI

(ii) Between 50% and 80% MHI (Low-Income)

(iii) Between 30% and 50% MHI (Very Low-Income)

(iv) Below 30% MHI (Extremely Low-Income)

(2) Total number and percentage of all clients at or below 80% MHI

(3) Racial ethnicity of clientele

(4) Number of Female-Headed Households

D. SUBRECIPIENT shall report beneficiary statistics monthly, or as otherwise required, to CITY on the pre-approved Direct Benefit Form and Self- Certification Form (certifying income, family size, and racial ethnicity) as required by HUD. In the event that HUD or CITY implement changes to the reporting requirements, SUBRECIPIENT will be provided with updated forms and instructions necessary to comply with the reporting requirements of the CPD Outcome Performance Measurement System.

E. SUBRECIPIENT must collect income self-certifications from every individual or family participating in CDBG-funded activities or the parent or legal guardian of every child participating in CDBG-funded activities. This includes family income, family size, and ethnicity. Income verifications are required from at least 10% of all clientele. SUBRECIPIENT must submit reimbursement request monthly or in accordance with other County of Riverside and CITY approved schedule. Final reimbursement requests must be received by the CITY no later than March 1, 2023.

17. ENTIRE AGREEMENT. This Agreement, including any attachments or exhibits hereto constitutes the entire Agreement of the parties with respect to its subject matter and supersedes all prior and contemporaneous representations, proposals, discussions and communications, whether oral or in writing. No oral understanding or agreement not incorporated herein shall be binding on any of the parties hereto. Each of the attachments and exhibits attached hereto is incorporated herein by this reference.

18. PROJECT ELIGIBILITY. As to the SUBRECIPIENT or its claimants, the CITY shall bear no liability for any later determination by the United States Government, the Department of Housing and Urban Development, or any other person or entity, that SUBRECIPIENT is or is not eligible under 24 CFR Part 570 to receive CDBG funds.

19. MODIFICATION OF AGREEMENT. This agreement may be modified or amended only by a writing signed by the duly authorized and empowered representatives of the CITY and SUBRECIPIENT, respectively.

20. SEVERABILITY. Each section, paragraph and provision of this Agreement is severable from each other provision, and if any provision or part thereof is declared invalid, the remaining provisions shall remain in full force and effect.

21. EMPLOYMENT OPPORTUNITIES TO BE CAUSED BY PROJECT. SUBRECIPIENT agrees to notify in writing, the CITY of any and all job openings that are caused by the CDBG-funded Project under this Agreement.

22. AUTHORITY TO EXECUTE. The persons executing this Agreement, or exhibits attached hereto on behalf of the parties to this Agreement hereby warrant and represent that they have the authority to execute this Agreement and warrant and represent that they have the authority to bind the respective parties to this Agreement to the performance of its obligations hereunder.

23. EFFECTIVE DATE. The effective date of this Agreement is the date the parties sign the Agreement. If the parties sign the Agreement on more than one date, then the last date the Agreement is signed by a party shall be the effective date.

24. FORCE MAJEURE.

A. Performance by either party hereunder shall not be deemed to be in default where delays or defaults are due to war, insurrection, strikes, lock-outs, riots, floods, earthquakes, fires, casualties, acts of God, acts of the public enemy, epidemics, pandemic, quarantine restrictions, freight embargoes, lack of transportation, governmental restrictions or priority, litigation, unusually severe weather, inability to secure necessary labor, material or tools, delays of any contractor, sub-contractor or supplier, acts of the other party, acts or failure to act of a public or governmental agency or entity, or any causes beyond the control or without the fault of the party claiming an extension of time to perform.

B. An extension of time for any such cause (a "Force Majeure Delay") shall be for the period of the enforced delay and shall commence to run from the time of the commencement of the cause, if notice by the party claiming such extension is sent to the other party within thirty (30) calendar days of knowledge of the commencement of the cause. Notwithstanding the foregoing, none of the foregoing events shall constitute a Force Majeure Delay unless and until the party claiming such delay and interference delivers to the other party written notice describing the event, its cause, when and how such party obtained knowledge, the date the event commenced, and the estimated delay resulting therefrom. Any party claiming a Force Majeure Delay shall deliver such written notice within thirty (30) calendar days after it obtains knowledge of the event.

[Remainder of Page Intentionally Blank]

[Signatures on Following Page]

IN WITNESS WHEREOF, the CITY and the SUBRECIPIENT have executed this agreement as of the date listed below:

CITY OF EASTVALE,
a General law City

BY: _____
Mark Orme, City Manager

Date: _____

SUBRECIPIENT
CORONA-NORCO FAMILY YOUNG MEN'S CHRISTIAN ASSOCIATION (YMCA),
a California Non-Profit Corporation

BY: _____
Name:
Title:

Date: _____

ATTEST:

BY: _____
Marc Donohue, City Clerk

APPROVED AS TO FORM:

BY: _____
Erica Vega, City Attorney

EXHIBIT A
SUPPLEMENTAL AGREEMENT
SCOPE OF WORK

-PLACEHOLDER-

-COUNTY OF RIVERSIDE WILL SEND SUPPLEMENTAL AGREEMENT AND SCOPE OF WORK-

EXHIBIT B
SUPPLEMENTAL AGREEMENT

-PLACEHOLDER-

-COUNTY OF RIVERSIDE WILL SEND SUPPLEMENTAL AGREEMENT AND SCOPE OF WORK-

EXHIBIT C
PROGRAM CONTACT INFORMATION

Should the information outlined below need to be updated or changed it will be requested in writing within a timeframe that does not impact the progress of the program.

CITY **CDBG PROGRAM ADMINISTRATOR**
Samantha Greven, Management Analyst
City of Eastvale
12363 Limonite Avenue, Suite 910
Eastvale, CA 91752
sgreven@eastvaleca.gov

SUBRECIPIENT **PROGRAM MANAGER**
Sam Albrecht, Program Manager
Corona-Norco Family Young Men's Christian Association (YMCA)
1331 River Road
Corona, CA 92878
albrecht@ymcacornor.org

CITY OF EASTVALE

AGENDA STAFF REPORT

City Council Meeting
CONSENT CALENDAR
Agenda Item No. 11.9
January 8, 2025

Reciprocal License Agreement between the City of Eastvale and the City of Ontario for the installation and use of Flock Safety cameras.

Prepared By:

Johnny Terfehr, Community Safety Director

Recommended Action(s)

Staff recommends that the City Council authorize 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.

Summary

The City of Eastvale and the City of Ontario propose a reciprocal agreement to share respective infrastructure, such as traffic signals, street lights, and standalone poles, for the installation, use, and maintenance of Flock Safety cameras. This partnership will enhance surveillance coverage and improve the ability to collect and preserve critical evidence for criminal investigations.

The agreement will be effective for five years, with an automatic one-year renewal upon expiration of the initial term. Each city will retain ownership and responsibility for their respective cameras, while adhering to the terms of their individual agreements with Flock.

Background

The Cities of Eastvale and Ontario utilize Flock Safety cameras to enhance public safety. The Eastvale City Council approved an agreement with Flock Safety for the installation of 61 cameras at strategic

locations throughout the City on April 26, 2023.
Flock Safety cameras are capable of capturing and processing up to 30,000 vehicles daily, covering two lanes of traffic with a single solar-powered unit. Utilizing advanced image analytics, the cameras track key vehicle features such as license plates, make, model, color, and distinctive characteristics, without relying on registration data. This system enables real-time alerts for stolen or wanted vehicles, providing law enforcement with valuable evidence to improve the efficiency and accuracy of investigations.

To further strengthen public safety, the proposed reciprocal agreement allows the City of Eastvale and the City of Ontario to use each other's traffic signals, street lights, and standalone poles within the public rights-of-way for the installation, maintenance, and operation of Flock cameras. The cameras will monitor each city's respective areas, ensuring coverage within their own jurisdictions. The fiscal and legal responsibility for each camera will rest with the jurisdiction that owns it. If either party wishes to relocate a camera, both cities agree to make reasonable efforts to accommodate the request.

The agreement includes three proposed camera locations and the possibility of future locations. Each City will obtain an encroachment permits for any equipment installed on each other's respective infrastructure.

Sharing camera infrastructure will enhance both cities' ability to track wanted vehicles, pinpoint their locations, and respond more quickly to criminal activity. The interconnected network of cameras will improve information flow, allowing law enforcement to share real-time alerts and surveillance data. By utilizing each other's properties for camera installations, both cities can bolster crime prevention efforts and strengthen their ability to solve cases, ultimately contributing to greater public safety and more effective law enforcement collaboration.

Environmental

Not applicable.

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

Identify and recommend tools necessary for optimal employee performance.
Use innovation and technology to enhance public safety with consideration and balance of privacy and public trust.

Fiscal Impact

There is no fiscal impact.

Prior City Council/Commission Action

On April 26, 2023, the City Council approved an agreement with Flock Safety for the installation of cameras throughout the City.

Attachment(s)

Attachment 1 - Reciprocal Agreement Between the City of Eastvale and the City of Ontario for the Installation and Use of Flock Cameras
Attachment 2 - Agreement Between the City of Eastvale and Flock Safety

RECIPROCAL LICENSE AGREEMENT BETWEEN THE CITY OF ONTARIO AND THE CITY OF EASTVALEFOR THE INSTALLATION AND USE OF FLOCK CAMERAS

TABLE OF CONTENTS

SECTION **PAGE**

SECTION 1. DEFINITIONS.....**Error! Bookmark not defined.**

SECTION 2. GRANT..... 1

SECTION 3. USAGE RESTRICTIONS AND CONFIDENTIALITY 2

SECTION 4. TERM AND AMENDMENTS..... 2

SECTION 5. PERMIT FEES.....**Error! Bookmark not defined.**

SECTION 6. CONSTRUCTION, MAINTENANCE and REPAIR ACTIVITIES 2

SECTION 7. INTERFERENCE WITH OTHER FACILITIES PROHIBITED; RELOCATION 3

SECTION 8. INDEMNITY AND RISK OF LOSS 4

SECTION 9. INSURANCE REQUIREMENTS..... 5

SECTION 10. NOTICES..... 5

SECTION 11. ASSIGNMENT OF LICENSE 6

SECTION 12. AGREEMENT VIOLATIONS LEADING TO TERMINATION..... 6

SECTION 13. GOVERNING LAW, JURISDICTION AND VENUE 6

SECTION 14. MISCELLANEOUS PROVISIONS..... 6

RECIPROCAL LICENSE AGREEMENT BETWEEN THE CITY OF ONTARIO AND THE CITY OF EASTVALE FOR THE INSTALLATION AND USE OF FLOCK CAMERAS

This RECIPROCAL LICENSE AGREEMENT ("Agreement") is made and entered into by and between the City of Ontario, a California municipal corporation ("Ontario"), and the City of Eastvale, a California corporation("Eastvale") as of the date fully executed by all Parties ("Effective Date"). Ontario and Eastvale are at times collectively referred to hereinafter as the "Parties" or individually as the "Party."

WHEREAS, Flock Group, Inc. ("Flock") offers a software and hardware solution for automatic license plate detection through Flock's technology platform which includes, upon detection, the capability of capturing audio, image, and recordings data of suspected vehicles ("Footage") and providing notifications to the user ("Notifications") (collectively, the "Flock Service"); and

WHEREAS, Eastvale has requested use of certain Ontario-owned traffic signals, street lights, and standalone poles ("Ontario Poles") within the public rights-of-way of Ontario to install, maintain and operate cameras ("Flock Cameras") to use the Flock Service solely for the awareness, prevention, and prosecution of crime, bona fide investigations by police departments, and archiving for evidence gathering ("Permitted Purposes"); and

WHEREAS, Ontario has requested use of certain Eastvale-owned traffic signals, street lights, and standalone poles ("Eastvale Poles") within the public rights-of-way of Eastvale to install, maintain and operate Flock Cameras to use the Flock Service solely for the Permitted Purposes. Collectively, the Eastvale Poles and Ontario Poles may be referred to as the "Licensed Poles"; and

WHEREAS, each Party will use the Flock Service and any access thereto, subject to the terms and conditions of the Parties' respective agreements with Flock; and

WHEREAS, each Party has the power to regulate the public rights-of-way within its territorial boundaries and allow the use of space on its respective poles and is willing to permit such use by the other Party free of charge, subject to the terms and conditions of this Agreement.

NOW THEREFORE, IN RECOGNITION OF THE MUTUAL CONSIDERATION, PROMISES, AND REPRESENTATIONS HEREIN, THE RECEIPT AND SUFFICIENCY OF WHICH IS HEREBY ACKNOWLEDGED, THE ABOVE PARTIES AGREE TO THE FOLLOWING:

SECTION 1. GRANT OF RECIPROCAL, NON-EXCLUSIVE LICENSES

(a) Ontario hereby grants Eastvale a non-exclusive license to use and occupy limited space on certain Ontario Poles identified in Exhibit A hereto, for the purpose of attaching Flock Cameras to use Flock Service for the Permitted Purposes. Eastvale may physically access

the installed Flock Cameras for maintenance and repair during the following hours: 24 hours, 7 days a week. Prior to Eastvale accessing its Flock Cameras, Eastvale shall provide email notice, at least twenty-four (24) hours in advance, to Ontario at the following email address: engcounter@ontarioca.gov.

(b) Eastvale hereby grants Ontario a non-exclusive license to use and occupy limited space on certain Eastvale Poles identified in Exhibit A hereto for the purpose of attaching Flock Cameras to use Flock Service for the Permitted Purposes. Ontario may physically access the installed Flock Cameras for maintenance and repair during the following hours: 24 hours, 7 days a week. Prior to Ontario accessing its Flock Cameras, Ontario shall provide email notice, at least twenty-four (24) hours in advance, to Eastvale at the following email address: publicworks@eastvaleca.gov.

SECTION 2. USAGE RESTRICTIONS AND CONFIDENTIALITY

(a) **Usage Restrictions** – The Flock Cameras and Flock Service may be used solely for the Permitted Purposes. Neither Ontario nor Eastvale will utilize Footage obtained from any Licensed Pole for any purpose other than the Permitted Purposes, nor will Ontario or Eastvale permit any authorized users to utilize such Footage for any purpose other than the Permitted Purposes.

(b) **Confidentiality** – Nothing in this Agreement will prevent the Parties from disclosing information pursuant to any judicial or governmental order or to otherwise comply with applicable law. The Parties may access, use, preserve, and/or disclose the Footage to other law enforcement authorities, government officials, and/or third parties, if legally required to do so or if the Party has a good faith belief that such access, use, preservation, or disclosure is reasonably necessary to: (a) comply with a legal process or request; (b) enforce this Agreement, including investigation of any potential violation thereof; (c) detect, prevent, or otherwise address security, fraud, or technical issues; or (d) protect the rights, property, or safety of the Party or the public as required or permitted by law, including to respond to an emergency situation

SECTION 3. TERM AND AMENDMENTS

(a) **Term of Agreement** – The term of this Agreement shall be for five (5) years commencing on the Effective Date and ending at midnight on the last day of the term (the "Term"). Unless either Party provides written notice to the other Party prior to expiration of the Term or Renewal Term that the notifying Party will not renew the Agreement, the Term will automatically renew for additional one (1) year periods (each a "Renewal Term"), upon the same terms and conditions set forth in this Agreement.

(b) **Effect of Termination** – Within thirty (30) days after such expiration or earlier termination, the Parties shall remove their Flock Cameras from the Licensed Poles and restore the Licensed Poles and the public right-of-way to their original condition, reasonable wear and tear excepted.

SECTION 4. CONSTRUCTION, MAINTENANCE AND REPAIR ACTIVITIES

(a) **Compliance with Laws** – In the installation, construction, maintenance, replacement, upgrade, and operation of Flock Cameras on the Licensed Poles, each Party shall comply with all applicable federal, state and local laws, ordinances, rules and regulations, whether now existing or hereafter enacted or modified, including but not limited to permit requirements for work performed in the public rights-of-way.

(b) **Maintenance and Repair of Flock Cameras** – Each Party shall keep and maintain their respective Flock Cameras installed on Licensed Poles in good condition and repair throughout the Term, normal wear and tear and casualty excepted. Each Party shall have the right to conduct testing and maintenance activities, and repair and replace damaged or malfunctioning Flock Cameras on Licensed Poles at any time during the Term upon prior notice and approval to the other Party as set forth in Section 1 above.

(c) **Maintenance and Repair of Licensed Poles** - Ontario shall maintain and keep the Ontario Poles in good condition in accordance with Ontario's standard maintenance requirements. Such maintenance shall be at Ontario's sole cost and expense, except to the extent this Agreement provides otherwise. Eastvale shall maintain and keep the Eastvale Poles in good condition in accordance with Eastvale's standard maintenance requirements. Such maintenance shall be at Eastvale's sole cost and expense, except to the extent this Agreement provides otherwise.

(d) **Removal of Non-Compliant Installations** – Each Party shall have the authority at any time to order and require the other Party to remove any Flock Cameras that are not authorized by this Agreement or are in violation of any federal, state or local law, ordinance, rule or regulation whether now existing or hereafter enacted or modified. After receipt of written notice and thirty (30) days opportunity to cure, in the event that one Party fails or refuses to comply with removing their non-compliant Flock Cameras, the other Party shall have the authority to remove the same. The removal shall be at the expense of the Party owning the Flock Cameras, and the Party owning the removed Flock Cameras shall not be entitled to compensation or damages as a result of the removal.

SECTION 5. INTERFERENCE WITH OTHER FACILITIES PROHIBITED; RELOCATION

(a) **Interference Prohibited** – Neither Party shall impede, obstruct or otherwise interfere with the installation, existence and operation of any other facility in the public right-of-way or on the Licensed Poles, including lighting, sanitary sewers, water mains, storm water drains, gas mains, poles, aerial and underground electrical infrastructure, cable television and telecommunication wires, public safety networks, and other telecommunications, utility, or personal property of the other Party.

(b) **Relocation of Equipment or Licensed Poles** – This Agreement creates no right for either Party to receive any relocation assistance or payment for any reason under the Relocation Assistance Act, the Uniform Relocation Assistance Act, or under any existing or future law upon any termination of the license. Each Party understands and acknowledges that it may be required, at its sole cost and expense, to relocate one or more of its Flock Cameras at the other Party's direction and upon sixty (60) days' prior written notice for any of the

following purposes: (a) if required for the construction, modification, completion, repair, relocation, or maintenance of a public works project; (b) because the Flock Camera is interfering with or adversely affecting proper operation of a Licensed Pole; or (c) to protect or preserve the public health or safety. In any such case, the Party directing the removal shall use reasonable efforts to afford the other Party a reasonably equivalent, alternate location to reinstall its Flock Cameras. If a Party fails to remove a Flock Camera pursuant to this subsection, the Party directing removal may do so in accordance with Section 4(d).

(c) **Voluntary Relocations**. In the event either Party desires to relocate any Flock Camera from a Licensed Pole to another pole, the other Party agrees to use reasonable efforts to accommodate the Party requesting relocation by making another reasonably equivalent pole available for use in accordance with and subject to the terms and conditions of this Agreement.

SECTION 6. INDEMNITY

(a) **Mutual Indemnification** – Each Party agrees to indemnify, defend, protect, and hold harmless the other Party, its council members, officers, employees, agents, volunteers, and contractors (collectively, the "Indemnitee") from and against any and all claims, demands, causes of action, suits, proceedings, losses, including pole warranty invalidation, liabilities, fines, charges, penalties, administrative and judicial proceedings and orders, judgments, awards, decrees, settlements, damage or injury of any kind, in law or equity, regardless of whether the allegations are false, fraudulent, or groundless, to property or persons, (collectively, "Claims") in any manner arising out of, pertaining to, or incident to any acts, errors or omissions, or willful misconduct of the Party, its officials, officers, employees, subcontractors, consultants or agents (collectively, the "Indemnitor"),and all costs and expenses incurred in connection therewith, including reasonable attorney's fees and costs of defense (collectively, the "Losses") to the extent arising from, resulting from, or caused by Indemnitor's activities undertaken pursuant to this Agreement, including, without limitation, the construction, design, use, or operation of the Flock Camera or the Flock Services, except to the extent arising from or caused by the gross negligence or willful misconduct of the Indemnitee.

(b) Indemnitor shall defend, with counsel of Indemnitee's choosing and at Indemnitor's own cost, expense and risk, any and all Claims covered by this section that may be brought or instituted against Indemnitee . In addition, Indemnitor shall pay and satisfy any judgment, award or decree that may be rendered against Indemnitee as part of any such claim, suit, action or other proceeding. Indemnitor shall also reimburse Indemnitee for the cost of any settlement paid by Indemnitee as part of any such claim, suit, action or other proceeding. Such reimbursement shall include payment for Indemnitee's attorney's fees and costs, including expert witness fees. Indemnitor shall reimburse Indemnitee and its officials, employees, agents and volunteers, for any and all legal expenses and costs incurred by each of them in connection therewith or in enforcing the indemnity herein provided. Indemnitor's obligation to indemnify shall survive expiration or termination of this Agreement, and shall not be restricted to insurance proceeds, if any, received by the Indemnitee.

(c) **Limitation on Consequential Damages --** Neither party shall be liable to the other, or any of their respective agents, representatives, or employees for any lost revenue, lost profits, loss of technology, rights or services, incidental, punitive, indirect, special or consequential damages, loss of data, or interruption or loss of use of Flock Service, even if advised of the possibility of such damages, whether under theory of contract, tort (including negligence), strict liability or otherwise.

SECTION 7. INSURANCE REQUIREMENTS

(a) Ontario and Eastvale shall respectively maintain the following insurance coverage during the Term of this Agreement.

Type of Coverage	Amounts
1. Workers' Compensation and Employers' Liability	$1,000,000 per accident for bodily injury and disease
3. Commercial General Liability Insurance to include coverage for the following: a. Contractual liability b. Cross-liability c. Products/complete operations d. Property damage	Combined Single Limit for Bodily Injury and Property Damage of $2,000,000 per occurrence and General Aggregate limit of $4,000,000
4. Business Automobile Liability	Combined Single Limit for Bodily Injury and Property Damage of $2,000,000 per occurrence

Parties shall each provide an endorsement that the insurer waives the right of subrogation against the other Party and its elected officials, officers, employees, agents and representatives. All defense costs shall be outside the limits of the policy. Each Party shall name the other as an additional insured on the commercial general liability insurance.

(b) Ontario and Eastvale shall furnish certificates and amendatory endorsements evidencing coverage required by this Section. All certificates and endorsements are to be received and approved before the Effective Date. However, failure to obtain the required documents prior to the Effective Date shall not waive any obligation to provide them. Ontario and Eastvale reserve the right to require complete, certified copies of all required insurance policies, including endorsements affecting the coverage required by this Section at any time.

SECTION 8. NOTICES

(a) **Notice** – Notices required by this Agreement may be given by overnight courier or certified mail, postage prepaid. Either Party shall have the right, by giving written notice to the other, to change the address at which its notices are to be received. Until any such change is made, notices shall be delivered as follows:

If to Ontario:

City of Ontario
303 E. B St
Ontario CA 91764
Attn: Engineering Front Counter

With a copy to:

City of Ontario
303 E. B St.
Ontario CA 91764
Attn: City Clerk's Office

If to Eastvale:

City of Eastvale
12363 Limonite Ave., Suite 910
Eastvale, CA 91752
Attn: Community Safety Director

SECTION 9. ASSIGNMENT OF LICENSE

(a) **Limited Right of Assignment** – This Agreement may not be transferred, assigned or sublicensed by either Party without the prior approval of the other Party, which shall not be unreasonably delayed or withheld.

SECTION 10. AGREEMENT VIOLATIONS LEADING TO TERMINATION AND TERMINATION FOR CONVENIENCE

(a) **Events of Termination** – This Agreement may be terminated before the expiration of the Term or Renewal Term on written notice by either Party, if the other Party materially breaches any provision of this Agreement and such breach is not cured within thirty (30) days after receipt of written notice of such breach.

(b) **No Waiver of Duties** – Termination of this Agreement does not relieve either Party from the obligation concerning any claim for damages against it under this Agreement. Each Party's rights, options, and remedies under this Agreement are cumulative, and no one of them is exclusive of the other. A Party may pursue any or all such remedies or any other remedy or relief provided by law, whether or not stated in this Agreement.

(c) **Termination for Convenience –** Notwithstanding the foregoing, wither Party may terminate this Agreement at any time for convenience upon providing the other Party with thirty (30) days' written notice.

SECTION 11. JURISDICTION AND VENUE

(a) **Jurisdiction and Venue** – This Agreement and all matters relating to it shall be governed by the laws of the State of California and any action brought relating to this Agreement shall be held exclusively in a state court in the County of San Bernardino.

SECTION 12. MISCELLANEOUS PROVISIONS

(a) **No Waiver** – None of the material provisions of this Agreement may be waived or modified except expressly in writing signed by the Parties. Failure of either Party to require

the performance of any term in this Agreement or the waiver by either Party of any breach thereof shall not prevent subsequent enforcement of this term and shall not be deemed a waiver of any subsequent breach.

(b) **Severability** – If any clause or provision of the Agreement is illegal, invalid, or unenforceable under present or future laws effective during the Term, then and in that event it is the intention of the Parties hereto that the remainder of this Agreement shall not be affected thereby, and it is also the intention of the Parties that in lieu of each clause or provision of this Agreement that is illegal, invalid, or unenforceable, there be added as part of this Agreement a clause or provision as similar in terms to such illegal, invalid, or unenforceable clause or provision as may be possible and be legal, valid, and enforceable.

(c) **Captions** – The captions contained in this Agreement are for convenience of reference only and in no way limit or enlarge the terms and conditions of this Agreement.

(d) **Extent of Agreement** – This Agreement, together with its attached exhibits, embodies the complete agreement of the Parties, superseding all oral or written previous and contemporary agreements between the Parties and relating to this Agreement.

(e) **Authority** – Each of the signatories of this Agreement hereby represents and warrants that they have full authority to execute this Agreement on behalf of Eastvale or Ontario respectively**.**

(f) **Change of Law** – If any state or local laws or regulations and any binding judicial interpretations thereof (collectively, "Laws") that govern any aspect of the rights or obligations of the Parties under this Agreement shall change after the Effective Date and such change makes any aspect of such rights or obligations inconsistent with the then-effective Laws, then the Parties agree to promptly amend the Agreement as reasonably required to accommodate and/or ensure compliance with any such legal or regulatory change.

(g) **Force Majeure** – The respective duties, obligations, and performance of the Parties herein shall be suspended and no Party shall face liability for same while and so long as performance hereto is prevented or impeded by a Force Majeure Event. A Force Majeure Event shall mean an event that materially affects a Party's performance and is one or more of the following: (1) Acts of God or other natural disasters; (2) terrorism or other acts of a public enemy; (3) orders of governmental authorities (including, without limitation, unreasonable and unforeseeable delay in the issuance of permits or approvals by governmental authorities that are required for the work); (4) pandemics, epidemics or quarantine restrictions; and (5) strikes and other organized labor action, only to the extent such strikes and other organized labor action are beyond the control of the Parties. For purposes of this section, "orders of governmental authorities," includes ordinances, emergency proclamations and orders, rules to protect the public health, welfare and safety, and other actions of the public.

(h) **No Partnership or Joint Venture –** The Parties to this Agreement shall in no way be partners or joint venturers with each other and nothing herein shall be construed to make them partners or joint venturers or impose any liability as such on either of them.

(i) **Counterparts –** This Agreement may be executed in multiple counterparts, each of which is an original. Regardless of the number of counterparts, they constitute only one agreement. In making proof of this agreement, it is not necessary to produce or account for more counterparts than are necessary to show execution by or on behalf of all Parties.

EXECUTED and **AGREED**.

CITY OF ONTARIO	**CITY OF EASTVALE**
_____	_____
(Signature)	*(Signature)*
Printed Name: **KHOI DO**	Printed Name: **Mark Orme**
Title: **City Engineer**	Title: **City Manager**
Date: _____	Date: _____

APPROVED AS TO FORM:	**APPROVED AS TO FORM:**
_____	_____
City Attorney	City Attorney

EXHIBIT A

FLOCK CAMERA LOCATIONS

Site ID #	Flock Camera GIS Coordinates	
4310 Mills Cir, Ontario, CA 91764	34.018727, -117.558408 (SW Corner of Riverside & Hamner)	Camera #23 Eastvale
12656 Cantu-Galleano Ranch Rd, Eastvale, CA 91752	34.0010058205224,-117.55882033767803 (SW Corner of Ontario Ranch Rd & Hamner)	Camera #70 Ontario
4838 Hamner Ave, Eastvale, CA 91752	34.00115482553252,-117.55821608308752 (SE Corner Hamner & Cantu-Galleano Ranch)	Camera #80 Ontario

A-2023-036

Flock Safety + CA - City of Eastvale

Flock Group Inc.
1170 Howell Mill Rd, Suite 210
Atlanta, GA 30318

MAIN CONTACT:
Jesse Mund
jesse.mund@flocksafety.com
7138996379

flock safety

Master Services Agreement

This Master Services Agreement (this "***Agreement***") is entered into by and between Flock Group, Inc. with a place of business at 1170 Howell Mill Road NW Suite 210, Atlanta, GA 30318 ("***Flock***") and the entity identified in the signature block ("***Customer***") (each a "***Party***," and together, the "***Parties***") on this the 05 day of April 2023. This Agreement is effective on the date of mutual execution ("***Effective Date***"). Parties will sign an Order Form ("**Order Form**") which will describe the Flock Services to be performed and the period for performance, attached hereto as **Exhibit A**. The Parties agree as follows:

RECITALS

WHEREAS, Flock offers a software and hardware situational awareness solution through Flock's technology platform that upon detection is capable of capturing audio, video, image, and recording data and provide notifications to Customer ("***Notifications***");

WHEREAS, Customer desires access to the Flock Services (defined below) on existing devices, provided by Customer, or Flock provided Flock Hardware (as defined below) in order to create, view, search and archive Footage and receive.Notifications, via the Flock Services;

WHEREAS, Customer shall have access to the Footage in Flock Services. Pursuant to Flock's standard Retention Period (defined below) Flock deletes all Footage on a rolling thirty (30) day basis, except as otherwise stated on the Order Form. Customer shall be responsible for extracting, downloading and archiving Footage from the Flock Services on its own storage devices; and

WHEREAS, Flock desires to provide Customer the Flock Services and any access thereto, subject to the terms and conditions of this Agreement, solely for the awareness, prevention, and prosecution of crime, bona fide investigations and evidence gathering for law enforcement purposes, ("***Permitted Purpose***").

AGREEMENT

NOW, THEREFORE, Flock and Customer agree that this Agreement, and any Order Form, purchase orders, statements of work, product addenda, or the like, attached hereto as exhibits and incorporated by reference, constitute the complete and exclusive statement of the Agreement of the Parties with respect to the subject matter of this Agreement, and replace and supersede all prior agreements, term sheets, purchase orders, correspondence, oral or written communications and negotiations by and between the Parties.

1. DEFINITIONS

Certain capitalized terms, not otherwise defined herein, have the meanings set forth or cross-referenced in this Section 1.

1.1 "***Anonymized Data***" means Customer Data permanently stripped of identifying details and any potential personally identifiable information, by commercially available standards which irreversibly alters data in such a way that a data subject (i.e., individual person or entity) can no longer be identified directly or indirectly.

1.2 "***Authorized End User(s)***" means any individual employees, agents, or contractors of Customer accessing or using the Services, under the rights granted to Customer pursuant to this Agreement.

1.3 "***Customer Data***" means the data, media and content provided by Customer through the Services. For the avoidance of doubt, the Customer Data will include the Footage.

1.4. "***Customer Hardware***" means the third-party camera owned or provided by Customer and any other physical elements that interact with the Embedded Software and the Web Interface to provide the Services.

1.5 "***Embedded Software***" means the Flock proprietary software and/or firmware integrated with or installed on the Flock Hardware or Customer Hardware.

1.6 "***Flock Hardware***" means the Flock device(s), which may include the pole, clamps, solar panel, installation components, and any other physical elements that interact with the Embedded Software and the Web Interface, to provide the Flock Services as specifically set forth in the applicable product addenda.

1.7 "***Flock IP***" means the Services, the Embedded Software, and any intellectual property or proprietary information therein or otherwise provided to Customer and/or its Authorized End Users. Flock IP does not include Footage (as defined below).

1.8 "***Flock Network End User(s)***" means any user of the Flock Services that Customer authorizes access to or receives data from, pursuant to the licenses granted herein.

1.9 "***Flock Services***" means the provision of Flock's software and hardware situational awareness solution, via the Web Interface, for automatic license plate detection, alerts, audio detection, searching image records, video and sharing Footage.

1.10 "***Footage***" means still images, video, audio and other data captured by the Flock Hardware or Customer Hardware in the course of and provided via the Flock Services.

1.11 "***Hotlist(s)***" means a digital file containing alphanumeric license plate related information pertaining to vehicles of interest, which may include stolen vehicles, stolen vehicle license plates, vehicles owned or associated with wanted or missing person(s), vehicles suspected of being involved with criminal or terrorist activities, and other legitimate law enforcement purposes. Hotlist also includes, but is not limited to, national data (i.e., NCIC) for similar categories, license plates associated with AMBER Alerts or Missing Persons/Vulnerable Adult Alerts, and includes manually entered license plate information associated with crimes that have occurred in any local jurisdiction.

1.12 "***Installation Services***" means the services provided by Flock for installation of Flock Services.

1.13 "***Retention Period***" means the time period that the Customer Data is stored within the cloud storage, as specified in the product addenda.

1.14 "***Vehicle Fingerprint™***" means the unique vehicular attributes captured through Services such as: type, make, color, state registration, missing/covered plates, bumper stickers, decals, roof racks, and bike racks.

1.15 "***Web Interface***" means the website(s) or application(s) through which Customer and its Authorized End Users can access the Services.

2. SERVICES AND SUPPORT

2.1 **Provision of Access.** Flock hereby grants to Customer a non-exclusive, non-transferable right to access the features and functions of the Flock Services via the Web Interface during the Term, solely for the Authorized End Users. The Footage will be available for Authorized End Users to access and download via the Web Interface for the data retention time defined on the Order Form ("***Retention Period***"). Authorized End Users will be required to sign up for an account and select a password and username ("***User ID***"). Customer shall be responsible for all acts and omissions of Authorized End Users, and any act or omission by an Authorized End User which, including any acts or omissions of authorized End user which would constitute a breach of this agreement if undertaken by customer. Customer shall undertake reasonable efforts to make all Authorized End Users aware of all applicable provisions of this Agreement and shall cause Authorized End Users to comply with such provisions. Flock may use the services of one or more third parties to deliver any part of the Flock Services, (such as using a third party to host the Web Interface for cloud storage or a cell phone provider for wireless cellular coverage).

2.2 **Embedded Software License.** Flock grants Customer a limited, non-exclusive, non-transferable, non-sublicensable (except to the Authorized End Users), revocable right to use the Embedded Software as it pertains to Flock Services, solely as necessary for Customer to use the Flock Services.

2.3 **Support Services.** Flock shall monitor the Flock Services, and any applicable device health, in order to improve performance and functionality. Flock will use commercially reasonable efforts to respond to requests for support within seventy-two (72) hours. Flock will provide Customer with reasonable technical and on-site support and maintenance services in-person, via phone or by email at support@flocksafety.com (such services collectively referred to as ***"Support Services"***).

2.4 **Upgrades to Platform.** Flock may make any upgrades to system or platform that it deems necessary or useful to (i) maintain or enhance the quality or delivery of Flock's products or services to its agencies;the competitive strength of, or market for, Flock's products or services;such platform or system's cost efficiency or performance, or (ii) to comply with applicable law. Parties understand that such upgrades are necessary from time to time and will not

diminish the quality of the services or materially change any terms or conditions within this Agreement.

2.5 **Service Interruption.** Services may be interrupted in the event that: (a) Flock's provision of the Services to Customer or any Authorized End User is prohibited by applicable law; (b) any third-party services required for Services are interrupted; (c) if Flock reasonably believe Services are being used for malicious, unlawful, or otherwise unauthorized use; (d) there is a threat or attack on any of the Flock IP by a third party; or (e) scheduled or emergency maintenance ("***Service Interruption***"). Flock will make commercially reasonable efforts to provide written notice of any Service Interruption to Customer,to provide updates, and to resume providing access to Flock Services as soon as reasonably possible after the event giving rise to the Service Interruption is cured. Flock will have no liability for any damage, liabilities, losses (including any loss of data or profits), or any other consequences that Customer or any Authorized End User may incur as a result of a Service Interruption. To the extent that the Service Interruption is not caused by Customer's direct actions or by the actions of parties associated with the Customer, the time will be tolled by the duration of the Service Interruption (for any continuous suspension lasting at least one full day). For example, in the event of a Service Interruption lasting five (5) continuous days, Customer will receive a credit for five (5) free days at the end of the Term.

2.6 **Service Suspension.** Flock may temporarily suspend Customer's and any Authorized End User's access to any portion or all of the Flock IP or Flock Service if (a) there is a threat or attack on any of the Flock IP by Customer; (b) Customer's or any Authorized End User's use of the Flock IP disrupts or poses a security risk to the Flock IP or any other customer or vendor of Flock; (c) Customer or any Authorized End User is/are using the Flock IP for fraudulent or illegal activities; (d) Customer has violated any term of this provision, including, but not limited to, utilizing Flock Services for anything other than the Permitted Purpose; or (e) any unauthorized access to Flock Services through Customer's account ("***Service Suspension***"). Customer shall not be entitled to any remedy for the Service Suspension period, including any reimbursement, tolling, or credit. If the Service Suspension was not caused by Customer, the Term will be tolled by the duration of the Service Suspension.

2.7 **Hazardous Conditions.** Flock Services do not contemplate hazardous materials, or other hazardous conditions, including, without limit, asbestos, lead, toxic or flammable substances. In the event any such hazardous materials are discovered in the designated locations in which Flock

is to perform services under this Agreement, Flock shall have the right to cease work immediately.

3. CUSTOMER OBLIGATIONS

3.1 **Customer Obligations.** Flock will assist Customer Authorized End Users in the creation of a User ID. Authorized End Users agree to provide Flock with accurate, complete, and updated registration information. Authorized End Users may not select as their User ID, a name that they do not have the right to use, or any other name with the intent of impersonation. Customer and Authorized End Users may not transfer their account to anyone else without prior written permission of Flock. Authorized End Users shall not share their account username or password information and must protect the security of the username and password. Unless otherwise stated and defined in this Agreement, Customer shall not designate Authorized End Users for persons who are not officers, employees, or agents of Customer. Authorized End Users shall only use Customer-issued email addresses for the creation of their User ID. Customer is responsible for any Authorized End User activity associated with its account. Customer shall ensure that Customer provides Flock with up to date contact information at all times during the Term of this agreement. Customer shall be responsible for obtaining and maintaining any equipment and ancillary services needed to connect to, access or otherwise use the Flock Services. Customer shall (at its own expense) provide Flock with reasonable access and use of Customer facilities and Customer personnel in order to enable Flock to perform Services (such obligations of Customer are collectively defined as ***"Customer Obligations"***).

3.2 **Customer Representations and Warranties.** Customer represents, covenants, and warrants that Customer shall use Flock Services only in compliance with this Agreement and all applicable laws and regulations, including but not limited to any laws relating to the recording or sharing of data, video, photo, or audio content.

4. DATA USE AND LICENSING

4.1 **Customer Data.** As between Flock and Customer, all right, title and interest in the Customer Data, belong to and are retained solely by Customer. Customer hereby grants to Flock a limited, non-exclusive, royalty-free, irrevocable, worldwide license to use the Customer Data and perform

all acts as may be necessary for Flock to provide the Flock Services to Customer. Flock does not own and shall not sell Customer Data.

4.2 **Customer Generated Data.** Flock may provide Customer with the opportunity to post, upload, display, publish, distribute, transmit, broadcast, or otherwise make available, messages, text, illustrations, files, images, graphics, photos, comments, sounds, music, videos, information, content, ratings, reviews, data, questions, suggestions, or other information or materials produced by Customer (***"Customer Generated Data"***). Customer shall retain whatever legally cognizable right, title, and interest in Customer Generated Data. Customer understands and acknowledges that Flock has no obligation to monitor or enforce Customer's intellectual property rights of Customer Generated Data. Customer grants Flock a non-exclusive, irrevocable, worldwide, royalty-free, license to use the Customer Generated Data for the purpose of providing Flock Services. Flock does not own and shall not sell Customer Generated Data.

4.3 **Anonymized Data.** Flock shall have the right to collect, analyze, and anonymize Customer Data and Customer Generated Data to the extent such anonymization renders the data non-identifiable to create Anonymized Data to use and perform the Services and related systems and technologies, including the training of machine learning algorithms. Customer hereby grants Flock a non-exclusive, worldwide, perpetual, royalty-free right to use and distribute such Anonymized Data to improve and enhance the Services and for other development, diagnostic and corrective purposes, and other Flock offerings. Parties understand that the aforementioned license is required for continuity of Services. Flock does not own and shall not sell Anonymized Data.

5. CONFIDENTIALITY; DISCLOSURES

5.1 **Confidentiality.** To the extent required by any applicable public records requests, each Party (the "***Receiving Party***") understands that the other Party (the "***Disclosing Party***") has disclosed or may disclose business, technical or financial information relating to the Disclosing Party's business (hereinafter referred to as "***Proprietary Information***" of the Disclosing Party). Proprietary Information of Flock includes non-public information regarding features, functionality and performance of the Services. Proprietary Information of Customer includes non-public data provided by Customer to Flock or collected by Flock via Flock Services, which includes but is not limited to geolocation information and environmental data collected by sensors. The Receiving

Party agrees: (i) to take the same security precautions to protect against disclosure or unauthorized use of such Proprietary Information that the Party takes with its own proprietary information, but in no event less than commercially reasonable precautions, and (ii) not to use (except in performance of the Services or as otherwise permitted herein) or divulge to any third person any such Proprietary Information. The Disclosing Party agrees that the foregoing shall not apply with respect to any information that the Receiving Party can document (a) is or becomes generally available to the public; or (b) was in its possession or known by it prior to receipt from the Disclosing Party; or (c) was rightfully disclosed to it without restriction by a third party; or (d) was independently developed without use of any Proprietary Information of the Disclosing Party. Nothing in this Agreement will prevent the Receiving Party from disclosing the Proprietary Information pursuant to any judicial or governmental order, provided that the Receiving Party gives the Disclosing Party reasonable prior notice of such disclosure to contest such order. At the termination of this Agreement, all Proprietary Information will be returned to the Disclosing Party, destroyed or erased (if recorded on an erasable storage medium), together with any copies thereof, when no longer needed for the purposes above, or upon request from the Disclosing Party, and in any case upon termination of the Agreement. Notwithstanding any termination, all confidentiality obligations of Proprietary Information that is trade secret shall continue in perpetuity or until such information is no longer trade secret.

5.2 **Usage Restrictions on Flock IP.** Flock and its licensors retain all right, title and interest in and to the Flock IP and its components, and Customer acknowledges that it neither owns nor acquires any additional rights in and to the foregoing not expressly granted by this Agreement. Customer further acknowledges that Flock retains the right to use the foregoing for any purpose in Flock's sole discretion. Customer and Authorized End Users shall not: (i) copy or duplicate any of the Flock IP; (ii) decompile, disassemble, reverse engineer, or otherwise attempt to obtain or perceive the source code from which any software component of any of the Flock IP is compiled or interpreted, or apply any other process or procedure to derive the source code of any software included in the Flock IP; (iii) attempt to modify, alter, tamper with or repair any of the Flock IP, or attempt to create any derivative product from any of the foregoing; (iv) interfere or attempt to interfere in any manner with the functionality or proper working of any of the Flock IP; (v) remove, obscure, or alter any notice of any intellectual property or proprietary right appearing on or contained within the Flock Services or Flock IP; (vi) use the Flock Services for anything other

than the Permitted Purpose; or (vii) assign, sublicense, sell, resell, lease, rent, or otherwise transfer, convey, pledge as security, or otherwise encumber, Customer's rights. There are no implied rights.

5.3 **Disclosure of Footage.** Subject to and during the Retention Period, Flock may access, use, preserve and/or disclose the Footage to law enforcement authorities, government officials, and/or third parties, if legally required to do so or if Flock has a good faith belief that such access, use, preservation or disclosure is reasonably necessary to comply with a legal process, enforce this Agreement, or detect, prevent or otherwise address security, privacy, fraud or technical issues, or emergency situations.

6. PAYMENT OF FEES

6.1 **Billing and Payment of Fees**. Customer shall pay the fees set forth in the applicable Order Form based on the billing structure and payment terms as indicated in the Order Form. If Customer believes that Flock has billed Customer incorrectly, Customer must contact Flock no later than thirty (30) days after the closing date on the first invoice in which the error or problem appeared to receive an adjustment or credit. Customer acknowledges and agrees that a failure to contact Flock within this period will serve as a waiver of any claim. If any undisputed fee is more than thirty (30) days overdue, Flock may, without limiting its other rights and remedies, suspend delivery of its service until such undisputed invoice is paid in full. Flock shall provide at least thirty (30) days' prior written notice to Customer of the payment delinquency before exercising any suspension right.

6.2 **Notice of Changes to Fees.** Flock reserves the right to change the fees for subsequent Renewal Terms by providing sixty (60) days' notice (which may be sent by email) prior to the end of the Initial Term or Renewal Term (as applicable).

6.3 **Late Fees.** If payment is not issued to Flock by the due date of the invoice, an interest penalty of 1.0% of any unpaid amount may be added for each month or fraction thereafter, until final payment is made.

6.4 **Taxes.** Customer is responsible for all taxes, levies, or duties, excluding only taxes based on Flock's net income, imposed by taxing authorities associated with the order. If Flock has the legal obligation to pay or collect taxes, including amount subsequently assessed by a taxing

authority, for which Customer is responsible, the appropriate amount shall be invoice to and paid by Customer unless Customer provides Flock a legally sufficient tax exemption certificate and Flock shall not charge customer any taxes from which it is exempt. If any deduction or withholding is required by law, Customer shall notify Flock and shall pay Flock any additional amounts necessary to ensure that the net amount that Flock receives, after any deduction and withholding, equals the amount Flock would have received if no deduction or withholding had been required.

7. TERM AND TERMINATION

7.1 **Term.** The initial term of this Agreement shall be for the period of time set forth on the Order Form (the "***Term***"). Following the Term, unless otherwise indicated on the Order Form, this Agreement will automatically renew for successive renewal terms of the greater of one year or the length set forth on the Order Form (each, a "***Renewal Term***") unless either Party gives the other Party notice of non-renewal at least thirty (30) days prior to the end of the then-current term.
7.2 **Termination.** Upon termination or expiration of this Agreement, Flock will remove any applicable Flock Hardware at a commercially reasonable time period. In the event of any material breach of this Agreement, the non-breaching Party may terminate this Agreement prior to the end of the Term by giving thirty (30) days prior written notice to the breaching Party; provided, however, that this Agreement will not terminate if the breaching Party has cured the breach prior to the expiration of such thirty (30) day period ("Cure Period"). Either Party may terminate this Agreement (i) upon the institution by or against the other Party of insolvency, receivership or bankruptcy proceedings, (ii) upon the other Party's making an assignment for the benefit of creditors, or (iii) upon the other Party's dissolution or ceasing to do business. In the event of a material breach by Flock, and Flock is unable to cure within the Cure Period, Flock will refund Customer a pro-rata portion of the pre-paid fees for Services not received due to such termination.
7.3 Survival. The following Sections will survive termination: 1, 3, 5, 6, 7, 8.3, 8.4, 9, 10.1 and 10.6.

8. REMEDY FOR DEFECT; WARRANTY AND DISCLAIMER

8.1 **Manufacturer Defect.** Upon a malfunction or failure of Flock Hardware or Embedded Software (a "***Defect***"), Customer must notify Flock's technical support team. In the event of a Defect, Flock shall make a commercially reasonable attempt to repair or replace the defective Flock Hardware at no additional cost to the Customer. Flock reserves the right, in its sole discretion, to repair or replace such Defect, provided that Flock shall conduct inspection or testing within a commercially reasonable time, but no longer than seven (7) business days after Customer gives notice to Flock.

8.2 **Replacements.** In the event that Flock Hardware is lost, stolen, or damaged, Customer may request a replacement of Flock Hardware at a fee according to the reinstall fee schedule (https://www.flocksafety.com/reinstall-fee-schedule). In the event that Customer chooses not to replace lost, damaged, or stolen Flock Hardware, Customer understands and agrees that (1) Flock Services will be materially affected, and (2) that Flock shall have no liability to Customer regarding such affected Flock Services, nor shall Customer receive a refund for the lost, damaged, or stolen Flock Hardware.

8.3 **Warranty.** Flock shall use reasonable efforts consistent with prevailing industry standards to maintain the Services in a manner which minimizes errors and interruptions in the Services and shall perform the Installation Services in a professional and workmanlike manner. Services may be temporarily unavailable for scheduled maintenance or for unscheduled emergency maintenance, either by Flock or by third-party providers, or because of other causes beyond Flock's reasonable control, but Flock shall use reasonable efforts to provide advance notice in writing or by e-mail of any scheduled service disruption.

8.4 **Disclaimer.** THE REMEDY DESCRIBED IN SECTION 8.1 ABOVE IS CUSTOMER'S SOLE REMEDY, AND FLOCK'S SOLE LIABILITY, WITH RESPECT TO DEFECTS. FLOCK DOES NOT WARRANT THAT THE SERVICES WILL BE UNINTERRUPTED OR ERROR FREE; NOR DOES IT MAKE ANY WARRANTY AS TO THE RESULTS THAT MAY BE OBTAINED FROM USE OF THE SERVICES. EXCEPT AS EXPRESSLY SET FORTH IN THIS SECTION, THE SERVICES ARE PROVIDED "AS IS" AND FLOCK DISCLAIMS ALL WARRANTIES, EXPRESS OR IMPLIED, INCLUDING, BUT NOT LIMITED TO, IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A

PARTICULAR PURPOSE AND NON-INFRINGEMENT. THIS DISCLAIMER ONLY APPLIES TO THE EXTENT ALLOWED BY THE GOVERNING LAW OF THE STATE MENTIONED IN SECTION 10.6.

8.5 **Insurance.** Flock will maintain commercial general liability policies as stated in Exhibit B.

8.6 **Force Majeure.** Parties are not responsible or liable for any delays or failures in performance from any cause beyond their control, including, but not limited to acts of God, changes to law or regulations, embargoes, war, terrorist acts, pandemics (including the spread of variants), issues of national security, acts or omissions of third-party technology providers, riots, fires, earthquakes, floods, power blackouts, strikes, supply chain shortages of equipment or supplies, financial institution crisis, weather conditions or acts of hackers, internet service providers or any other third party acts or omissions.

9. LIMITATION OF LIABILITY; INDEMNITY

9.1 **Limitation of Liability.** NOTWITHSTANDING ANYTHING TO THE CONTRARY, FLOCK, ITS OFFICERS, AFFILIATES, REPRESENTATIVES, CONTRACTORS AND EMPLOYEES SHALL NOT BE RESPONSIBLE OR LIABLE WITH RESPECT TO ANY SUBJECT MATTER OF THIS AGREEMENT OR TERMS AND CONDITIONS RELATED THERETO UNDER ANY CONTRACT, NEGLIGENCE, STRICT LIABILITY, PRODUCT LIABILITY, OR OTHER THEORY: (A) FOR LOSS OF REVENUE, BUSINESS OR BUSINESS INTERRUPTION; (B) INCOMPLETE, CORRUPT, OR INACCURATE DATA; (C) COST OF PROCUREMENT OF SUBSTITUTE GOODS, SERVICES OR TECHNOLOGY; (D) FOR ANY INDIRECT, EXEMPLARY, INCIDENTAL, SPECIAL OR CONSEQUENTIAL DAMAGES; (E) FOR ANY MATTER BEYOND FLOCK'S ACTUAL KNOWLEDGE OR REASONABLE CONTROL INCLUDING REPEAT CRIMINAL ACTIVITY OR INABILITY TO CAPTURE FOOTAGE; OR (F) FOR ANY AMOUNTS THAT, TOGETHER WITH AMOUNTS ASSOCIATED WITH ALL OTHER CLAIMS, EXCEED THE FEES PAID AND/OR PAYABLE BY CUSTOMER TO FLOCK FOR THE SERVICES UNDER THIS AGREEMENT IN THE TWELVE (12) MONTHS PRIOR TO THE ACT OR OMISSION THAT GAVE RISE TO THE LIABILITY, IN EACH CASE, WHETHER OR NOT FLOCK HAS BEEN ADVISED OF THE POSSIBILITY OF SUCH DAMAGES. THIS LIMITATION OF

LIABILITY OF SECTION ONLY APPLIES TO THE EXTENT ALLOWED BY THE GOVERNING LAW OF THE STATE REFERENCED IN SECTION 10.6. NOTWITHSTANDING ANYTHING TO THE CONTRARY, THE FOREGOING LIMITATIONS OF LIABILITY SHALL NOT APPLY (I) IN THE EVENT OF GROSS NEGLIGENCE OR WILLFUL MISCONDUCT, OR (II) INDEMNIFICATION OBLIGATIONS.

9.2 **Responsibility.** Each Party to this Agreement shall assume the responsibility and liability for the acts and omissions of its own employees, officers, or agents, in connection with the performance of their official duties under this Agreement. Each Party to this Agreement shall be liable for the torts of its own officers, agents, or employees.

9.3 **Flock Indemnity.** Flock shall indemnify and hold harmless Customer, it's agents and employees, from liability of any kind, including claims, costs (including defense) and expenses, on account of: (i) any copyrighted material, patented or unpatented invention, articles, device or appliance manufactured or used in the performance of this Agreement; or (ii) any damage or injury to property or person directly caused by Flock's installation of Flock Hardware, except for where such damage or injury was caused solely by the negligence of the Customer or its agents, officers or employees.

10. INSTALLATION SERVICES AND OBLIGATIONS

10.1 **Ownership of Hardware**. Flock Hardware is owned and shall remain the exclusive property of Flock. Title to any Flock Hardware shall not pass to Customer upon execution of this Agreement, except as otherwise specifically set forth in this Agreement. Except as otherwise expressly stated in this Agreement, Customer is not permitted to remove, reposition, re-install, tamper with, alter, adjust or otherwise take possession or control of Flock Hardware. Customer agrees and understands that in the event Customer is found to engage in any of the foregoing restricted actions, all warranties herein shall be null and void, and this Agreement shall be subject to immediate termination for material breach by Customer. Customer shall not perform any acts which would interfere with the retention of title of the Flock Hardware by Flock. Should Customer default on any payment of the Flock Services, Flock may remove Flock Hardware at Flock's discretion. Such removal, if made by Flock, shall not be deemed a waiver of Flock's

rights to any damages Flock may sustain as a result of Customer's default and Flock shall have the right to enforce any other legal remedy or right.

10.2 **Deployment Plan**. Flock shall advise Customer on the location and positioning of the Flock Hardware for optimal product functionality, as conditions and locations allow. Flock will collaborate with Customer to design the strategic geographic mapping of the location(s) and implementation of Flock Hardware to create a deployment plan ("***Deployment Plan***"). In the event that Flock determines that Flock Hardware will not achieve optimal functionality at a designated location, Flock shall have final discretion to veto a specific location, and will provide alternative options to Customer.

10.3 **Changes to Deployment Plan.** After installation of Flock Hardware, any subsequent requested changes to the Deployment Plan, including, but not limited to, relocating, re-positioning, adjusting of the mounting, removing foliage, replacement, changes to heights of poles will incur a fee according to the reinstall fee schedule located at (https://www.flocksafety.com/reinstall-fee-schedule). Customer will receive prior notice and confirm approval of any such fees.

10.4 **Customer Installation Obligations**. Customer is responsible for any applicable supplementary cost as described in the Customer Implementation Guide, attached hereto as Exhibit C ("***Customer Obligations***"). Customer represents and warrants that it has, or shall lawfully obtain, all necessary right title and authority and hereby authorizes Flock to install the Flock Hardware at the designated locations and to make any necessary inspections or maintenance in connection with such installation.

10.5 **Flock's Obligations**. Installation of any Flock Hardware shall be installed in a professional manner within a commercially reasonable time from the Effective Date of this Agreement. Upon removal of Flock Hardware, Flock shall restore the location to its original condition, ordinary wear and tear excepted. Flock will continue to monitor the performance of Flock Hardware for the length of the Term. Flock may use a subcontractor or third party to perform certain obligations under this agreement, provided that Flock's use of such subcontractor or third party shall not release Flock from any duty or liability to fulfill Flock's obligations under this Agreement.

11. MISCELLANEOUS

11.1 **Compliance With Laws.** Parties shall comply with all applicable local, state and federal laws, regulations, policies and ordinances and their associated record retention schedules, including responding to any subpoena request(s).

11.2 **Severability.** If any provision of this Agreement is found to be unenforceable or invalid, that provision will be limited or eliminated to the minimum extent necessary so that this Agreement will otherwise remain in full force and effect.

11.3 **Assignment.** This Agreement is not assignable, transferable or sublicensable by either Party, without prior consent. Notwithstanding the foregoing, either Party may assign this Agreement, without the other Party's consent, (i) to any parent, subsidiary, or affiliate entity, or (ii) to any purchaser of all or substantially all of such Party's assets or to any successor by way of merger, consolidation or similar transaction.

11.4 **Entire Agreement.** This Agreement, together with the Order Form(s), the reinstall fee schedule (https://www.flocksafety.com/reinstall-fee-schedule), and any attached exhibits are the complete and exclusive statement of the mutual understanding of the Parties and supersedes and cancels all previous or contemporaneous negotiations, discussions or agreements, whether written and oral , communications and other understandings relating to the subject matter of this Agreement, and that all waivers and modifications must be in a writing signed by both Parties, except as otherwise provided herein. None of Customer's purchase orders, authorizations or similar documents will alter the terms of this Agreement, and any such conflicting terms are expressly rejected. Any mutually agreed upon purchase order is subject to these terms. In the event of any conflict of terms found in this Agreement or any other terms and conditions, the terms of this Agreement shall prevail. Customer agrees that Customer's purchase is neither contingent upon the delivery of any future functionality or features nor dependent upon any oral or written comments made by Flock with respect to future functionality or feature.

11.5 **Relationship.** No agency, partnership, joint venture, or employment is created as a result of this Agreement and Parties do not have any authority of any kind to bind each other in any respect whatsoever. Flock shall at all times be and act as an independent contractor to Customer.

11.6 **Governing Law; Venue.** This Agreement shall be governed by the laws of the state in which the Customer is located. The Parties hereto agree that venue would be proper in the chosen courts of the State of which the Customer is located. The Parties agree that the United Nations Convention for the International Sale of Goods is excluded in its entirety from this Agreement.

11.7 **Special Terms.** Flock may offer certain special terms which are indicated in the proposal and will become part of this Agreement, upon Customer's prior written consent and the mutual execution by authorized representatives ("***Special Terms***"). To the extent that any terms of this Agreement are inconsistent or conflict with the Special Terms, the Special Terms shall control.

11.8 **Publicity.** Flock has the right to reference and use Customer's name and trademarks and disclose the nature of the Services in business and development and marketing efforts.

11.9 **Feedback.** If Agency or Authorized End User provides any suggestions, ideas, enhancement requests, feedback, recommendations or other information relating to the subject matter hereunder, Agency or Authorized End User hereby assigns to Flock all right, title and interest (including intellectual property rights) with respect to or resulting from any of the foregoing.

11.10 **Export.** Customer may not remove or export from the United States or allow the export or re-export of the Flock IP or anything related thereto, or any direct product thereof in violation of any restrictions, laws or regulations of the United States Department of Commerce, the United States Department of Treasury Office of Foreign Assets Control, or any other United States or foreign Customer or authority. As defined in Federal Acquisition Regulation ("FAR"), section 2.101, the Services, the Flock Hardware and Documentation are "commercial items" and according to the Department of Defense Federal Acquisition Regulation ("DFAR") section 252.2277014(a)(1) and are deemed to be "commercial computer software" and "commercial computer software documentation." Flock is compliant with FAR Section 889 and does not contract or do business with, use any equipment, system, or service that uses the enumerated banned Chinese telecommunication companies, equipment or services as a substantial or essential component of any system, or as critical technology as part of any Flock system. Consistent with DFAR section 227.7202 and FAR section 12.212, any use, modification, reproduction, release, performance, display, or disclosure of such commercial software or commercial software documentation by the U.S. Government will be governed solely by the terms of this Agreement and will be prohibited except to the extent expressly permitted by the terms of this Agreement.

11.11 **Headings.** The headings are merely for organization and should not be construed as adding meaning to the Agreement or interpreting the associated sections.

11.12 **Authority.** Each of the below signers of this Agreement represent that they understand this Agreement and have the authority to sign on behalf of and bind the Parties they are representing.

11.13 **Conflict.** In the event there is a conflict between this Agreement and any applicable statement of work, or Customer purchase order, this Agreement controls unless explicitly stated otherwise.

11.14 **Public Disrepute.** In the event Customer or its employees become the subject of an indictment, arrest, public disrepute, contempt, scandal or behaves in a manner that, in the reasonable judgment of Flock, reflects unfavorably upon Flock, and/or their officers or principals, licensees, such act(s) or omission(s) shall constitute a material breach of this Agreement and Flock shall, in addition to any other rights and remedies available to it hereunder, whether at law or in equity, have the right to elect to terminate this Agreement.

11.15 **Notices.** All notices under this Agreement will be in writing and will be deemed to have been duly given when received, if personally delivered; when receipt is electronically confirmed, if transmitted by email; the day after it is sent, if sent for next day delivery by recognized overnight delivery service; and upon receipt, if sent by certified or registered mail, return receipt requested.

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By executing this Order Form, Customer represents and warrants that it has read and agrees to all of the terms and conditions contained in the Master Services Agreement attached. The Parties have executed this Agreement as of the dates set forth below.

FLOCK GROUP, INC.

By: DocuSigned by: Mark Smith AC5C931454C24F3...

Name: Mark Smith

Title: General Counsel

Date: 6/20/2023

Customer: CA - City of Eastvale

By: Mark Orme

Name: Mark Orme

Title: City Manager

Date: April 26, 2023

PO Number:

FLOCK NOTICES ADDRESS:

1170 HOWELL MILL ROAD, NW SUITE 210

ATLANTA, GA 30318

ATTN: LEGAL DEPARTMENT

EMAIL: legal@flocksafety.com

Customer NOTICES ADDRESS:

ADDRESS: _____

ATTN: _____

EMAIL: _____

flock safety

EXHIBIT A

ORDER FORM

Customer:	CA - City of Eastvale	Initial Term:	24 Months
Legal Entity Name:	CA - City of Eastvale	Renewal Term:	24 Months
Address:	12363 Limonite Ave Eastvale, California 91752	Payment Terms:	Net 30
		Billing Frequency:	50% of Annual Contract + 100% of Implementation Invoiced at Signing. 25% of Annual Contract Invoiced at First Camera Validation. 25% of Annual Contract Invoiced at Last Camera Validation. Annual payments invoiced for remainder of subscription term.
		Retention Period:	30 Days

Hardware and Software Products

Annual recurring amounts over subscription term

Item	Cost	Quantity	Total
Flock Safety Platform			**$183,000.00**
Flock Safety Flock OS			
FlockOS	Included	1	Included
Flock Safety LPR Products			
Falcon	Included	61	Included

Professional Services and One Time Purchases

Item	Cost	Quantity	Total
One Time Fees			
Flock Safety Professional Services			
Professional Services - Standard Implementation Fee	$650.00	30	$19,500.00
Professional Services - Existing Infrastructure Implementation Fee	$150.00	31	$4,650.00

Subtotal Year 1:	$207,150.00
Annual Recurring Subtotal:	$183,000.00
Estimated Tax:	$0.00
Contract Total:	$390,150.00

*Taxes shown above are provided as an estimate. Actual taxes are the responsibility of the Customer. This Agreement will automatically renew for successive renewal terms of the greater of one year or the length set forth on the Order Form (each, a "**Renewal Term**") unless either Party gives the other Party notice of non-renewal at least thirty (30) days prior to the end of the then-current term.*

Billing Schedule

Billing Schedule	Amount (USD)
Year 1	
At Contract Signing	$115,650.00
At First Device Installed	$45,750.00
At Last Device Installed	$45,750.00
Annual Recurring after Year 1	$183,000.00
Contract Total	$390,150.00

*Tax not included

Product and Services Description

Flock Safety Platform Items	Product Description	Terms
Flock Safety Falcon™	An infrastructure-free license plate reader camera that utilizes Vehicle Fingerprint® technology to capture vehicular attributes.	The Term shall commence upon first installation and validation of Flock Hardware.

One-Time Fees	Service Description
Installation on existing infrastructure	One-time Professional Services engagement. Includes site & safety assessment, camera setup & testing, and shipping & handling in accordance with the Flock Safety Advanced Implementation Service Brief.
Professional Services - Standard Implementation Fee	One-time Professional Services engagement. Includes site and safety assessment, camera setup and testing, and shipping and handling in accordance with the Flock Safety Standard Implementation Service Brief.
Professional Services - Advanced Implementation Fee	One-time Professional Services engagement. Includes site & safety assessment, camera setup & testing, and shipping & handling in accordance with the Flock Safety Advanced Implementation Service Brief.

EXHIBIT B

INSURANCE

Required Coverage. Flock shall procure and maintain for the duration of this Agreement insurance against claims for injuries to persons or damages to property that may arise from or in connection with the performance of the services under this Agreement and the results of that work by Flock or its agents, representatives, employees or subcontractors. Insurance shall be placed with insurers with a current A. M. Best rating of no less than "A" and "VII". Flock shall obtain and, during the term of this Agreement, shall maintain policies of professional liability (errors and omissions), automobile liability, and general liability insurance for insurable amounts of not less than the limits listed herein. The insurance policies shall provide that the policies shall remain in full force during the life of the Agreement.

Types and Amounts Required. Flock shall maintain, at minimum, the following insurance coverage for the duration of this Agreement:

(i) **Commercial General Liability** insurance written on an occurrence basis with minimum limits of One Million Dollars ($1,000,000) per occurrence and Two Million Dollars ($2,000,000) in the aggregate for bodily injury, death, and property damage, including personal injury, contractual liability, independent contractors, broad-form property damage, and product and completed operations coverage;

(ii) **Umbrella or Excess Liability** insurance written on an occurrence basis with minimum limits of Ten Million Dollars ($10,000,000) per occurrence and Ten Million Dollars ($10,000,000) in the aggregate;

(iii) **Professional Liability/Errors and Omissions** insurance with minimum limits of Five Million Dollars ($5,000,000) per occurrence and Five Million Dollars ($5,000,000) in the aggregate;

(iv) **Commercial Automobile Liability** insurance with a minimum combined single limit of One Million Dollars ($1,000,000) per occurrence for bodily injury, death, and property coverage, including owned and non-owned and hired automobile coverage; and

(v) **Cyber Liability** insurance written on an occurrence basis with minimum limits of Five Million Dollars ($5,000,000).

CITY OF EASTVALE

AGENDA STAFF REPORT

City Council Meeting
CONSENT CALENDAR
Agenda Item No. 11.10
January 8, 2025

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

Prepared By:

Gustavo N. Gonzalez, Community Development Director

Recommended Action(s)

Staff recommends that the City Council adopt a resolution 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.

Summary

The City of Eastvale entered into a Development Agreement with New Homes Southern California LLC ("Developer") wherein Developer will convey certain property located within the Leal Master Plan to the City in exchange for credits against parkland for the purpose of constructing a civic center (the "Civic Center Site"). The City Council is required to make a determination pursuant to California Government Code Section 65402 that the acquisition of 6.61-acre Civic Center Site located within the Leal Master Plan conforms with the Eastvale General Plan 2040, after receiving a report from the Planning Commission on it's finding of conformity. Staff recommends that the City Council find that the proposed acquisition of the Civic Center Site is consistent with the City's General Plan.

Background

The City of Eastvale entered into a Development Agreement with New Homes Southern California LLC ("Developer") wherein Developer will convey certain property located within the Leal Master Plan to the City for the purpose of constructing a civic center (the "Civic Center Site"). The Civic Center Site consists of two parcels of land totaling 6.61 acres, inclusive of APN # 164-060-043 and

164-030-013. The two parcels have been rough graded and blue topped, with all utilities stubbed to the property line. The Developer must provide complete streets as a condition of conveyance.

The Developer will convey the Civic Center Site in exchange for credits against parkland dedication fees within 10 days after the effectiveness of the First Amendment to the Development Agreement. On December 11, 2024, the City Council approved the second reading of the ordinance approving the First Amendment to the Development Agreement, with the ordinance becomes effective 30 days thereafter. The expected conveyance date is on or before January 20, 2025. California Government Code Section 65402 requires that prior to the acquisition of real property for street, square, park or other public purposes, the the Planning Commission must report to the City Council its determination as to conformity with the City's adopted General Plan, and thereafter the City Council must make a finding of conformity.

Staff requests a determination by the City Council of General Plan consistency for the proposed acquisition of the Civic Center Site. Staff recommends that the City Council find that the proposed acquisition of the Civic Center Site is consistent with the City's General Plan by adopting the attached Resolution. On December 18, 2024 the Planning Commission adopted a Resolution finding the acquisition of the Civic Center Site consistent with the City's General Plan (**Attachment 1**).

Analysis

The Civic Center Site consists of 6.61 acres of land generally located between Bootsma Boulevard and Premier Place, northwest of the intersection of Limonite Avenue and Hamner Avenue. The Civic Center Site includes Planning Area 5 and Planning Area J within the Leal Master Plan (**Attachment #2**). The Civic Center Site is surrounded by proposed multi-family uses on Planning Area 2 and Planning Area 4, and single-family residential uses on Planning Area 6 and Planning Area 8. Commercial uses adjoin the Civic Center Site on Planning Area 3 and a proposed park on adjoining Planning Area L.

The Civic Center Site is designated for Downtown (Lot 5) and Parks/Open Space (Lot J). Civic center uses are permitted within these land use designations. Staff determined the Leal Master Plan (**Attachment #3**) to be consistent with the goals, policies, and general land uses described in the City's General Plan. The conveyance and acceptance of Lots 5 and J will encourage a mix of uses, including retail, experiential uses, office, civic, residential, and recreation/entertainment, that help create a Downtown Village. The Civic Center will improve the delivery of public services and create a focal point for the community. Staff recommends that the City Council find the proposed acquisition of the Property is consistent with the City's General Plan.

Environmental

In 2017, the City Council certified an Environmental Impact Report (EIR) (State Clearinghouse No. 2015031028) for the Leal Master Plan. On May 11, 2022, the City Council approved the Leal Master Plan Amendment #1 which was accompanied by an Addendum to the Leal Master Plan EIR addressing the changes to the original Master Plan. The environmental analysis presented in the Addendum to the Leal Master Plan EIR determined that to avoid new or more severe significant impacts, the maximum development intensity on the Leal Property is 2,500 residential units and 595,000 square feet of general commercial, office, and civic center uses. The Civic Center Uses were encompassed within the non-residential development evaluation, therefore, no further environmental review is required under the California Environmental Quality Act (CEQA).

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

Develop and Construct Civic Center.

Fiscal Impact

Upon conveyance, the City will receive a land asset valued at $8,000,000 (2024 appraisal value). In accordance with the Development Agreement, the City will grant 6.61 acres of parkland dedication fee credits valued at $3,305,000 for a net benefit to the City of $4,695,000. The City intends to construct a civic center on the Civic Center Site. The Civic Center will have significant capital and operating costs that will be the subject of subsequent City budgetary approvals.

Prior City Council/Commission Action

On December 13, 2017, the City Council approved the Leal Master Plan and associated Environmental Impact Report.

On May 11, 2022, the City Council approved an amendment to the Leal Master Plan and entered into a Development Agreement with The New Home Company to facilitate the development of the Leal Master Plan, including the opportunity to negotiate an op on for the City to acquire and develop the 16-acre civic center and commercial core area.

On October 16, 2024, the Planning Commission found the First Amendment to Development Agreement No. 003 by and between the City of Eastvale and The New Home Company consistent with the Eastvale General Plan 2040 and the Leal Master Plan, and recommended City Council approval of the First Amendment to Development Agreement No. 003.

On November 13, 2024, the City Council introduced the ordinance to approve the First Amendment to Development Agreement No. 003 and found the amendment consistent with the Eastvale General Plan 2040 and the Leal Master Plan.

On December 11, 2024, the City Council adopted the ordinance to approve the First Amendment to Development Agreement No. 003.

On December 18, 2024 the Planning Commission adopted a Resolution finding the acquisition of the Civic Center Site consistent with the City's General Plan.

Attachment(s)

Attachment 1 - Planning Commission Resolution
Attachment 2 - LMP Land Use Plan
Attachment 3 - Tract Map No. 38594
Attachment 4 - City Council Resolution

RESOLUTION NO. 24-16

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF EASTVALE DETERMINING THAT THE ACQUISITION OF THE PROPERTY KNOWN AS LOTS 5 AND J WITHIN THE LEAL MASTER PLAN (LOTS 65 & "S" OF TRACT MAP 38594) GENERALLY LOCATED BETWEEN BOOTSMA BOULEVARD AND PREMIER PLACE, NORTHWEST OF THE INTERSECTION OF LIMONITE AVENUE AND HAMNER AVENUE FOR PUBLIC PURPOSES CONFORMS WITH THE EASTVALE GENERAL PLAN.

The Planning Commission of the City of Eastvale does hereby resolve as follows:

I. The Planning Commission finds and determines as follows:

A. That the City of Eastvale proposes to acquire 6.61 acres of vacant and improved land (Lots 5 and J within the Leal Master Plan Amendment No. 1; also Lots 65 & "S" of Tract Map 38594) for the purpose of constructing a civic center within the Leal Master Plan Amendment No. 1.

B. That California Government Code Section 65402(a) provides that a city shall not acquire or dispose of any real property or authorize a public building within the corporate limits of a city until the location, purpose, and extent of the project has been reported by the local planning agency as to the conformity with the applicable, adopted general plan.

C. That the proposed acquisition of the subject property is consistent with the Leal Master Plan Amendment No. 1, which has been found to be in conformance with the City's General Plan.

D. That the proposed acquisition of the subject property would encourage a mix of uses, including retail, experiential uses, office, civic, residential, and recreation/entertainment that help create a Downtown Village. Furthermore, the Civic Center will improve the delivery of public services and create a focal point for the community.

E. That the development of a civic center was a contemplated use under the Leal Master Plan Amendment No. 1 and the Addendum to the Leal Master Plan EIR and no additional environmental documentation is required at this time.

II. The Planning Commission hereby determines that that the location and purpose for the proposed acquisition of approximately 6.61 acres of improved land (APN 164-060-043 and 164-030-013) by the City of Eastvale is in conformance with the Eastvale General Plan and the Leal Master Plan Amendment No. 1.

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. 24-16, 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

LEGEND
RESIDENTIAL
DOWNTOWN
PARKS/OPEN SPACE
PUBLIC FACILITY
MASTER PLAN BOUNDARY
SIGNAL ACCESS ROAD
NON-SIGNAL ACCESS ROAD
58TH STREET
HAMNER AVENUE
SCHOLAR WAY
LIMONITE AVENUE
PA 14
PA 13
PA 12
PA 11
PA K
PA L
PA 8
PA 9
PA 10
PA 7
PA 6
PA 5
PA 4
PA J
PA 1
PA 2
PA 3
PA R
PA D
PA S
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PA B

2024-0076720
Original

494/87

IN THE CITY OF EASTVALE, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

TRACT NO. 38594

BEING A SUBDIVISION OF A PORTION OF PARCEL "A", OF LOT LINE ADJUSTMENT No. 2022–001, RECORDED AUGUST 24, 2022 AS INST. No. 2022–0370918, OFFICIAL RECORDS, IN THE OFFICE OF THE RIVERSIDE COUNTY RECORDER, CALIFORNIA, AND A PORTION OF THE SOUTHEAST QUARTER OF SECTION 24, TOWNSHIP 2 SOUTH, RANGE 7 WEST, AS SHOWN BY SECTIONALIZED SURVEY OF THE JURUPA RANCHO, AS SHOWN BY MAP ON FILE IN BOOK 9 OF MAPS, PAGE 33, RECORDS OF SAN BERNARDINO COUNTY, STATE OF CALIFORNIA.

HUNSAKER AND ASSOCIATES, INC. AUGUST & SEPTEMBER 2021

FOR CONDOMINUM PURPOSES

RECORDER'S STATEMENT

FILED THIS 15 DAY OF March, 2024,
AT 9:58A M. IN BOOK 494 OF MAPS,
AT PAGES 87 - 115, AT THE REQUEST OF THE CITY CLERK OF THE CITY OF EASTVALE.
NO. 2024-0076720
FEE $165.00

PETER ALDANA, ASSESSOR–COUNTY CLERK–RECORDER
BY: C Gutierrez, DEPUTY

SUBDIVISION GUARANTEE: CHICAGO TITLE COMPANY

OWNER'S STATEMENT

WE HEREBY STATE THAT WE ARE THE OWNERS OF THE LAND INCLUDED WITHIN THE SUBDIVISION SHOWN HEREON; THAT WE ARE THE ONLY PERSONS WHOSE CONSENT IS NECESSARY TO PASS A CLEAR TITLE TO SAID LAND; THAT WE CONSENT TO THE MAKING AND RECORDING OF THIS SUBDIVISION MAP AS SHOWN WITHIN THE DISTINCTIVE BORDER LINE. THE REAL PROPERTY DESCRIBED BELOW IS DEDICATED AS AN EASEMENT FOR PUBLIC PURPOSES: LOT "D" (SCHOLAR WAY), AND LOT "H" (LIMONITE AVENUE), LOT "I" (HAMNER AVENUE), LOT "J" (PREMIER PLACE), LOT "K" (EASTWALK PARKWAY), LOTS "L" AND "M" (BOOTSMA BOULEVARD). THE DEDICATION IS FOR STREET AND PUBLIC UTILITY PURPOSES.

THE REAL PROPERTY DESCRIBED BELOW IS DEDICATED AS AN EASEMENT FOR PUBLIC PURPOSES: PUBLIC ACCESS PURPOSES, AS SHOWN HEREON.

THE REAL PROPERTY DESCRIBED BELOW IS DEDICATED AS AN EASEMENT FOR PUBLIC UTILITY PURPOSES, OVER "PRIVATE STREETS", AS SHOWN HEREON.

THE REAL PROPERTY DESCRIBED BELOW IS DEDICATED AS AN EASEMENT FOR PUBLIC PURPOSES: DRAINAGE EASEMENTS WITHIN LOTS "A", "B", "E", "F", "S", 13, 20, 21, 28, 29, 34, 37, 42, 55, 60 THROUGH 65, INCLUSIVE, AS SHOWN HEREON. THE DEDICATION IS FOR THE MAINTENANCE OF DRAINAGE FACILITIES.

THE REAL PROPERTY DESCRIBED BELOW IS DEDICATED AS AN EASEMENT FOR PUBLIC PURPOSES: STORM DRAIN EASEMENT LYING WITHIN LOT "A" AS SHOWN HEREON. THE DEDICATION IS FOR THE CONSTRUCTION AND MAINTENANCE OF FLOOD CONTROL FACILITIES.

THE REAL PROPERTY DESCRIBED BELOW IS DEDICATED AS AN EASEMENT FOR PUBLIC PURPOSES: THE RIGHT OF INGRESS AND EGRESS FOR SERVICE AND EMERGENCY VEHICLES AND PERSONNEL, AS SHOWN HEREON.

THE REAL PROPERTY DESCRIBED BELOW IS DEDICATED AS AN EASEMENT FOR PUBLIC PURPOSES: LOTS "A", "B", "C", "E", "F", "G", "O", "P", "Q", AND "S" AS SHOWN HEREON. THE DEDICATION IS FOR PUBLIC PARK PURPOSES IN FAVOR OF THE CITY OF EASTVALE.

WE HEREBY RETAIN THE EASEMENTS INDICATED AS "PRIVATE STREET" FOR RECIPROCAL ACCESS AND DRAINAGE PURPOSES, AS SHOWN HEREON FOR PRIVATE USE, FOR THE SOLE BENEFIT OF OURSELVES, ASSIGNEES, AND LOT OWNERS WITHIN THIS TRACT MAP.

WE HEREBY RETAIN LOT "N" IN FEE INDICATED AS (OPEN SPACE/PRIVATE PARK) AS SHOWN HEREON FOR PRIVATE USE, FOR THE SOLE BENEFIT OF OURSELVES, OUR SUCCESSORS, ASSIGNEES AND LOT OWNERS WITHIN THIS TRACT MAP.

WE HEREBY RETAIN LOT "R" IN FEE INDICATED AS (PRIVATE STREET) AS SHOWN HEREON FOR PRIVATE USE, FOR THE SOLE BENEFIT OF OURSELVES, OUR SUCCESSORS, ASSIGNEES AND LOT OWNERS WITHIN THIS TRACT MAP.

WE HEREBY RETAIN LOTS "B", "C", "E", "F", "G", "O", "P", "Q", AND "S" IN FEE INDICATED AS (OPEN SPACE/PUBLIC PARK) AS SHOWN HEREON FOR PRIVATE USE, FOR THE SOLE BENEFIT OF OURSELVES, OUR SUCCESSORS, ASSIGNEES AND LOT OWNERS WITHIN THIS TRACT MAP.

WE HEREBY RETAINED LOT "A", IN FEE INDICATED AS (OPEN SPACE/PUBLIC PARK/DETENTION BASIN) AS SHOWN HEREON FOR PRIVATE USE, FOR THE SOLE BENEFIT OF OURSELVES, OUR SUCCESSORS, ASSIGNEES, AND LOT OWNERS WITHIN THIS TRACT MAP.

ARROYO CAP III–2, LLC, a Delaware limited liability company

BY: ARROYO Capital III, L.L.C., a Delaware limited liability company
its sole member

JEFFREY B. BROUELETTE
EXECUTIVE VICE PRESIDENT

SEE SHEET 2 FOR NOTARY ACKNOWLEDGEMENTS

SIGNATURE OMISSIONS

PURSUANT TO SECTION 66436 OF THE SUBDIVISION MAP ACT, THE SIGNATURES OF THE FOLLOWING OWNERS OF EASEMENTS AND/OR OTHER INTERESTS HAVE BEEN OMITTED:

AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES IN FAVOR OF SOUTHERN CALIFORNIA EDISON COMPANY, RECORDED MAY 12, 1911 AS BOOK 329, PAGE 245 OF DEEDS, RECORDED MAY 12, 1911 AS BOOK 329, PAGE 249 OF DEEDS, RECORDED APRIL 9, 1953 AS INST. No. 17029, IN BOOK 1459, PAGE 442 OF OFFICIAL RECORDS, RECORDED JULY 25, 1968 AS INST. No. 71591, OF OFFICIAL RECORDS, ALL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.

AN EASEMENT FOR PIPELINES, UTILITIES, ACCESS AND INCIDENTAL PURPOSES IN FAVOR OF JURUPA COMMUNITY SERVICES DISTRICT, RECORDED OCTOBER 1, 2003 AS INST. No. 2003–770719, OF OFFICIAL RECORDS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.

AN EASEMENT FOR PEDESTRIAN AND VEHICULAR INGRESS, EGRESS, ACCESS AND INCIDENTAL PURPOSES IN FAVOR OF THE BWL TRUST AND THE JCL TRUST, RECORDED AUGUST 29, 2022 AS INST. No. 2022–0374720, OF OFFICIAL RECORDS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.

SURVEYOR'S STATEMENT

THIS MAP WAS PREPARED BY ME OR UNDER MY DIRECTION AND IS BASED UPON A FIELD SURVEY IN CONFORMANCE WITH THE REQUIREMENTS OF THE SUBDIVISION MAP ACT AND LOCAL ORDINANCE AT THE REQUEST OF ARROYO CAP III–2, LLC, A DELAWARE LIMITED LIABILITY COMPANY IN AUGUST & SEPTEMBER 2021. I HEREBY STATE THAT ALL MONUMENTS ARE OF THE CHARACTER AND OCCUPY THE POSITIONS INDICATED OR THAT THEY WILL BE SET IN ACCORDANCE WITH THE TERMS OF THE MONUMENT AGREEMENT FOR THE MAP AND THAT THE MONUMENTS ARE, OR WILL BE, SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED, AND THAT THIS FINAL MAP SUBSTANTIALLY CONFORMS TO THE CONDITIONALLY APPROVED TENTATIVE MAP. THIS SURVEY IS TRUE AND COMPLETE AS SHOWN.

DATE: FEBRUARY 19, 2024

LICENSED LAND SURVEYOR — ROBERT N. BEUSCHLEIN — No. 7874 — STATE OF CALIFORNIA

ROBERT N. BEUSCHLEIN, L.S. 7874

CITY ENGINEER'S STATEMENT

THIS MAP CONFORMS TO THE REQUIREMENTS OF THE SUBDIVISION MAP ACT AND LOCAL ORDINANCES. I HEREBY STATE THAT THIS MAP HAS BEEN EXAMINED BY ME OR UNDER MY SUPERVISION AND FOUND TO BE SUBSTANTIALLY THE SAME AS IT APPEARED IN THE TENTATIVE MAP OF TRACT NO. 38594 AS FILED, AMENDED AND APPROVED BY THE CITY OF EASTVALE ON OCTOBER 18, 2023 THE EXPIRATION DATE BEING OCTOBER 18, 2026.

DATE: 2/26, 2024

REGISTERED PROFESSIONAL ENGINEER — JIMMY M. CHUNG — RCE 81346 — CIVIL — STATE OF CALIFORNIA

BY:
JIMMY M. CHUNG, CITY ENGINEER
RCE 81346, EXP 09/30/2025
CITY OF EASTVALE

CITY SURVEYOR'S STATEMENT

THIS MAP CONFORMS TO THE REQUIREMENTS OF THE SUBDIVISION MAP ACT AND LOCAL ORDINANCES. I HEREBY STATE THAT THIS MAP HAS BEEN EXAMINED BY ME OR UNDER MY SUPERVISION AND THAT I AM SATISFIED THAT THIS MAP IS TECHNICALLY CORRECT.

DATE: 02/22, 2024

PROFESSIONAL LAND SURVEYOR — GARY D. NEAL — No. 4619 — STATE OF CALIFORNIA

BY:
GARY D. NEAL, CITY SURVEYOR
LS 4619, EXP. 09/30/2024

TAX COLLECTOR'S CERTIFICATE

I HEREBY CERTIFY THAT ACCORDING TO THE RECORDS OF THIS OFFICE, AS OF THIS DATE, THERE ARE NO LIENS AGAINST THE PROPERTY SHOWN ON THE WITHIN MAP FOR UNPAID STATE, COUNTY, MUNICIPAL, OR LOCAL TAXES OR SPECIAL ASSESSMENTS COLLECTED AS TAXES, EXCEPT TAXES OR SPECIAL ASSESSMENTS COLLECTED AS TAXES NOW A LIEN, BUT NOT YET PAYABLE, WHICH ARE ESTIMATED TO BE 1,319,600.00

DATE: March 13, 2024

MATTHEW JENNINGS, COUNTY TAX COLLECTOR,

BY: _____, DEPUTY

TAX BOND CERTIFICATE

I HEREBY CERTIFY THAT A BOND IN THE SUM OF $1,319,600.00 HAS BEEN EXECUTED AND FILED WITH THE BOARD OF SUPERVISORS OF THE COUNTY OF RIVERSIDE, CALIFORNIA, CONDITIONED UPON THE PAYMENT OF ALL TAXES, STATE, COUNTY, MUNICIPAL, OR LOCAL, AND ALL SPECIAL ASSESSMENTS COLLECTED AS TAXES, WHICH AT THE TIME OF THE FILING OF THIS MAP WITH THE COUNTY RECORDER ARE A LIEN AGAINST SAID PROPERTY BUT NOT YET PAYABLE AND SAID BOND HAS BEEN DULY APPROVED BY SAID BOARD OF SUPERVISORS.

DATE: March 13, 2024

CASH OR SURETY TAX BOND
MATTHEW JENNINGS
COUNTY TAX COLLECTOR

BY: _____, DEPUTY

CITY COUNCIL STATEMENT

I HEREBY CERTIFY THAT THIS MAP WAS PRESENTED FOR APPROVAL TO THE CITY COUNCIL OF THE CITY OF EASTVALE AT A REGULAR MEETING THEREOF, HELD ON THE 14th DAY OF FEBRUARY, 2024, AND THAT THEREUPON SAID COUNCIL DID, BY ORDER DULY PASSED AND ENTERED, APPROVE SAID MAP.

WE HEREBY ACCEPT THE OFFER OF DEDICATION OF LOTS "D" (SCHOLAR WAY), "H" (LIMONITE AVENUE), "I" (HAMNER AVENUE), "J" (PREMIER PLACE), "K" (EASTWALK PARKWAY), "L" (BOOTSMA BOULEVARD) AND "M" (BOOTSMA BOULEVARD) FOR PUBLIC STREET AND PUBLIC UTILITY PURPOSES AND AS PART OF THE CITY MAINTAINED ROAD SYSTEM, SUBJECT TO IMPROVEMENTS IN ACCORDANCE WITH CITY STANDARDS. THE OFFER OF DEDICATION FOR PUBLIC UTILITY PURPOSES ALONG WITH THE RIGHT OF INGRESS AND EGRESS FOR EMERGENCY VEHICLES AND PERSONNEL OVER THE "PRIVATE STREETS" IS HEREBY ACCEPTED.

WE HEREBY ACCEPT THE OFFER OF DEDICATION FOR THE FOLLOWING:

1. PUBLIC ACCESS, AS SHOWN HEREON.
2. MAINTENANCE OF DRAINAGE FACILITIES, SHOWN AS DRAINAGE EASEMENTS HEREON.
3. PUBLIC PARKS, AS SHOWN HEREON.

WE HEREBY DO NOT ACCEPT THE OFFER OF DEDICATION FOR THE CONSTRUCTION AND MAINTENANCE OF FLOOD CONTROL FACILITIES, SHOWN AS STORM DRAIN EASEMENTS HEREON.

MARC DONOHUE, M.M.C.
CITY CLERK OF THE CITY OF EASTVALE
DONOHUE

DATE: 2/26/24

332

2024-0076720
Original

4941
88

TRACT NO. 38594

BEING A SUBDIVISION OF A PORTION OF PARCEL "A", OF LOT LINE ADJUSTMENT No. 2022-001, RECORDED AUGUST 24, 2022 AS INST. No. 2022-0370918, OFFICIAL RECORDS, IN THE OFFICE OF THE RIVERSIDE COUNTY RECORDER, CALIFORNIA, AND A PORTION OF THE SOUTHEAST QUARTER OF SECTION 24, TOWNSHIP 2 SOUTH, RANGE 7 WEST, AS SHOWN BY SECTIONALIZED SURVEY OF THE JURUPA RANCHO, AS SHOWN BY MAP ON FILE IN BOOK 9 OF MAPS, PAGE 33, RECORDS OF SAN BERNARDINO COUNTY, STATE OF CALIFORNIA.

HUNSAKER AND ASSOCIATES, INC. AUGUST & SEPTEMBER 2021

FOR CONDOMINUM PURPOSES

NOTARY ACKNOWLEDGMENT

A NOTARY PUBLIC OR OTHER OFFICER COMPLETING THIS CERTIFICATE VERIFIES ONLY THE IDENTITY OF THE INDIVIDUAL WHO SIGNED THE DOCUMENT TO WHICH THIS CERTIFICATE IS ATTACHED AND NOT THE TRUTHFULNESS, ACCURACY OR VALIDITY OF THAT DOCUMENT.

STATE OF CALIFORNIA

COUNTY OF Orange)

ON February 20,2024 BEFORE ME, Jazmin Ramirez Notary public ,
(insert name and title of the officer)

PERSONALLY APPEARED Jeffrey B. Brovelette , WHO PROVED TO ME ON THE BASIS OF SATISFACTORY EVIDENCE TO BE THE PERSON(S) WHOSE NAME(S) IS/ARE SUBSCRIBED TO THE WITHIN INSTRUMENT AND ACKNOWLEDGED TO ME THAT HE/SHE/THEY EXECUTED THE SAME IN HIS/HER/THEIR AUTHORIZED CAPACITY(IES), AND THAT BY HIS/HER/THEIR SIGNATURE(S) ON THE INSTRUMENT THE PERSON(S), OR THE ENTITY UPON BEHALF OF WHICH THE PERSON(S) ACTED, EXECUTED THE INSTRUMENT.

I CERTIFY UNDER PENALTY OF PERJURY UNDER THE LAWS OF THE STATE OF CALIFORNIA THAT THE FOREGOING PARAGRAPH IS TRUE AND CORRECT.

WITNESS MY HAND AND OFFICIAL SEAL.

SIGNATURE Jaz R
PRINT NAME: Jazmin Ramirez
MY COMMISSION EXPIRES ON 11-18-26
MY PRINCIPAL PLACE OF BUSINESS IS Orange COUNTY.
MY COMMISSION NUMBER IS 242 7066

2024-0076720
Original

494
89

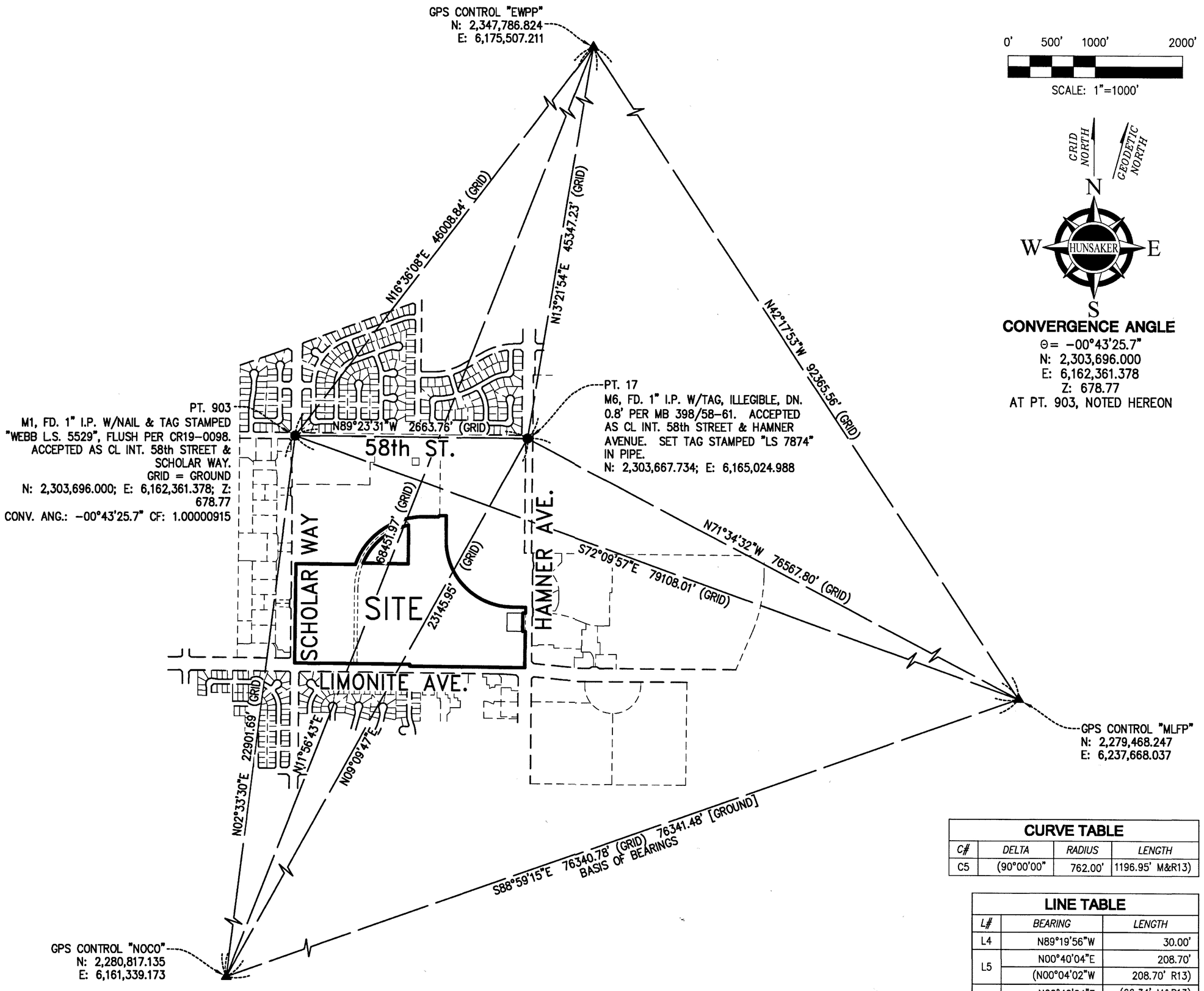
IN THE CITY OF EASTVALE, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

TRACT NO. 38594

BEING A SUBDIVISION OF A PORTION OF PARCEL "A", OF LOT LINE ADJUSTMENT No. 2022–001, RECORDED AUGUST 24, 2022 AS INST. No. 2022–0370918, OFFICIAL RECORDS, IN THE OFFICE OF THE RIVERSIDE COUNTY RECORDER, CALIFORNIA, AND A PORTION OF THE SOUTHEAST QUARTER OF SECTION 24, TOWNSHIP 2 SOUTH, RANGE 7 WEST, AS SHOWN BY SECTIONALIZED SURVEY OF THE JURUPA RANCHO, AS SHOWN BY MAP ON FILE IN BOOK 9 OF MAPS, PAGE 33, RECORDS OF SAN BERNARDINO COUNTY, STATE OF CALIFORNIA.

HUNSAKER AND ASSOCIATES, INC. AUGUST & SEPTEMBER 2021

FOR CONDOMINUM PURPOSES



VICINITY MAP AND GPS TIES

0' 500' 1000' 2000'

SCALE: 1"=1000'

CONVERGENCE ANGLE
Θ= –00°43'25.7"
N: 2,303,696.000
E: 6,162,361.378
Z: 678.77
AT PT. 903, NOTED HEREON

LEGEND:

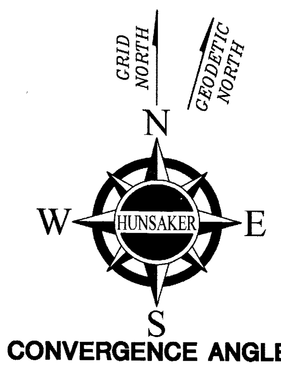
●	INDICATES FOUND MONUMENT AS NOTED.
▲	INDICATES GPS CONTROL STATION AS NOTED.
SFN	INDICATES, SEARCHED FOUND NOTHING, SET NOTHING.
———	BOUNDARY LINE
— — —	RIGHT OF WAY LINE
—·—·—	CENTERLINE
- - - - -	EASEMENT LINE
- - - - -	ADJACENT LOT LINE
(M&R#)	INDICATES MEASURED & RECORD AS NOTED.
(R1)	INDICATES RECORD DATA PER TRACT No. 28933–1, M.B. 300/47–52.
(R2)	INDICATES RECORD DATA PER TRACT No. 28910–3, M.B. 324/57–59.
(R3)	INDICATES RECORD DATA PER TRACT No. 28910, M.B. 324/60–62.
(R4)	INDICATES RECORD DATA PER PARCEL MAP No. 30810, P.M.B. 205/1–4.
(R5)	INDICATES RECORD DATA PER TRACT No. 28933, M.B. 350/27–29.
(R6)	INDICATES RECORD DATA PER TRACT No. 28943, M.B. 426/17–21.
(R7)	INDICATES RECORD DATA PER PARCEL MAP No. 36400, P.M.B. 234/75–79.
(R8)	INDICATES RECORD DATA PER TRACT No. 32821–1, M.B. 440/46–49.
(R9)	INDICATES RECORD DATA PER TRACT No. 32821, M.B. 449/87–89.
(R10)	INDICATES RECORD DATA PER TRACT No. 30466–1, M.B. 398/58–61.
(R11)	INDICATES RECORD DATA PER TRACT No. 29334–1, M.B. 375/82–86.
(R12)	INDICATES RECORD DATA PER TRACT No. 31252–1, M.B. 434/42–49.
(R13)	INDICATES DATA PER LLA No. 2022–001, REC. 08/24/2022 AS INST. No. 2022–0370918, O.R.
(R14)	INDICATES DATA PER GRANT OF EASEMENT, REC. 08/29/2022 AS INST. No. 2022–0374720, O.R.
(#)	INDICATES EXISTING EASEMENT PLOTTED (SEE EASEMENT NOTES ON SHEET 5 FOR DESCRIPTION)
[#]	INDICATES EASEMENT IS "BLANKET IN NATURE" (SEE EASEMENT NOTES ON SHEET 5 FOR DESCRIPTION)
⟨#⟩	INDICATES DEDICATED OR RETAINED EASEMENT OFFERED PER THIS MAP.

CURVE TABLE

C#	DELTA	RADIUS	LENGTH
C5	(90°00'00"	762.00'	1196.95' M&R13)

LINE TABLE

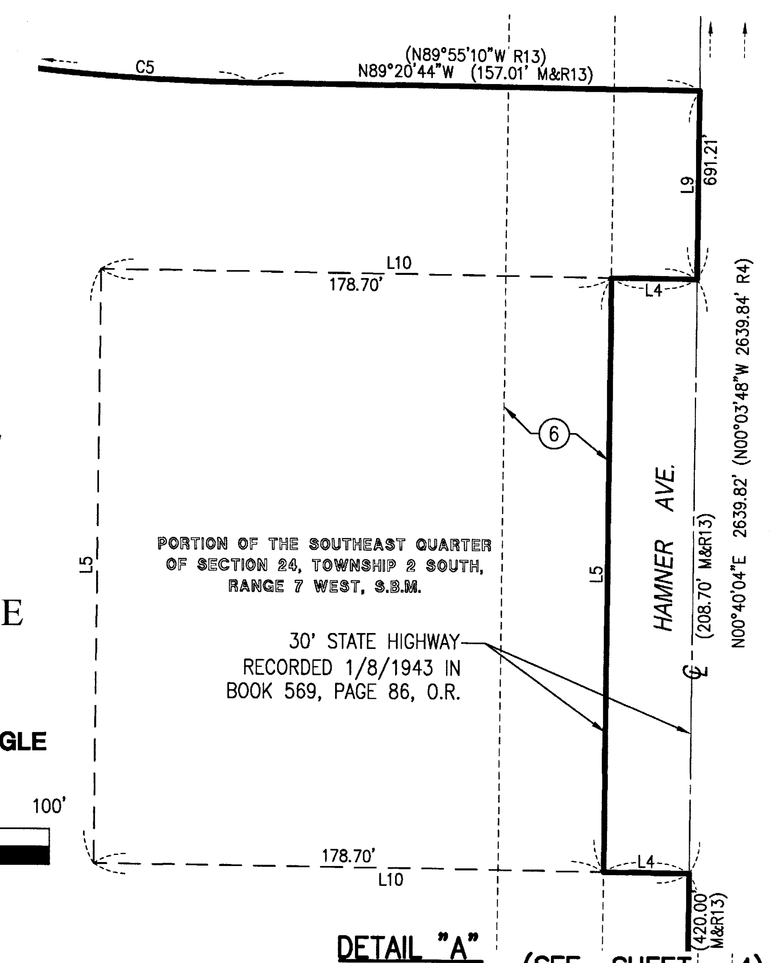
L#	BEARING	LENGTH
L4	N89°19'56"W	30.00'
L5	N00°40'04"E	208.70'
	(N00°04'02"W	208.70' R13)
L9	N00°40'04"E	(66.34' M&R13)
	(N00°04'02"W R13)	
L10	N89°19'56"W	208.70'
	(N89°55'58"E	208.70' R13)



CONVERGENCE ANGLE
Θ= –00°43'25.7"

0' 25' 50' 100'

SCALE: 1"=50'



DETAIL "A"
SCALE: 1" = 50'
(SEE SHEET 4)

NOTES:

SEE SHEET 3 FOR VICINITY MAP AND GPS TIES, BASIS OF BEARINGS, LEGEND, AND DETAIL "A".
SEE SHEET 4 FOR BOUNDARY CONTROL SHEET, MONUMENT NOTES AND DETAIL "W".
SEE SHEET 5 FOR SHEET INDEX MAP, SURVEYORS NOTES AND EASEMENT NOTES.
SEE SHEETS 6 THROUGH 15, AND 17 FOR LOTS AND EASEMENT DELINEATIONS.
SEE SHEETS 18 THROUGH 25 FOR EASEMENT DELINEATIONS.
SEE SHEET 16 FOR THE NOT A PART PROPERTY WITHIN THE MAP BOUNDARY AND DETAIL "Y".
SEE SHEET 18 FOR DETAIL "X".
SEE SHEET 26 FOR DETAILS "B" THROUGH "F".
SEE SHEET 27 FOR DETAILS "G" THROUGH "K".
SEE SHEET 28 FOR DETAILS "L" THROUGH "P".
SEE SHEET 29 FOR DETAILS "Q" THROUGH "V".

BASIS OF BEARINGS:

THE BASIS OF BEARINGS FOR THIS SURVEY IS THE CALIFORNIA STATE PLANE COORDINATE SYSTEM, CCS83, ZONE 6, BASED LOCALLY ON CONTROL STATIONS "NOCO", "MLFP" AND "EWPP" NAD83(NSRS2011) EPOCH 2010.00 AS SHOWN HEREON. ALL BEARINGS SHOWN ON THIS MAP ARE GRID. QUOTED BEARINGS AND DISTANCES FROM REFERENCE MAPS AND DEEDS ARE AS SHOWN PER THAT RECORD REFERENCE. ALL DISTANCES SHOWN ARE GROUND DISTANCES UNLESS SPECIFIED OTHERWISE. GRID DISTANCES, MAY BE OBTAINED BY MULTIPLYING THE GROUND DISTANCE BY A COMBINATION FACTOR OF 0.99999089. CALCULATIONS ARE MADE AT THE CL INTERSECTION OF 58th STREET & SCHOLAR WAY "PT 903" WITH COORDINATES OF:
N: 2303696.000, E: 6162361.378, USING AN ELEVATION OF 678.77.

2024-0076720
Original

494/90

IN THE CITY OF EASTVALE, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

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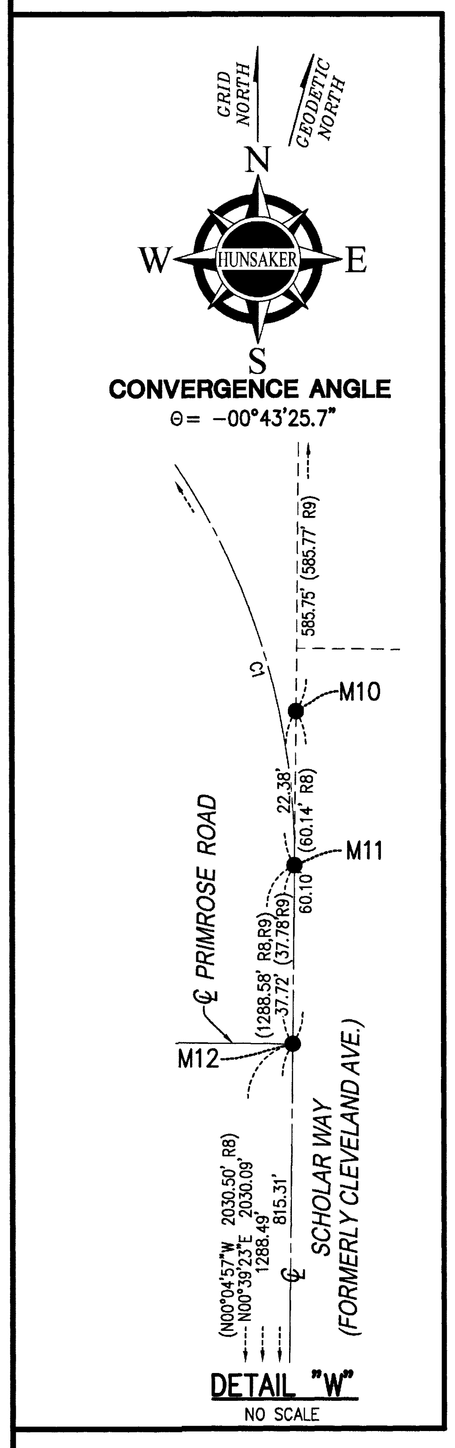
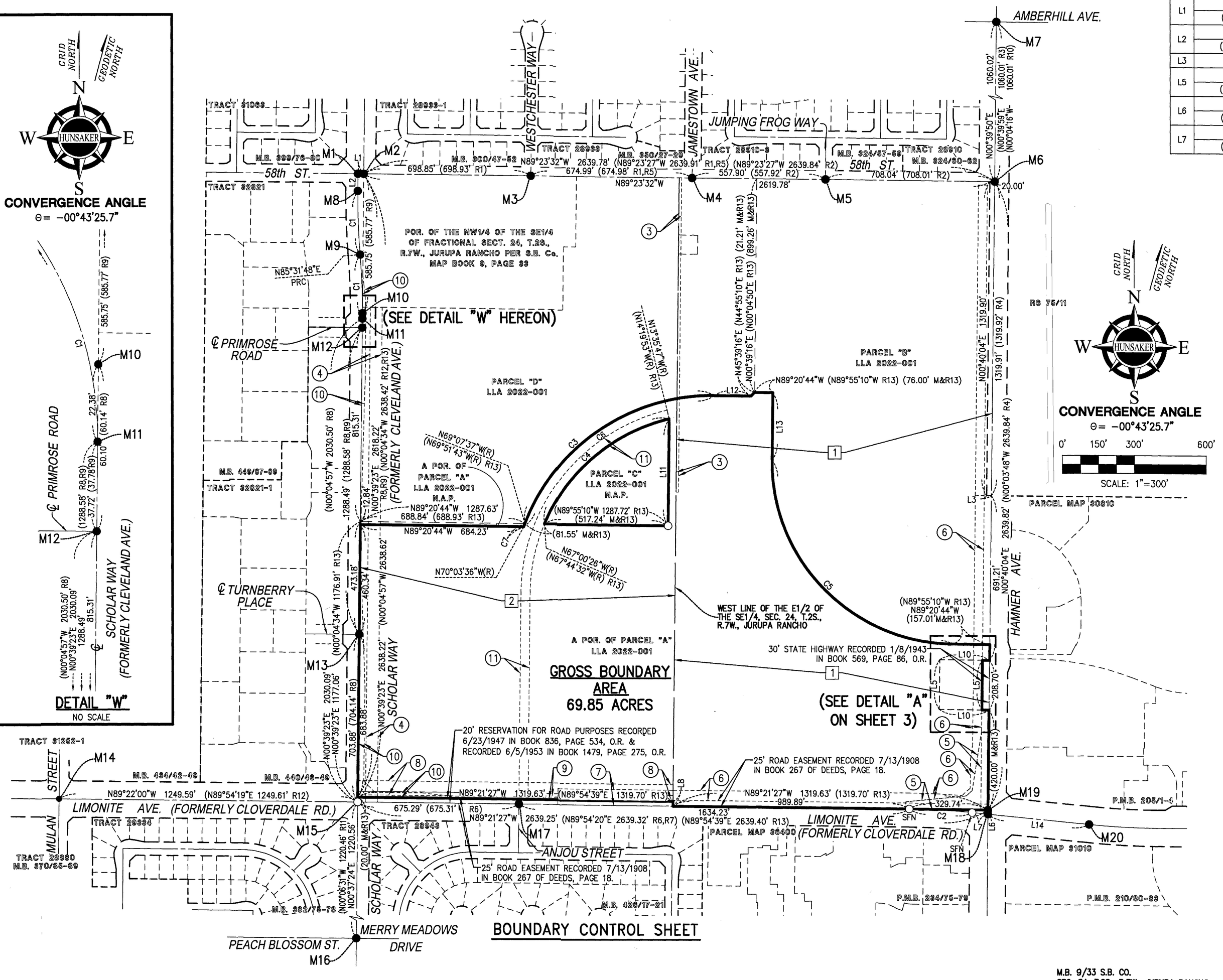
HUNSAKER AND ASSOCIATES, INC. AUGUST & SEPTEMBER 2021

FOR CONDOMINUM PURPOSES





LINE TABLE		
L#	BEARING	LENGTH
L1	N89°22'26"W	24.00'
	(N89°54'26"E	24.00' R9)
L2	N00°39'23"E	72.00'
	(N00°04'57"W	72.00' R9)
L3	N89°22'29"W	20.00'
L5	N00°40'04"E	208.70'
	(N00°04'02"W	208.70' R13)
L6	N00°34'54"E	17.44'
	(N00°05'19"W	17.40'R4,R7)
L7	N84°19'00"W	66.42'
	(N85°03'13"W	65.98' R7)

LINE TABLE		
L#	BEARING	LENGTH
L8	N00°39'43"E	20.00'
L10	N89°19'56"W	208.70'
	(N89°55'58"E	208.70' R13)
L11	N00°39'16"E	(448.94' M&R13)
	(N00°04'50"W R13)	
L12	N89°20'44"W	(154.17'M&R13)
	(N89°55'10"W R13)	
L13	N00°39'16"E	(282.86' M&R13)
	(N00°04'50"E R13)	
L14	N84°19'00"W	423.94'
	(N85°03'13"W	425.17' R4)

CURVE TABLE			
C#	DELTA	RADIUS	LENGTH
C1	(05°07'35"	3000.00'	268.42' M&R9)
C2	(05°02'27"	3000.00'	263.94' M&R7)
C3	(69°46'53"	838.00'	1020.61' M&R13)
C4	53°24'39"	762.00'	710.33'
	(53°24'40"	762.00'	710.34' R13)
C5	(90°00'00"	762.00'	1196.95' M&R13)
C6	70°42'52"	838.00'	1034.26'
C7	00°55'59"	838.00'	13.65'

MONUMENT NOTES:

M1 PT. 903 FD. 1" I.P. W/NAIL & TAG STAMPED "WEBB LS 5529", FLUSH PER CR19-0098. ACCEPTED AS CL INT. 58th STREET & SCHOLAR WAY.
GRID = GROUND N: 2,303,696.000; E: 6,162,361.378; Z: 678.77
CONV. ANG.: -00°43'25.7" CF: 1.00000915

M2 FD. 1" I.P. W/NAIL & TAG STAMPED "LS 5529", FLUSH PER CR19-0098. ACCEPTED AS CENTER SECTION 24.

M3 FD. 1" I.P., NO TAG, DN. 0.1' PER RIV. CO. TB 142/28. ACCEPTED AS CL INT. 58th STREET & WESTCHESTER WAY. SET TAG STAMPED "LS 7874" IN PIPE.

M4 FD. 1" I.P. W/PLASTIC PLUG, ILLEGIBLE, DN. 0.2' PER RIV. CO. TB 142/31. ACCEPTED AS CL INT. 58th STREET & JAMESTOWN STREET. SET TAG STAMPED "LS 7874" IN PIPE.

M5 FD. 1" I.P. W/TAG STAMPED "RCE 16454", FLUSH PER RIV. CO. TB 119/80. ACCEPTED AS CL INT. 58th STREET & JUMPING FROG WAY.

M6 PT. 17 FD. 1" I.P. W/TAG ILLEGIBLE, DN. 0.8' PER M.B. 398/58-61. ACCEPTED AS CL INT. 58th STREET & HAMNER AVENUE. SET TAG STAMPED "LS 7874" IN PIPE.
N: 2,303,667.734; E: 6,165,024.988

M7 FD. 1" I.P. W/PLASTIC PLUG, ILLEGIBLE, FLUSH PER RIV. CO. TB 145/78. ACCEPTED AS CL INT. HAMNER AVENUE & AMBERHILL AVENUE. SET TAG STAMPED "LS 7874" IN PIPE.

M8 FD. 1" I.P. W/TAG STAMPED "LS 5529", DN. 0.1' PER CR19-0097. ACCEPTED AS CL E.C. SCHOLAR WAY.

M9 FD. 1" I.P. W/NAIL & TAG STAMPED "LS 5529", FLUSH PER CR19-0096. MONUMENT LIES N70°41'49"E 0.12' FROM P.R.C.

M10 FD. 1" I.P. W/NAIL & TAG STAMPED "LS 5529", FLUSH PER CR19-0095 & M.B. 440/46-49. ACCEPTED AS CL INT. SCHOLAR WAY & TRACT BNDY.

M11 FD. 1" I.P. W/NAIL & TAG STAMPED "LS 5529", FLUSH PER CR19-0095.

M12 FD. 1" I.P. W/NAIL & TAG STAMPED "LS 5529", FLUSH PER CR19-0094. ACCEPTED AS CL INT. SCHOLAR WAY & PRIMROSE ROAD.

M13 FD. 1" I.P. W/NAIL & TAG STAMPED "LS 5529", FLUSH PER CR19-0093. ACCEPTED AS CL INT. SCHOLAR WAY & TURNBERRY PLACE.

M14 FD. 1" I.P. W/TAG, ILLEGIBLE, FLUSH (EASTERLY MONUMENT) PER CR19-0436. ACCEPTED AS BEING THE CL INT. LIMONITE AVENUE & MULAN STREET, (NORTH) PER M.B. 434/42-49. SET TAG STAMPED "LS 7874" IN PIPE.

M15 SEARCHED, FD. NOTHING. EST. BY INTERSECTION FROM NORTH AND EAST MONUMENTS. SET 1" I.P. W/TAG STAMPED "LS 7874", FLUSH IN AC PVMT.

M16 FD. 1" I.P. W/TAG STAMPED "LS 5529", FLUSH PER M.B. 382/75-78.

M17 FD. 1" I.P. W/TAG STAMPED "WEBB LS 5529", FLUSH PER M.B. 426/17-21. ACCEPTED AS CL INT. LIMONITE AVENUE & ANJOU STREET.

M18 FD. COPPERWELD STAMPED "RIV. CO. TRANSPORTATION", FLUSH PER P.M.B. 234/75-79.

M19 FD. COPPERWELD STAMPED "RIV. CO. TRANSPORTATION", FLUSH PER CR19-0434 & P.M.B. 234/75-79.

M20 FD. 1" I.P. W/PLASTIC PLUG STAMPED "LS 5529", FLUSH PER P.M.B. 205/1-4. ACCEPTED AS CONSTRUCTION CL B.C. LIMONITE AVENUE.

NOTES:

SEE SHEET 3 FOR VICINITY MAP AND GPS TIES, BASIS OF BEARINGS, LEGEND, AND DETAIL "A".
SEE SHEET 4 FOR BOUNDARY CONTROL SHEET, MONUMENT NOTES AND DETAIL "W".
SEE SHEET 5 FOR SHEET INDEX MAP, SURVEYORS NOTES AND EASEMENT NOTES.
SEE SHEETS 6 THROUGH 15, AND 17 FOR LOTS AND EASEMENT DELINEATIONS.
SEE SHEETS 18 THROUGH 25 FOR EASEMENT DELINEATIONS.
SEE SHEET 16 FOR THE NOT A PART PROPERTY WITHIN THE MAP BOUNDARY AND DETAIL "Y".
SEE SHEET 18 FOR DETAIL "X".
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SEE SHEET 27 FOR DETAILS "G" THROUGH "K".
SEE SHEET 28 FOR DETAILS "L" THROUGH "P".
SEE SHEET 29 FOR DETAILS "Q" THROUGH "V".

335

2024-0076720
Original

494/91

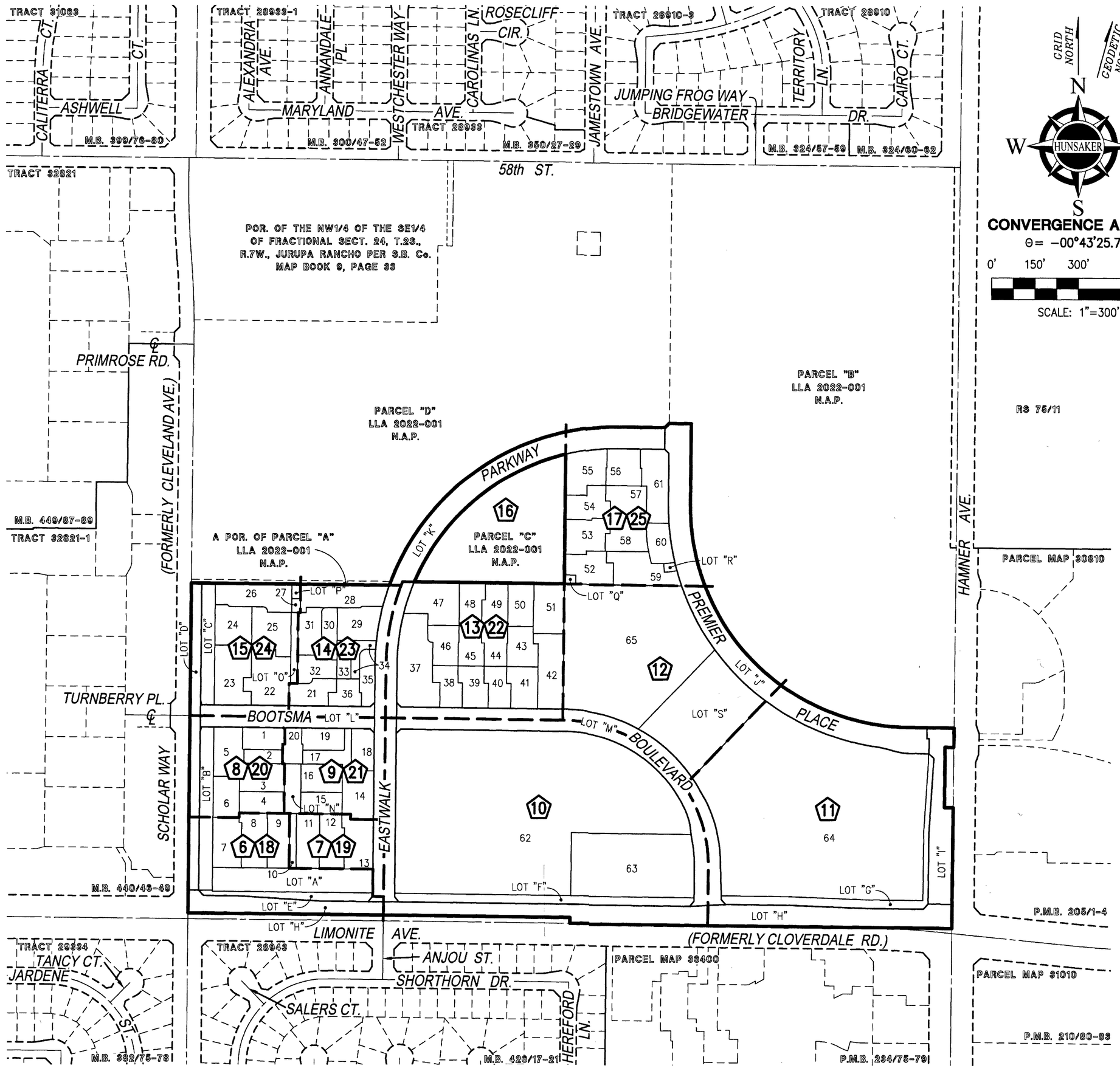
IN THE CITY OF EASTVALE, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

TRACT NO. 38594

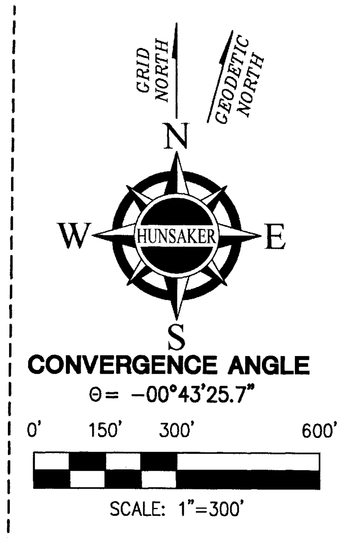
BEING A SUBDIVISION OF A PORTION OF PARCEL "A", OF LOT LINE ADJUSTMENT No. 2022-001, RECORDED AUGUST 24, 2022 AS INST. No. 2022-0370918, OFFICIAL RECORDS, IN THE OFFICE OF THE RIVERSIDE COUNTY RECORDER, CALIFORNIA, AND A PORTION OF THE SOUTHEAST QUARTER OF SECTION 24, TOWNSHIP 2 SOUTH, RANGE 7 WEST, AS SHOWN BY SECTIONALIZED SURVEY OF THE JURUPA RANCHO, AS SHOWN BY MAP ON FILE IN BOOK 9 OF MAPS, PAGE 33, RECORDS OF SAN BERNARDINO COUNTY, STATE OF CALIFORNIA.

HUNSAKER AND ASSOCIATES, INC. AUGUST & SEPTEMBER 2021

FOR CONDOMINUM PURPOSES



SHEET INDEX MAP



SURVEYOR'S NOTES:

▲ INDICATES GPS CONTROL STATION AS NOTED.

● INDICATES FOUND MONUMENT AS NOTED.

SFN INDICATES SEARCH, FOUND NOTHING, SET NOTHING.

M# INDICATES MONUMENT NUMBER. (SEE MONUMENT NOTES ON SHEET 4)

○ INDICATES SET 1" I.P. W/TAG STAMPED "LS 7874", FLUSH

SET 1" I.P. W/TAG STAMPED "LS 7874", FLUSH AT ALL LOT CORNERS, ANGLE POINTS IN SIDE OR REAR LOT LINES AND ANGLE POINTS IN SUBDIVISION BOUNDARY.

SET LEAD & TAG STAMPED "LS 7874", IN TOP OF CURB ON SIDE LOT LINE PROJECTED.

SET LEAD & TAG STAMPED "LS 7874", IN TOP OF CURB FOR B.C.'s, E.C.'s, P.C.C.'s, P.R.C.'s AND CORNER CUTBACKS PROJECTED PERPENDICULAR OR RADIAL FROM CENTERLINE.

ALL MONUMENTS SHOWN AS "SET" IN ACCORDANCE WITH THE MONUMENT AGREEMENT FOR THIS MAP.

ALL MONUMENTS ARE SET AND TAGGED PER RIVERSIDE COUNTY ORDINANCE 461.21

ANY FOUND BOUNDARY CONTROL MONUMENTS DESTROYED DURING CONSTRUCTION OF THIS MAP WILL BE RESET AND TAGGED LS 7874.

TRACT CL TIE SHEETS WILL BE PRESENTED TO THE CITY FOR INSPECTION AND APPROVAL AFTER THE STREETS HAVE BEEN CONSTRUCTED AND WITHIN 90 DAYS AFTER THE STREET IMPROVEMENTS HAVE BEEN APPROVED BY THE CITY.

GROSS AREA: 69.85 ACRES

DRAINAGE EASEMENT – NO BUILDING, OBSTRUCTIONS, OR ENCROACHMENTS BY LANDFILLS ARE ALLOWED.

[redacted]

(#) INDICATES SHEET NUMBER

NUMBERED LOTS = 65
LETTERED LOTS = A THROUGH S

EASEMENT NOTES:

(#) PLOTTED EXISTING EASEMENT AS NOTED.

[#] PLOTTED EASEMENT THAT IS BLANKET IN NATURE AS NOTED.

⟨#⟩ PLOTTED EASEMENTS DEDICATED OR RETAINED OFFERED PER THIS MAP AS NOTED.

(1) AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES IN FAVOR OF SOUTHERN CALIFORNIA EDISON COMPANY, RECORDED MAY 12, 1911 IN BOOK 329, PAGE 245, OF DEEDS.

SURVEYOR'S NOTE: BLANKET IN NATURE TO THE E 1/2 OF THE SE 1/4 OF SECTION 24.

(2) AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES IN FAVOR OF SOUTHERN CALIFORNIA EDISON COMPANY, RECORDED MAY 12, 1911 IN BOOK 329, PAGE 249, OF DEEDS.

SURVEYOR'S NOTE: BLANKET IN NATURE TO THE W 1/2 OF THE SE 1/4 OF SECTION 24.

(3) AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES IN FAVOR OF SOUTHERN CALIFORNIA EDISON COMPANY, RECORDED APRIL 9, 1953 AS INST. No. 17029, IN BOOK 1459, PAGE 442, OF OFFICIAL RECORDS.

(4) AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES IN FAVOR OF SOUTHERN CALIFORNIA EDISON COMPANY RECORDED JULY 25, 1968 AS INST. No. 71591, OF OFFICIAL RECORDS.

(5) AN EASEMENT FOR PUBLIC ROAD AND DRAINAGE, INCLUDING PUBLIC UTILITY AND PUBLIC SERVICES AND INCIDENTAL PURPOSES IN FAVOR OF THE CITY OF EASTVALE, SUCCESSOR IN INTEREST TO THE COUNTY OF RIVERSIDE, RECORDED DECEMBER 21, 1998 AS INST. No. 552204, OF OFFICIAL RECORDS.

(6) AN EASEMENT FOR PUBLIC ROAD AND DRAINAGE, INCLUDING PUBLIC UTILITY AND PUBLIC SERVICES AND INCIDENTAL PURPOSES IN FAVOR OF THE CITY OF EASTVALE, SUCCESSOR IN INTEREST TO THE COUNTY OF RIVERSIDE, RECORDED JANUARY 15, 2002 AS INST. No. 2002-025215, OF OFFICIAL RECORDS.

(7) AN EASEMENT FOR PUBLIC ROAD AND DRAINAGE, INCLUDING PUBLIC UTILITY AND PUBLIC SERVICES AND INCIDENTAL PURPOSES, IN FAVOR OF THE CITY OF EASTVALE, SUCCESSOR IN INTEREST TO THE COUNTY OF RIVERSIDE, RECORDED JANUARY 15, 2002 AS INST. No. 2002-025216 OF OFFICIAL RECORDS.

(8) AN EASEMENT FOR PIPELINES, UTILITIES AND ACCESS AND INCIDENTAL PURPOSES IN FAVOR OF JURUPA COMMUNITY SERVICES DISTRICT RECORDED OCTOBER 1, 2003 AS INST. No. 2003-770719, OF OFFICIAL RECORDS.

(9) AN EASEMENTS FOR DRAINAGE AND INCIDENTAL PURPOSES IN FAVOR OF THE CITY OF EASTVALE, SUCCESSOR IN INTEREST TO THE COUNTY OF RIVERSIDE, RECORDED JULY 20, 2007 AS INST. No. 2007-0474701, OF OFFICIAL RECORDS.

(10) AN EASEMENTS FOR PUBLIC ROAD AND UTILITY AND INCIDENTAL PURPOSES IN FAVOR OF THE CITY OF EASTVALE, RECORDED OCTOBER 10, 2013 AS INST. No. 2013-0488886, OF OFFICIAL RECORDS.

(11) AN EASEMENT FOR PEDESTRIAN AND VEHICULAR INGRESS, EGRESS AND ACCESS AND INCIDENTAL PURPOSES IN FAVOR OF THE BWL TRUST AND THE JCL TRUST, RECORDED AUGUST 29, 2022 AS INST. No. 2022-0374720, OF OFFICIAL RECORDS.

(12) AN EASEMENT FOR PUBLIC PARK PURPOSES IN FAVOR OF THE CITY OF EASTVALE AS DEDICATED AND SHOWN HEREON.

(13) AN EASEMENT FOR PUBLIC ACCESS PURPOSES IN FAVOR OF THE CITY OF EASTVALE AS DEDICATED AND SHOWN HEREON.

(14) AN EASEMENT OVER THE PRIVATE STREETS FOR RECIPROCAL ACCESS AND DRAINAGE PURPOSES, RETAINED HEREON.

(15) AN EASEMENT FOR PUBLIC UTILITY PURPOSES, IN FAVOR OF THE CITY OF EASTVALE AS DEDICATED AND SHOWN HEREON.

(16) AN EASEMENT FOR PUBLIC DRAINAGE PURPOSES IN FAVOR OF THE CITY OF EASTVALE AS DEDICATED AND SHOWN HEREON.

(17) AN EASEMENT FOR PUBLIC STORM DRAIN PURPOSES IN FAVOR OF THE PUBLIC AS DEDICATED AND SHOWN HEREON.

(18) AN EASEMENT FOR THE RIGHT OF INGRESS AND EGRESS FOR SERVICE AND EMERGENCY VEHICLES, IN FAVOR OF THE CITY OF EASTVALE AS DEDICATED AND SHOWN HEREON.

NOTES:

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SEE SHEET 29 FOR DETAILS "Q" THROUGH "V".

2024-0076720
Original

494/92

IN THE CITY OF EASTVALE, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

TRACT NO. 38594

BEING A SUBDIVISION OF A PORTION OF PARCEL "A", OF LOT LINE ADJUSTMENT No. 2022-001, RECORDED AUGUST 24, 2022 AS INST. No. 2022-0370918, OFFICIAL RECORDS, IN THE OFFICE OF THE RIVERSIDE COUNTY RECORDER, CALIFORNIA, AND A PORTION OF THE SOUTHEAST QUARTER OF SECTION 24, TOWNSHIP 2 SOUTH, RANGE 7 WEST, AS SHOWN BY SECTIONALIZED SURVEY OF THE JURUPA RANCHO, AS SHOWN BY MAP ON FILE IN BOOK 9 OF MAPS, PAGE 33, RECORDS OF SAN BERNARDINO COUNTY, STATE OF CALIFORNIA.

HUNSAKER AND ASSOCIATES, INC. AUGUST & SEPTEMBER 2021

FOR CONDOMINUM PURPOSES

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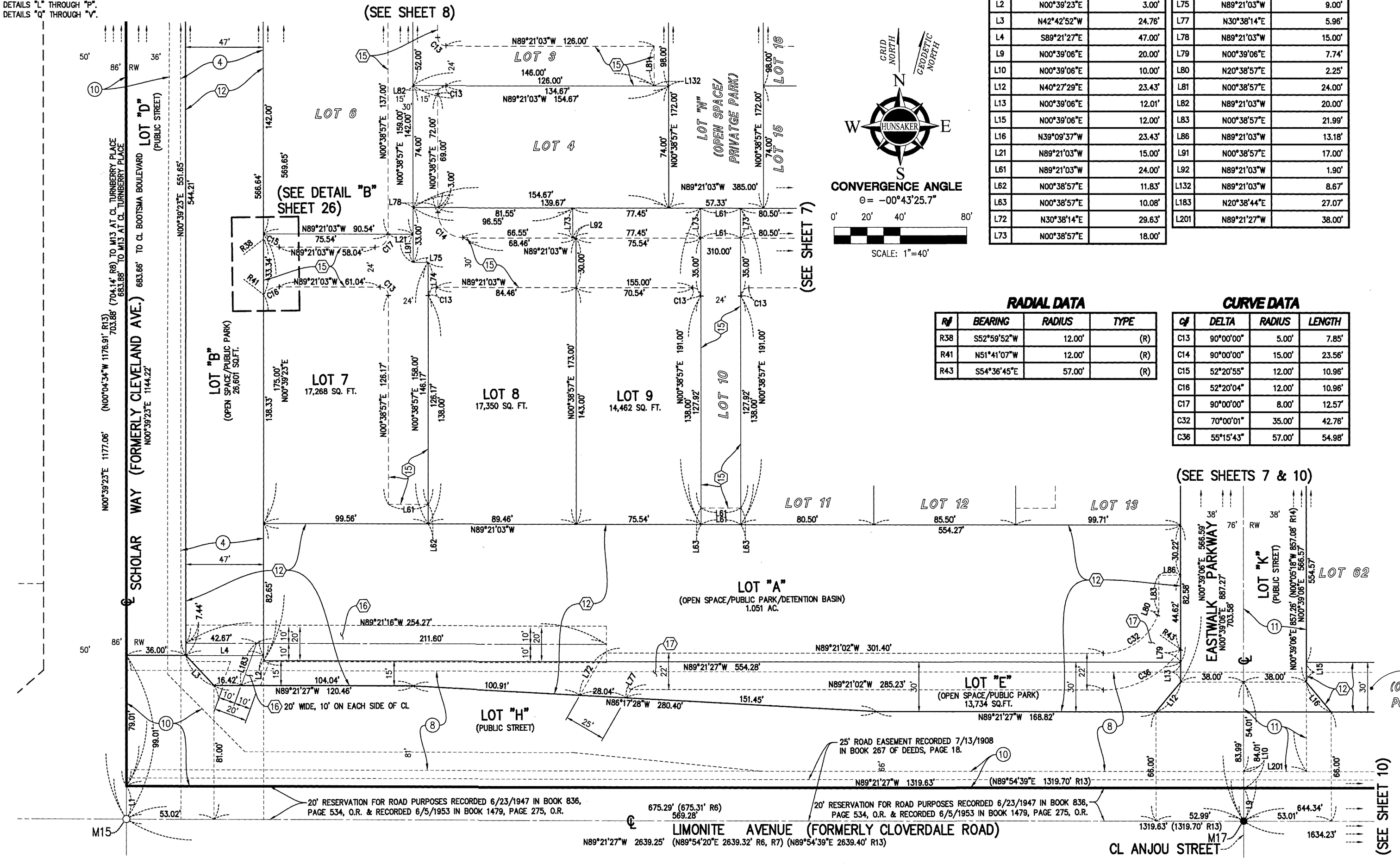


LINE DATA

L#	BEARING	LENGTH
L1	N00°39'23"E	(20.00' M&R13)
L2	N00°39'23"E	3.00'
L3	N42°42'52"W	24.76'
L4	S89°21'27"E	47.00'
L9	N00°39'06"E	20.00'
L10	N00°39'06"E	10.00'
L12	N40°27'29"E	23.43'
L13	N00°39'06"E	12.01'
L15	N00°39'06"E	12.00'
L16	N39°09'37"W	23.43'
L21	N89°21'03"W	15.00'
L61	N89°21'03"W	24.00'
L62	N00°38'57"E	11.83'
L63	N00°38'57"E	10.08'
L72	N30°38'14"E	29.63'
L73	N00°38'57"E	18.00'

LINE DATA

L#	BEARING	LENGTH
L74	N00°38'57"E	20.00'
L75	N89°21'03"W	9.00'
L77	N30°38'14"E	5.96'
L78	N89°21'03"W	15.00'
L79	N00°39'06"E	7.74'
L80	N20°38'57"E	2.25'
L81	N00°38'57"E	24.00'
L82	N89°21'03"W	20.00'
L83	N00°38'57"E	21.99'
L86	N89°21'03"W	13.18'
L91	N00°38'57"E	17.00'
L92	N89°21'03"W	1.90'
L132	N89°21'03"W	8.67'
L183	N20°38'44"E	27.07'
L201	N89°21'27"W	38.00'

RADIAL DATA

R#	BEARING	RADIUS	TYPE
R38	S52°59'52"W	12.00'	(R)
R41	N51°41'07"W	12.00'	(R)
R43	S54°36'45"E	57.00'	(R)

CURVE DATA

C#	DELTA	RADIUS	LENGTH
C13	90°00'00"	5.00'	7.85'
C14	90°00'00"	15.00'	23.56'
C15	52°20'55"	12.00'	10.96'
C16	52°20'04"	12.00'	10.96'
C17	90°00'00"	8.00'	12.57'
C32	70°00'01"	35.00'	42.76'
C36	55°15'43"	57.00'	54.98'

2024-0076720
Original

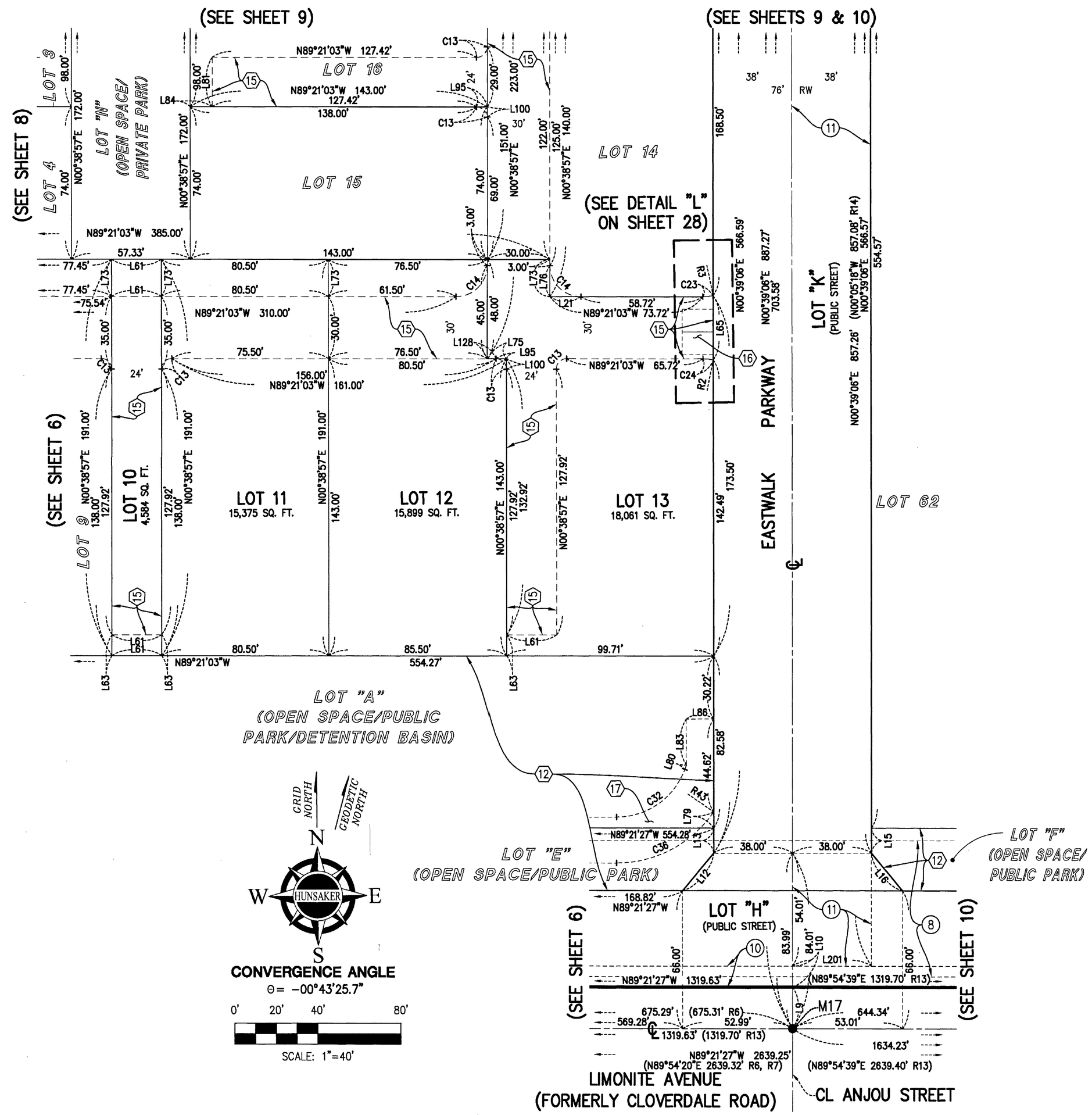
494
93

TRACT NO. 38594

BEING A SUBDIVISION OF A PORTION OF PARCEL "A", OF LOT LINE ADJUSTMENT No. 2022-001, RECORDED AUGUST 24, 2022 AS INST. No. 2022-0370918, OFFICIAL RECORDS, IN THE OFFICE OF THE RIVERSIDE COUNTY RECORDER, CALIFORNIA, AND A PORTION OF THE SOUTHEAST QUARTER OF SECTION 24, TOWNSHIP 2 SOUTH, RANGE 7 WEST, AS SHOWN BY SECTIONALIZED SURVEY OF THE JURUPA RANCHO, AS SHOWN BY MAP ON FILE IN BOOK 9 OF MAPS, PAGE 33, RECORDS OF SAN BERNARDINO COUNTY, STATE OF CALIFORNIA.

HUNSAKER AND ASSOCIATES, INC. AUGUST & SEPTEMBER 2021

FOR CONDOMINUM PURPOSES



RADIAL DATA

R#	BEARING	RADIUS	TYPE
R2	N12°11'19"E	25.00'	(R)
R3	S10°53'07"E	25.00'	(R)
R43	S54°36'45"E	57.00'	(R)

CURVE DATA

C#	DELTA	RADIUS	LENGTH
C13	90°00'00"	5.00'	7.85'
C14	90°00'00"	15.00'	23.56'
C23	11°32'04"	25.00'	5.03'
C24	11°32'22"	25.00'	5.04'
C32	70°00'01"	35.00'	42.76'
C36	55°15'43"	57.00'	54.98'

LINE DATA

L#	BEARING	LENGTH
L9	N00°39'06"E	20.00'
L10	N00°39'06"E	10.00'
L12	N40°27'29"E	23.43'
L13	N00°39'06"E	12.01'
L15	N00°39'06"E	12.00'
L16	N39°09'37"W	23.43'
L21	N89°21'03"W	15.00'
L61	N89°21'03"W	24.00'
L63	N00°38'57"E	10.08'
L65	N00°39'06"E	31.01'
L73	N00°38'57"E	18.00'
L75	N89°21'03"W	9.00'

LINE DATA

L#	BEARING	LENGTH
L76	N00°38'57"E	15.00'
L79	N00°39'06"E	7.74'
L80	N20°38'57"E	2.25'
L81	N00°38'57"E	24.00'
L83	N00°38'57"E	21.99'
L84	N89°21'03"W	10.58'
L86	N89°21'03"W	13.18'
L95	N89°21'03"W	5.00'
L100	N00°38'57"E	5.00'
L128	N89°21'03"W	4.00'
L201	N89°21'27"W	38.00'

NOTES:

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2024-0076720
Original

494
94

IN THE CITY OF EASTVALE, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

TRACT NO. 38594

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HUNSAKER AND ASSOCIATES, INC. AUGUST & SEPTEMBER 2021

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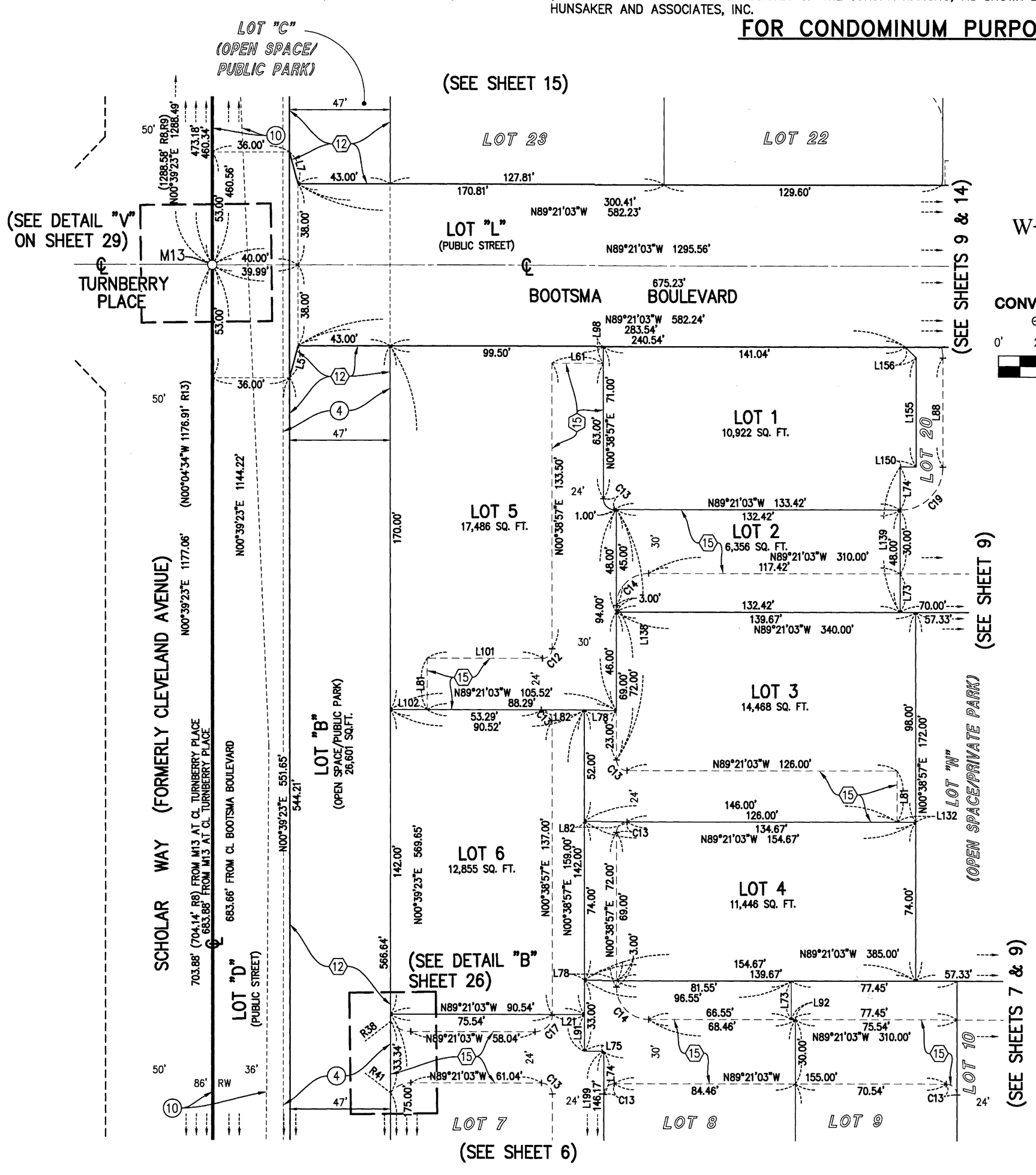

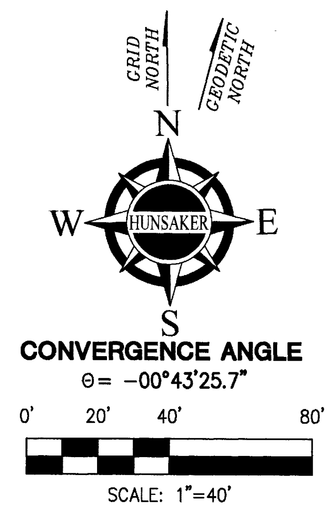

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LINE DATA

L#	BEARING	LENGTH
L5	N15°34'52"E	15.52'
L7	N14°16'54"W	15.52'
L21	N89°21'03"W	15.00'
L61	N89°21'03"W	24.00'
L73	N00°38'57"E	18.00'
L74	N00°38'57"E	20.00'
L75	N89°21'03"W	9.00'
L78	N89°21'03"W	15.00'
L81	N00°38'57"E	24.00'
L82	N89°21'03"W	20.00'
L88	N00°38'57"E	51.00'
L91	N00°38'57"E	17.00'

LINE DATA

L#	BEARING	LENGTH
L92	N89°21'03"W	1.90'
L98	N00°38'57"E	8.00'
L101	N89°21'03"W	53.79'
L102	N89°21'03"W	17.23'
L132	N89°21'03"W	8.67'
L138	N00°38'57"E	117.00'
L139	N00°38'57"E	68.00'
L150	N89°21'03"W	7.50'
L155	N00°38'57"E	51.11'
L156	N44°21'03"W	6.91'
L199	N00°38'57"E	12.16'

CURVE DATA

C#	DELTA	RADIUS	LENGTH
C12	90°00'00"	4.50'	7.07'
C13	90°00'00"	5.00'	7.85'
C14	90°00'00"	15.00'	23.56'
C17	90°00'00"	8.00'	12.57'
C19	90°00'00"	20.00'	31.42'

RADIAL DATA

R#	BEARING	RADIUS	TYPE
R38	S52°59'52"W	12.00'	(R)
R41	N51°41'07"W	12.00'	(R)

339

2024-0076720
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494/95

IN THE CITY OF EASTVALE, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

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HUNSAKER AND ASSOCIATES, INC. AUGUST & SEPTEMBER 2021

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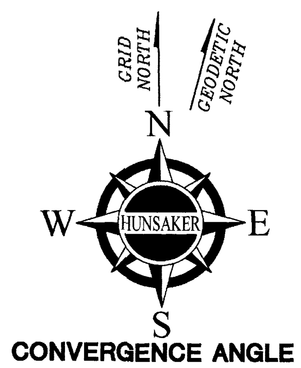
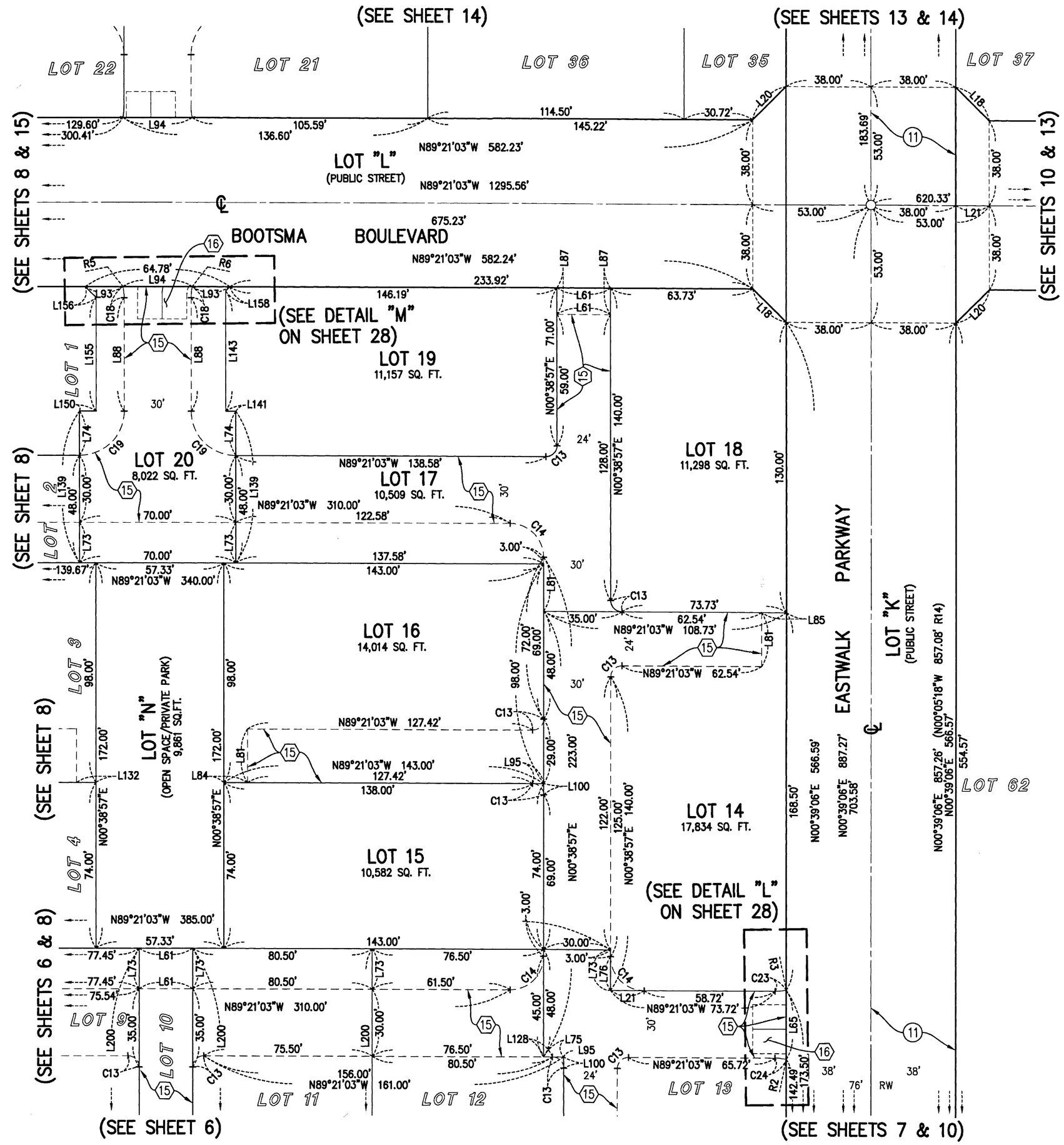


CONVERGENCE ANGLE
Θ= -00°43'25.7"

0' 20' 40' 80'
SCALE: 1"=40'



RADIAL DATA

R#	BEARING	RADIUS	TYPE
R2	N12°11'19"E	25.00'	(R)
R3	S10°53'07"E	25.00'	(R)
R5	N79°06'44"E	25.00'	(R)
R6	N77°48'50"W	25.00'	(R)

CURVE DATA

C#	DELTA	RADIUS	LENGTH
C13	90°00'00"	5.00'	7.85'
C14	90°00'00"	15.00'	23.56'
C18	11°32'13"	25.00'	5.03'
C19	90°00'00"	20.00'	31.42'
C23	11°32'04"	25.00'	5.03'
C24	11°32'22"	25.00'	5.04'

LINE DATA

L#	BEARING	LENGTH
L18	N44°20'58"W	21.21'
L20	N45°39'02"E	21.21'
L21	N89°21'03"W	15.00'
L61	N89°21'03"W	24.00'
L65	N00°39'06"E	31.01'
L73	N00°38'57"E	18.00'
L74	N00°38'57"E	20.00'
L75	N89°21'03"W	9.00'
L76	N00°38'57"E	15.00'
L81	N00°38'57"E	24.00'
L84	N89°21'03"W	10.58'
L85	N89°21'03"W	11.19'
L87	N00°38'57"E	12.00'
L88	N00°38'57"E	51.00'

LINE DATA

L#	BEARING	LENGTH
L93	N89°21'03"W	16.88'
L94	N89°21'03"W	31.01'
L95	N89°21'03"W	5.00'
L100	N00°38'57"E	5.00'
L128	N89°21'03"W	4.00'
L132	N89°21'03"W	8.67'
L139	N00°38'57"E	68.00'
L141	N89°21'03"W	4.50'
L143	N00°38'57"E	54.11'
L150	N89°21'03"W	7.50'
L155	N00°38'57"E	51.11'
L156	N44°21'03"W	6.91'
L158	N45°38'57"E	2.67'
L200	N00°38'57"E	191.00'

NOTES:

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SEE SHEET 28 FOR DETAILS "L" THROUGH "P".
SEE SHEET 29 FOR DETAILS "Q" THROUGH "V".

340

2024-0076720
Original

494/96

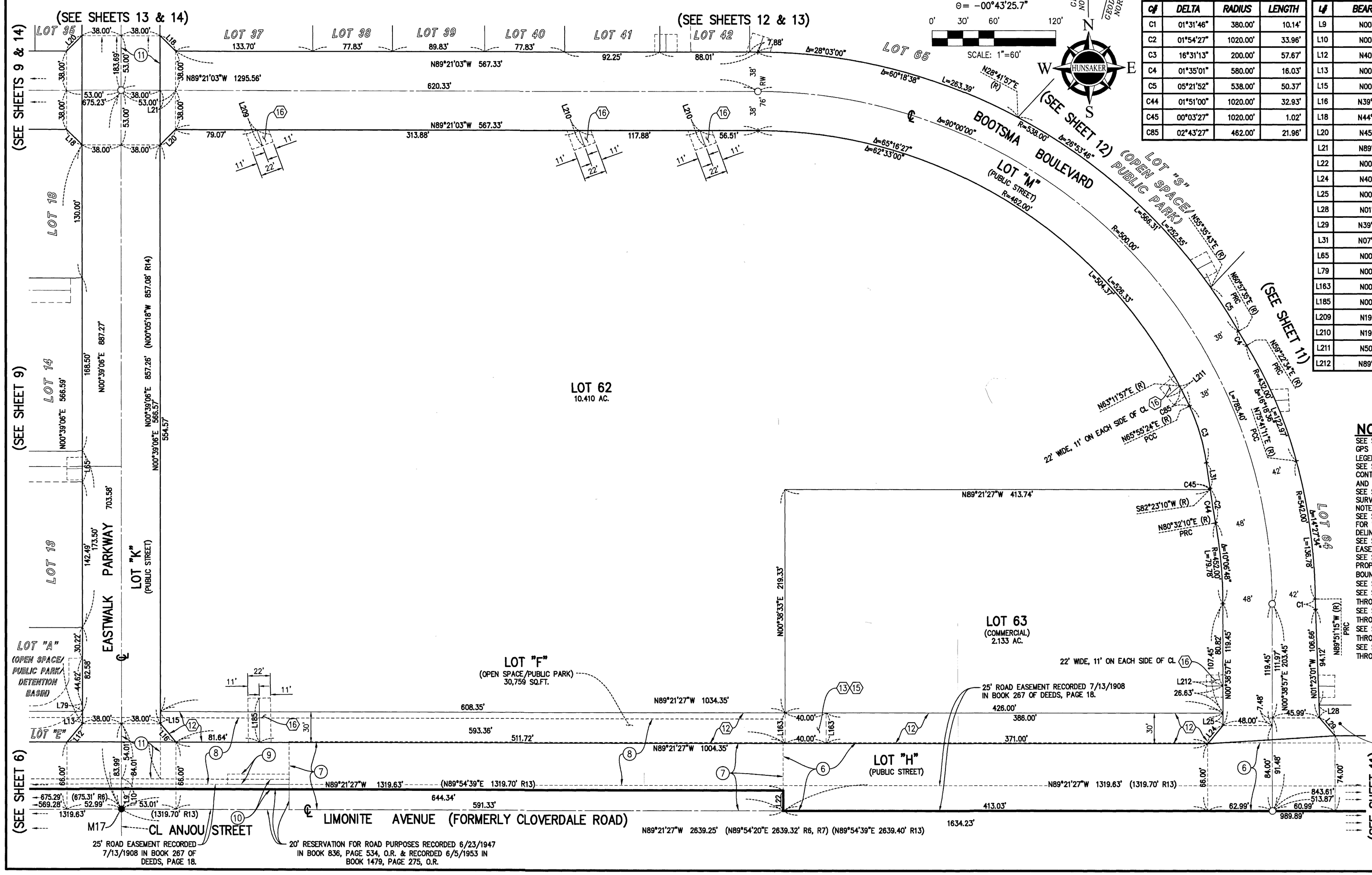
IN THE CITY OF EASTVALE, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

TRACT NO. 38594

BEING A SUBDIVISION OF A PORTION OF PARCEL "A", OF LOT LINE ADJUSTMENT No. 2022-001, RECORDED AUGUST 24, 2022 AS INST. No. 2022-0370918, OFFICIAL RECORDS, IN THE OFFICE OF THE RIVERSIDE COUNTY RECORDER, CALIFORNIA, AND A PORTION OF THE SOUTHEAST QUARTER OF SECTION 24, TOWNSHIP 2 SOUTH, RANGE 7 WEST, AS SHOWN BY SECTIONALIZED SURVEY OF THE JURUPA RANCHO, AS SHOWN BY MAP ON FILE IN BOOK 9 OF MAPS, PAGE 33, RECORDS OF SAN BERNARDINO COUNTY, STATE OF CALIFORNIA.

HUNSAKER AND ASSOCIATES, INC. AUGUST & SEPTEMBER 2021

FOR CONDOMINUM PURPOSES



CURVE DATA

C#	DELTA	RADIUS	LENGTH
C1	01°31'46"	380.00'	10.14'
C2	01°54'27"	1020.00'	33.96'
C3	16°31'13"	200.00'	57.67'
C4	01°35'01"	580.00'	16.03'
C5	05°21'52"	538.00'	50.37'
C44	01°51'00"	1020.00'	32.93'
C45	00°03'27"	1020.00'	1.02'
C85	02°43'27"	462.00'	21.96'

LINE DATA

L#	BEARING	LENGTH
L9	N00°39'06"E	20.00'
L10	N00°39'06"E	10.00'
L12	N40°27'29"E	23.43'
L13	N00°39'06"E	12.01'
L15	N00°39'06"E	12.00'
L16	N39°09'37"W	23.43'
L18	N44°20'58"W	21.21'
L20	N45°39'02"E	21.21'
L21	N89°21'03"W	15.00'
L22	N00°39'43"E	20.00'
L24	N40°27'04"E	23.43'
L25	N00°38'57"E	12.00'
L28	N01°23'01"W	12.54'
L29	N39°59'25"W	23.02'
L31	N07°33'23"W	25.50'
L65	N00°39'06"E	31.01'
L79	N00°39'06"E	7.74'
L163	N00°38'33"E	30.00'
L185	N00°00'00"E	43.41'
L209	N19°21'03"W	16.31'
L210	N19°21'03"W	16.45'
L211	N50°46'52"E	16.12'
L212	N89°48'59"W	16.00'

NOTES:

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494/97

IN THE CITY OF EASTVALE, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

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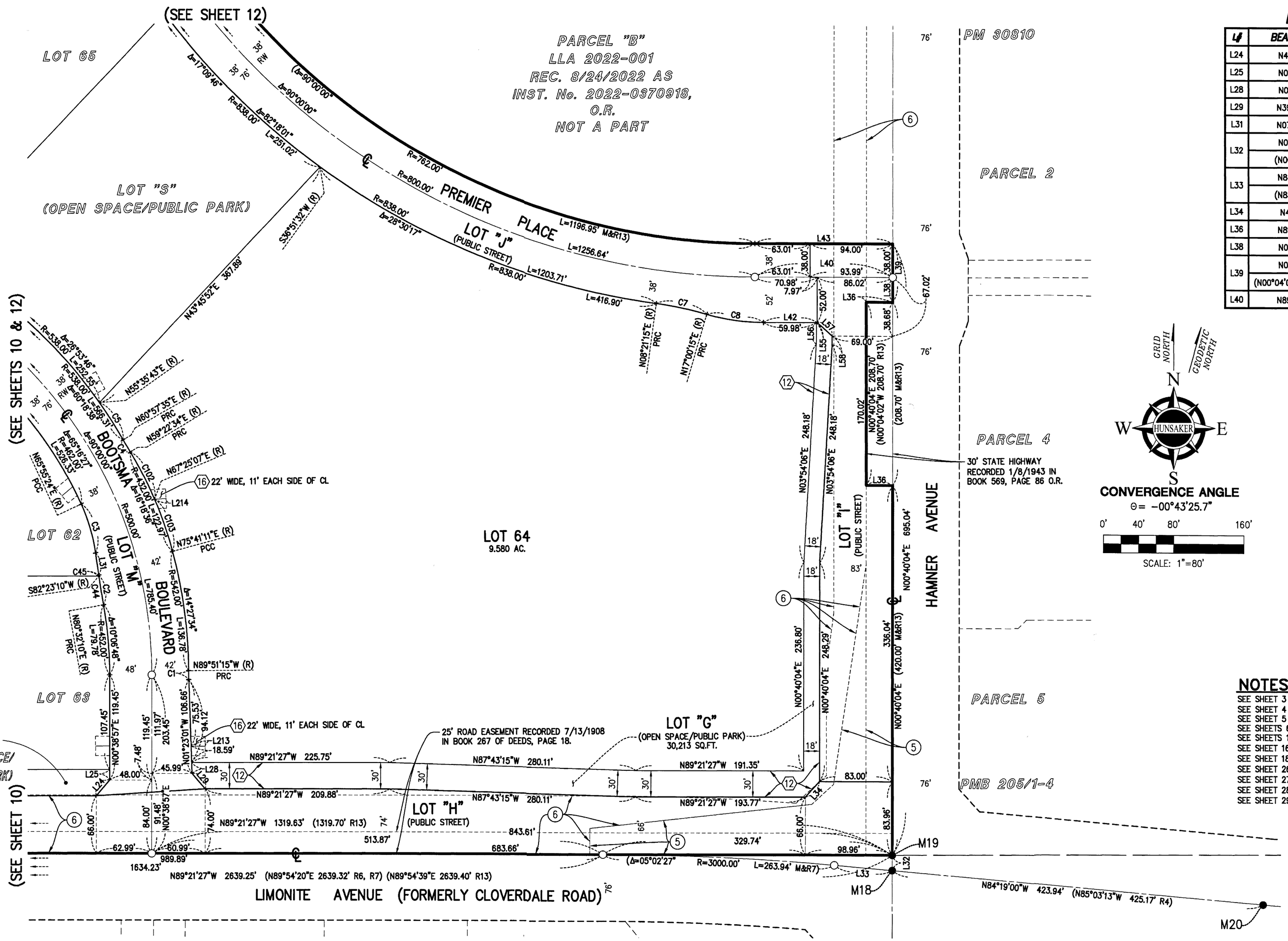
HUNSAKER AND ASSOCIATES, INC. AUGUST & SEPTEMBER 2021

FOR CONDOMINUM PURPOSES



LINE DATA

L#	BEARING	LENGTH
L24	N40°27'04"E	23.43'
L25	N00°38'57"E	12.00'
L28	N01°23'01"W	12.54'
L29	N39°59'25"W	23.02'
L31	N07°33'23"W	25.50'
L32	N00°34'54"E	17.44'
	(N00°05'19"W	17.40' R4,R7)
L33	N84°19'00"W	66.42'
	(N85°03'13"W	65.98' R7)
L34	N42°17'14"E	24.08'
L36	N89°19'56"W	30.00'
L38	N00°40'04"E	28.34'
L39	N00°40'04"E	(66.34' M&R13)
	(N00°04'02"W R13)	
L40	N89°20'44"W	157.00'

LINE DATA

L#	BEARING	LENGTH
L42	N89°20'44"W	60.98'
L43	N89°20'44"W	(157.01' M&R13)
	(N89°55'10"W R13)	
L55	N89°20'44"W	1.00'
L56	N00°40'04"E	24.48'
L57	N47°54'52"W	22.67'
L58	N00°40'04"E	9.99'
L213	N88°53'07"W	16.00'
L214	N87°24'13"E	13.01'

CURVE DATA

C#	DELTA	RADIUS	LENGTH
C1	01°31'46"	380.00'	10.14'
C2	01°54'27"	1020.00'	33.96'
C3	16°31'13"	200.00'	57.67'
C4	01°35'01"	580.00'	16.03'
C5	05°21'52"	538.00'	50.37'
C7	08°39'00"	390.00'	58.88'
C8	16°20'59"	230.00'	65.63'
C44	01°51'00"	1020.00'	32.93'
C45	00°03'27"	1020.00'	1.02'
C102	08°02'33"	432.00'	60.64'
C103	08°16'04"	432.00'	62.33'

NOTES:

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2024-0076720
Original

494/98

IN THE CITY OF EASTVALE, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

TRACT NO. 38594

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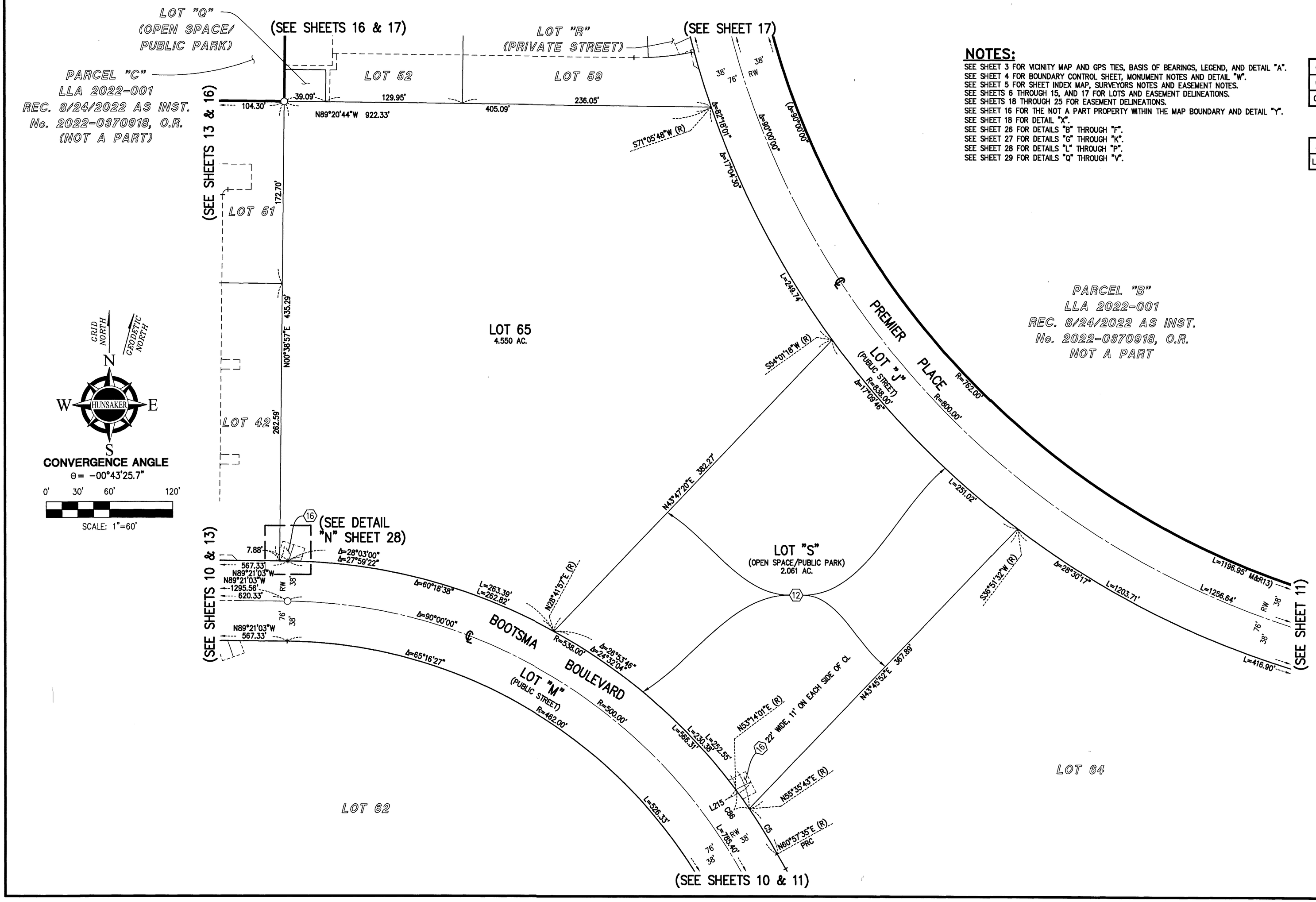
HUNSAKER AND ASSOCIATES, INC. AUGUST & SEPTEMBER 2021

FOR CONDOMINUM PURPOSES



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SEE SHEET 29 FOR DETAILS "Q" THROUGH "V".

CURVE DATA

CURVE	DELTA	RADIUS	LENGTH
C5	05°21'52"	538.00'	50.37'
C86	02°21'42"	538.00'	22.17'

LINE DATA

LINE	BEARING	LENGTH
L215	N62°51'27"E	16.07'

2024-0076720
Original

IN THE CITY OF EASTVALE, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

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RADIAL DATA

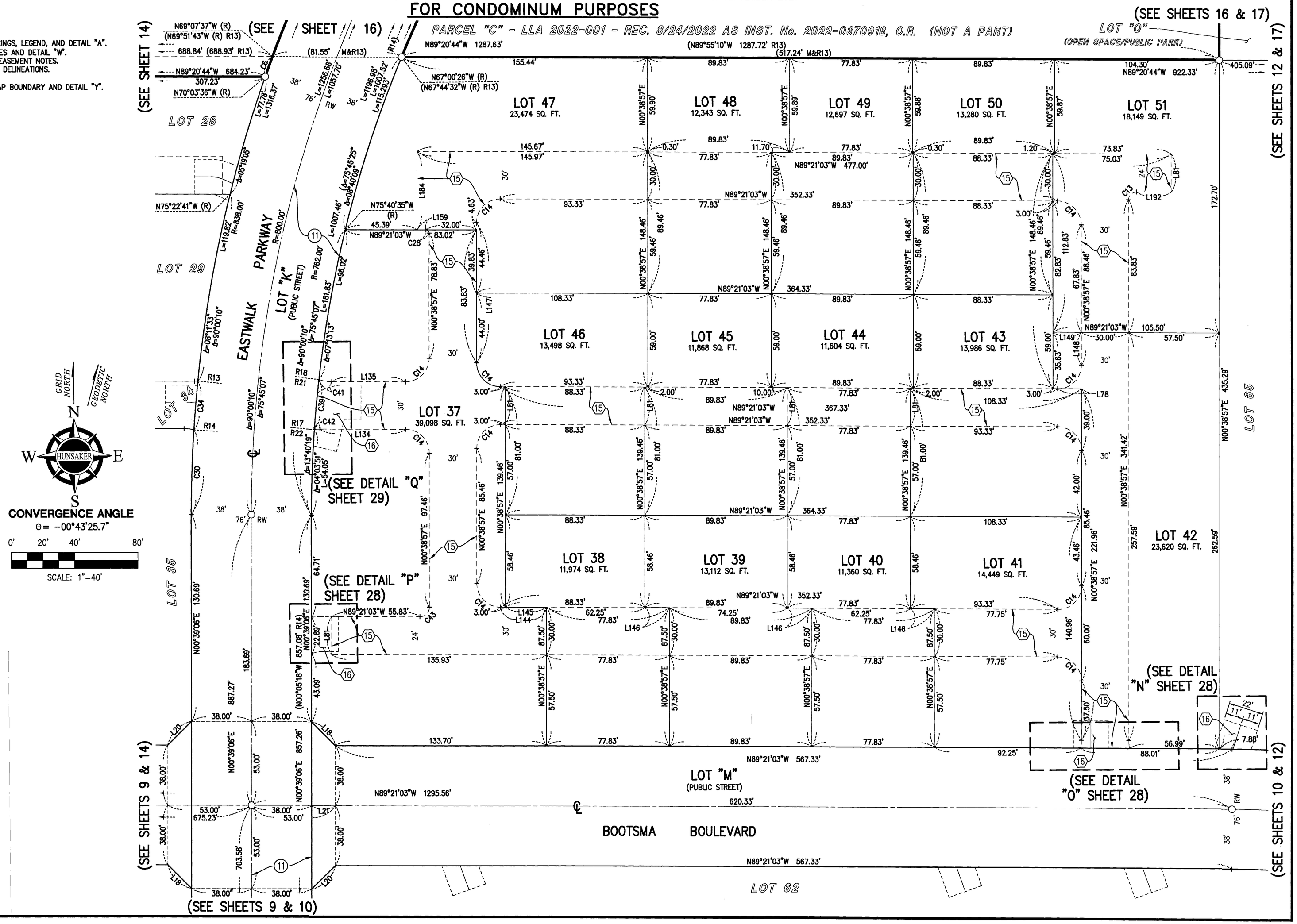
RJ	BEARING	RADIUS	TYPE
R13	N83°34'14"W	838.00'	(R)
R14	N85°41'19"W	838.00'	(R)
R17	N85°17'03"W	762.00'	(R)
R18	N82°53'48"W	762.00'	(R)
R21	S19°33'46"W	25.00'	(R)
R22	N07°44'37"W	25.00'	(R)

CURVE DATA

CJ	DELTA	RADIUS	LENGTH
C6	00°55'59"	838.00'	13.65'
C13	90°00'00"	5.00'	7.85'
C14	90°00'00"	15.00'	23.56'
C28	90°00'00"	2.00'	3.14'
C30	03°39'35"	838.00'	53.53'
C34	02°07'05"	838.00'	30.98'
C39	02°23'15"	762.00'	31.75'
C41	18°54'49"	25.00'	8.25'
C42	08°23'34"	25.00'	3.66'
C43	90°00'00"	6.00'	9.42'

LINE DATA

LJ	BEARING	LENGTH
L18	N44°20'58"W	21.21'
L20	N45°39'02"E	21.21'
L21	N89°21'03"W	15.00'
L78	N89°21'03"W	15.00'
L81	N00°38'57"E	24.00'
L134	N89°21'03"W	54.05'
L135	N89°21'03"W	46.68'
L144	N89°21'03"W	29.08'
L145	N89°21'03"W	26.08'
L146	N89°21'03"W	15.58'
L147	N00°38'57"E	88.46'
L148	N00°38'57"E	20.63'
L149	N89°21'03"W	18.00'
L159	N89°21'03"W	5.63'
L184	N00°38'57"E	49.63'
L192	N89°21'03"W	22.03'


(SEE SHEET 16)
(SEE SHEET 14)
(SEE SHEETS 16 & 17)
(SEE SHEETS 12 & 17)
(SEE SHEETS 9 & 14)
(SEE SHEETS 9 & 10)
(SEE SHEETS 10 & 12)
PARCEL "C" - LLA 2022-001 - REC. 8/24/2022 AS INST. No. 2022-0370918, O.R. (NOT A PART)
LOT "Q"
(OPEN SPACE/PUBLIC PARK)
LOT 28
LOT 29
LOT 34
LOT 35
LOT 65
LOT 62
EASTWALK PARKWAY
LOT "K"
(PUBLIC STREET)
LOT 47
23,474 SQ. FT.
LOT 48
12,343 SQ. FT.
LOT 49
12,697 SQ. FT.
LOT 50
13,280 SQ. FT.
LOT 51
18,149 SQ. FT.
LOT 46
13,498 SQ. FT.
LOT 45
11,868 SQ. FT.
LOT 44
11,604 SQ. FT.
LOT 43
13,986 SQ. FT.
LOT 37
39,098 SQ. FT.
LOT 38
11,974 SQ. FT.
LOT 39
13,112 SQ. FT.
LOT 40
11,360 SQ. FT.
LOT 41
14,449 SQ. FT.
LOT 42
23,620 SQ. FT.
(SEE DETAIL "Q" SHEET 29)
(SEE DETAIL "P" SHEET 28)
(SEE DETAIL "N" SHEET 28)
(SEE DETAIL "O" SHEET 28)
LOT "M"
(PUBLIC STREET)
BOOTSMA BOULEVARD
N89°21'03"W 1295.56'
N89°21'03"W 567.33'
N89°20'44"W 1287.63'
(N89°55'10"W 1287.72' R13)
(517.24' M&R13)
N89°20'44"W 922.33'
N89°21'03"W 477.00'
N89°21'03"W 352.33'
N89°21'03"W 364.33'
N89°21'03"W 367.33'
N89°21'03"W 105.50'
N89°21'03"W 55.83'
N00°39'06"E 130.69'
N00°38'57"E 435.29'
N00°38'57"E 341.42'
N00°38'57"E 262.59'
N00°38'57"E 257.59'
N00°38'57"E 172.70'
N00°38'57"E 140.96'
N00°38'57"E 221.96'
N00°38'57"E 183.69'
N00°38'57"E 887.27'
N00°39'06"E 857.26'
N00°05'16"W 857.08'
N00°39'06"E 43.09'
N00°38'57"E 78.83'
N00°38'57"E 97.46'
N00°38'57"E 64.71'
N00°38'57"E 49.63'
N00°38'57"E 20.63'
N00°38'57"E 24.00'
N00°38'57"E 88.46'
N00°38'57"E 139.46'
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N00°38'57"E 57.50'
N00°38'57"E 87.50'
N00°38'57"E 81.00'
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N00°38'57"E 77.75'
N00°38'57"E 62.25'
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N00°38'57"E 89.83'
N00°38'57"E 77.83'
N00°38'57"E 88.33'
N00°38'57"E 104.30'
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N00°38'57"E 11'
N00°38'57"E 7.88'
N00°38'57"E 30.00'
N00°38'57"E 59.46'
N00°38'57"E 148.46'
N00°38'57"E 139.46'
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N00°38'57"E 93.33'
N00°38'57"E 108.33'
N00°38'57"E 135.93'
N00°38'57"E 133.70'
N00°38'57"E 92.25'
N00°38'57"E 88.01'
N00°38'57"E 56.99'
N00°38'57"E 77.75'
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N00°38'57"E 405.09'
N00°38'57"E 675.23'
N00°38'57"E 703.58'
N00°38'57"E 53.00'
N00°38'57"E 38.00'
N00°38'57"E 76'
N00°38'57"E 38'
N00°38'57"E 24'
N00°38'57"E 30'
N00°38'57"E 22'
N00°38'57"E 11'
N00°38'57"E 7.88

2024-0076720
Original

494/100

IN THE CITY OF EASTVALE, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

TRACT NO. 38594

BEING A SUBDIVISION OF A PORTION OF PARCEL "A", OF LOT LINE ADJUSTMENT No. 2022-001, RECORDED AUGUST 24, 2022 AS INST. No. 2022-0370918, OFFICIAL RECORDS, IN THE OFFICE OF THE RIVERSIDE COUNTY RECORDER, CALIFORNIA, AND A PORTION OF THE SOUTHEAST QUARTER OF SECTION 24, TOWNSHIP 2 SOUTH, RANGE 7 WEST, AS SHOWN BY SECTIONALIZED SURVEY OF THE JURUPA RANCHO, AS SHOWN BY MAP ON FILE IN BOOK 9 OF MAPS, PAGE 33, RECORDS OF SAN BERNARDINO COUNTY, STATE OF CALIFORNIA.

HUNSAKER AND ASSOCIATES, INC. AUGUST & SEPTEMBER 2021

FOR CONDOMINUM PURPOSES

LINE DATA

L#	BEARING	LENGTH
L18	N44°20'58"W	21.21'
L20	N45°39'02"E	21.21'
L21	N89°21'03"W	15.00'
L61	N89°21'03"W	24.00'
L73	N00°38'57"E	18.00'
L81	N00°38'57"E	24.00'
L93	N89°21'03"W	16.88'
L94	N89°21'03"W	31.01'
L99	N00°38'57"E	23.50'
L104	N00°38'57"E	73.50'
L105	N89°21'03"W	98.07'
L106	N89°21'03"W	24.07'

LINE DATA

L#	BEARING	LENGTH
L107	N89°21'03"W	37.00'
L108	N89°21'03"W	7.91'
L109	N00°38'57"E	10.00'
L110	N89°21'03"W	28.09'
L111	N89°21'03"W	72.00'
L112	N00°38'57"E	3.00'
L120	N89°21'03"W	20.52'
L121	N00°38'57"E	16.00'
L125	N89°21'03"W	4.89'
L129	N89°21'03"W	24.14'
L202	N00°38'58"E	98.53'
L203	N00°38'57"E	98.53'

CURVE DATA

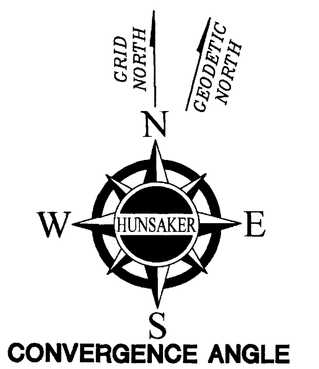
C#	DELTA	RADIUS	LENGTH
C6	00°55'59"	838.00'	13.65'
C14	90°00'00"	15.00'	23.56'
C18	11°32'13"	25.00'	5.03'
C19	90°00'00"	20.00'	31.42'
C25	90°00'00"	10.00'	15.71'
C28	90°00'00"	2.00'	3.14'
C29	90°00'00"	25.00'	39.27'
C30	03°39'35"	838.00'	53.53'

CURVE DATA

C#	DELTA	RADIUS	LENGTH
C33	14°21'47"	25.00'	6.27'
C34	02°07'05"	838.00'	30.98'
C35	04°55'14"	25.00'	2.15'
C39	02°23'15"	762.00'	31.75'
C80	66°25'18"	10.00'	11.59'
C81	23°34'42"	10.00'	4.12'
C96	00°28'27"	838.00'	6.93'

RADIAL DATA

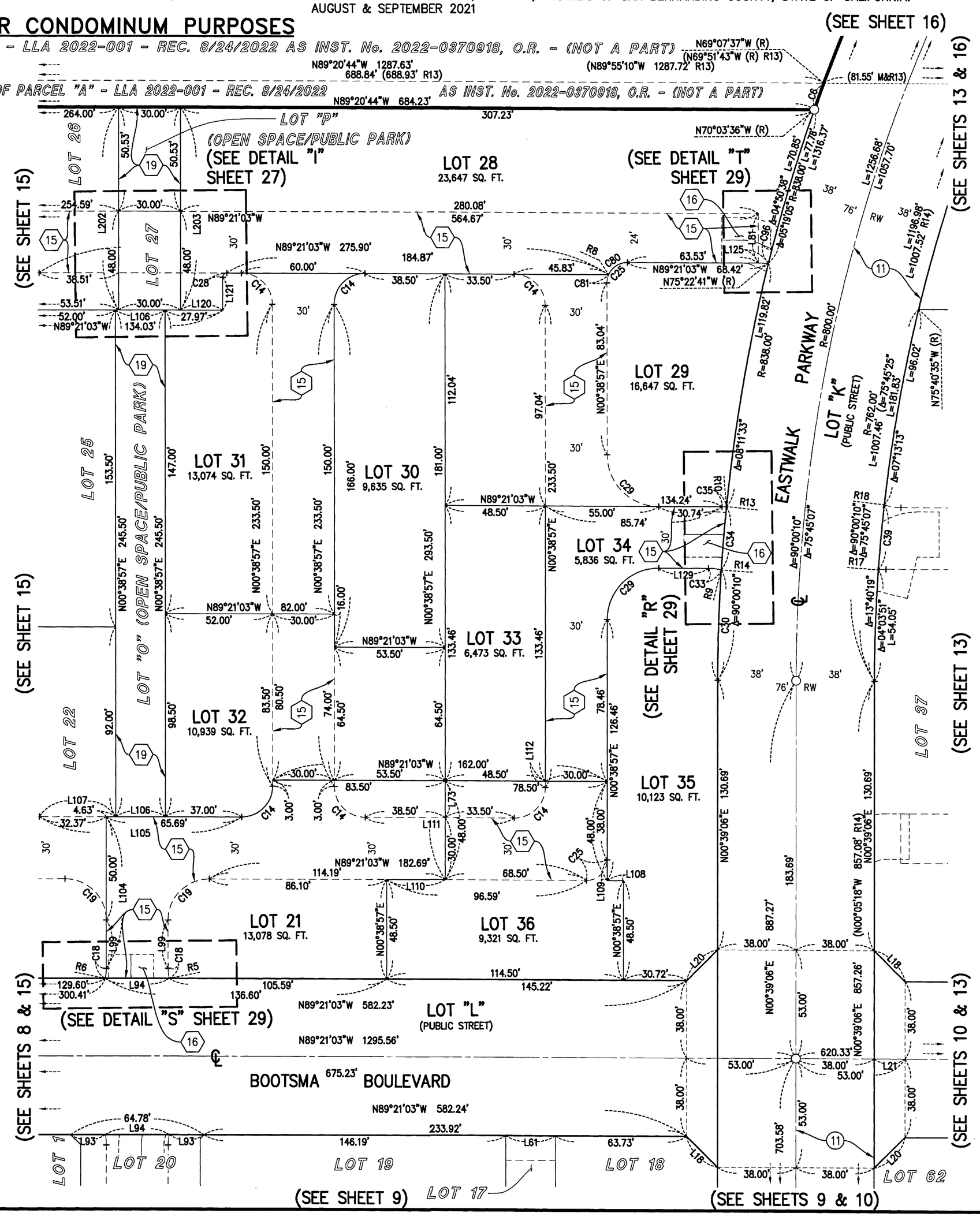
R#	BEARING	RADIUS	TYPE
R5	N79°06'44"E	25.00'	(R)
R6	N77°48'50"W	25.00'	(R)
R8	N65°46'21"W	10.00'	(R)
R9	N15°00'44"E	25.00'	(R)
R10	S04°16'17"E	25.00'	(R)
R13	N83°34'14"W	838.00'	(R)
R14	N85°41'19"W	838.00'	(R)
R17	N85°17'03"W	762.00'	(R)
R18	N82°53'48"W	762.00'	(R)



CONVERGENCE ANGLE
Θ= -00°43'25.7"

0' 20' 40' 80'

SCALE: 1"=40'



NOTES:

SEE SHEET 3 FOR VICINITY MAP AND GPS TIES, BASIS OF BEARINGS, LEGEND, AND DETAIL "A".
SEE SHEET 4 FOR BOUNDARY CONTROL SHEET, MONUMENT NOTES AND DETAIL "W".
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2024-0076720
Original

494/101

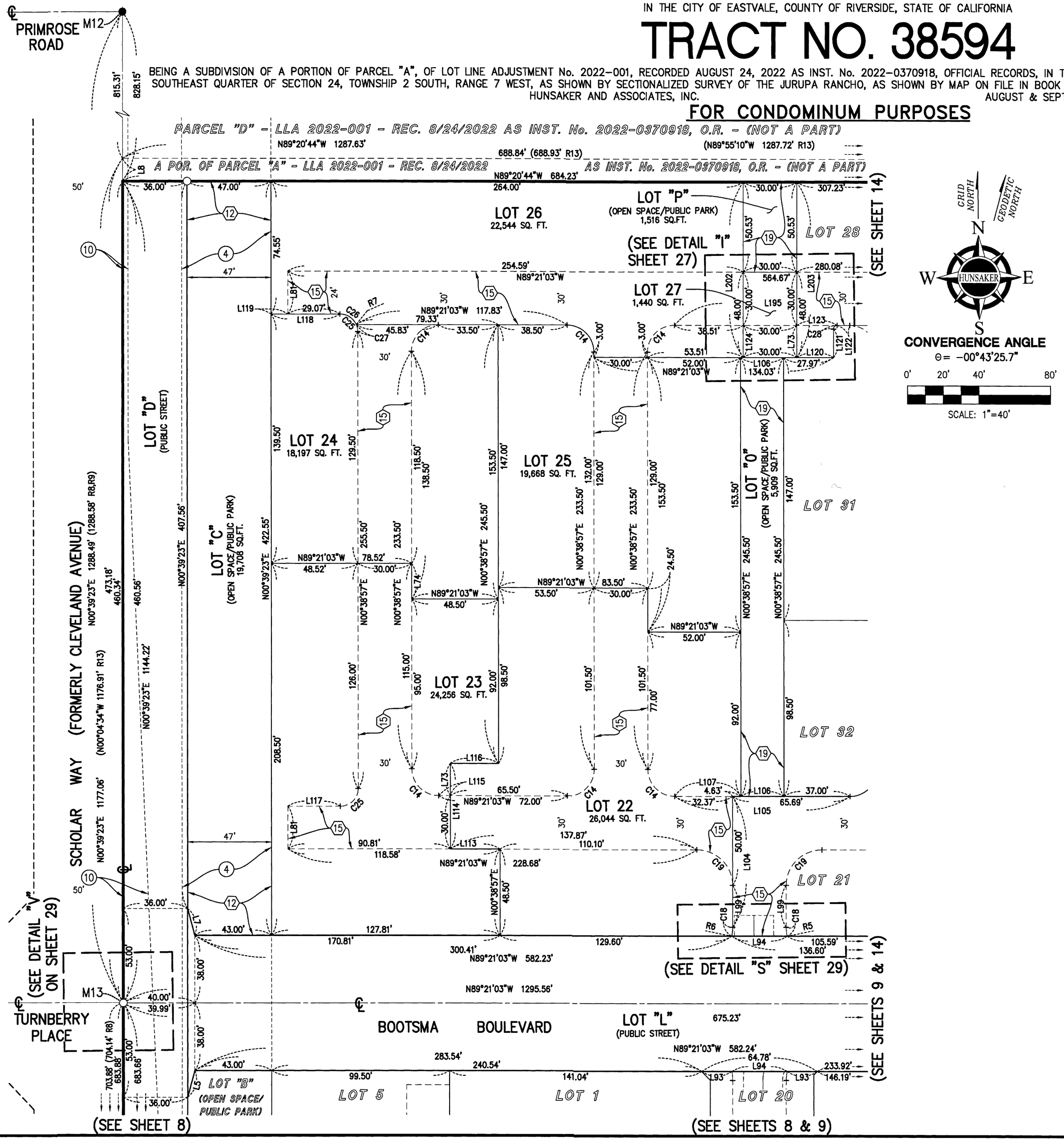
IN THE CITY OF EASTVALE, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

TRACT NO. 38594

BEING A SUBDIVISION OF A PORTION OF PARCEL "A", OF LOT LINE ADJUSTMENT No. 2022-001, RECORDED AUGUST 24, 2022 AS INST. No. 2022-0370918, OFFICIAL RECORDS, IN THE OFFICE OF THE RIVERSIDE COUNTY RECORDER, CALIFORNIA, AND A PORTION OF THE SOUTHEAST QUARTER OF SECTION 24, TOWNSHIP 2 SOUTH, RANGE 7 WEST, AS SHOWN BY SECTIONALIZED SURVEY OF THE JURUPA RANCHO, AS SHOWN BY MAP ON FILE IN BOOK 9 OF MAPS, PAGE 33, RECORDS OF SAN BERNARDINO COUNTY, STATE OF CALIFORNIA.

HUNSAKER AND ASSOCIATES, INC. AUGUST & SEPTEMBER 2021

FOR CONDOMINUM PURPOSES



LINE DATA

L#	BEARING	LENGTH
L5	N15°34'52"E	15.52'
L7	N14°16'54"W	15.52'
L8	N00°39'23"E	12.84'
L73	N00°38'57"E	18.00'
L74	N00°38'57"E	20.00'
L81	N00°38'57"E	24.00'
L93	N89°21'03"W	16.88'
L94	N89°21'03"W	31.01'
L99	N00°38'57"E	23.50'
L104	N00°38'57"E	73.50'
L105	N89°21'03"W	98.07'
L106	N89°21'03"W	24.07'
L107	N89°21'03"W	37.00'
L113	N89°21'03"W	27.77'

LINE DATA

L#	BEARING	LENGTH
L114	N00°38'57"E	48.00'
L115	N89°21'03"W	6.50'
L116	N89°21'03"W	27.00'
L117	N89°21'03"W	29.31'
L118	N89°21'03"W	38.50'
L119	N89°21'03"W	9.43'
L120	N89°21'03"W	20.52'
L121	N00°38'57"E	16.00'
L122	N89°21'03"W	7.03'
L123	N89°21'03"W	22.52'
L124	N00°38'58"E	18.00'
L195	N89°21'03"W	275.90'
L202	N00°38'58"E	98.53'
L203	N00°38'57"E	98.53'

CURVE DATA

C#	DELTA	RADIUS	LENGTH
C14	90°00'00"	15.00'	23.56'
C18	11°32'13"	25.00'	5.03'
C19	90°00'00"	20.00'	31.42'
C25	90°00'00"	10.00'	15.71'
C26	66°25'19"	10.00'	11.59'
C27	23°34'41"	10.00'	4.12'
C28	90°00'00"	2.00'	3.14'

RADIAL DATA

R#	BEARING	RADIUS	TYPE
R5	N79°06'44"E	25.00'	(R)
R6	N77°48'50"W	25.00'	(R)
R7	N67°04'16"E	10.00'	(R)

NOTES:

SEE SHEET 3 FOR VICINITY MAP AND GPS TIES, BASIS OF BEARINGS, LEGEND, AND DETAIL "A".
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SEE SHEET 28 FOR DETAILS "L" THROUGH "P".
SEE SHEET 29 FOR DETAILS "Q" THROUGH "V".

346

2024-0076720
Original

494/102

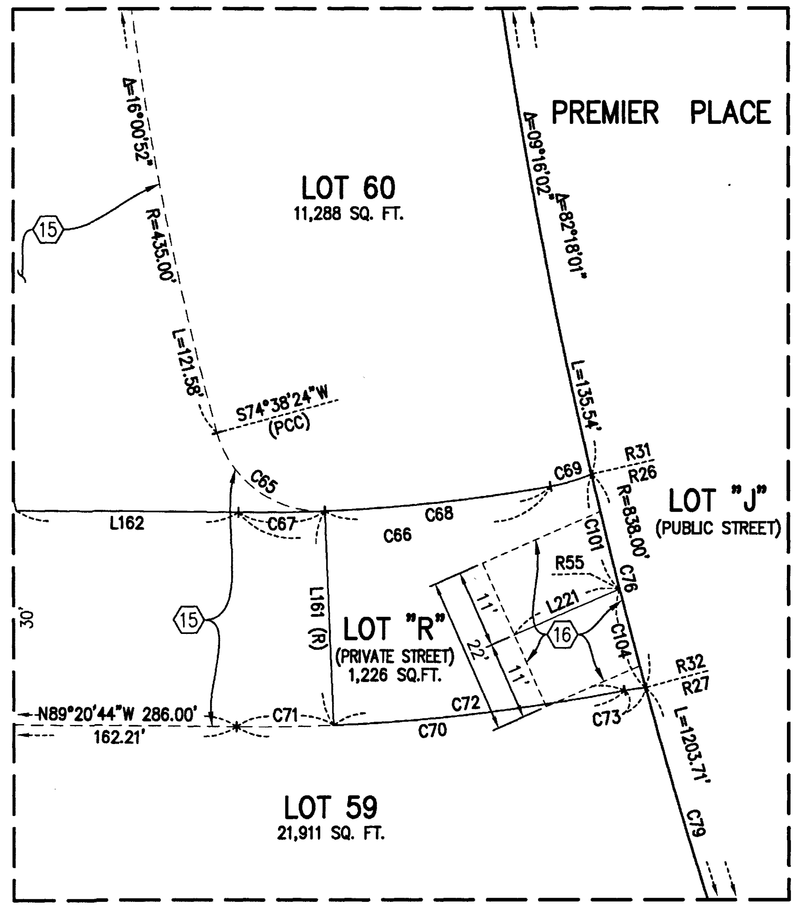
IN THE CITY OF EASTVALE, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

TRACT NO. 38594

BEING A SUBDIVISION OF A PORTION OF PARCEL "A", OF LOT LINE ADJUSTMENT No. 2022-001, RECORDED AUGUST 24, 2022 AS INST. No. 2022-0370918, OFFICIAL RECORDS, IN THE OFFICE OF THE RIVERSIDE COUNTY RECORDER, CALIFORNIA, AND A PORTION OF THE SOUTHEAST QUARTER OF SECTION 24, TOWNSHIP 2 SOUTH, RANGE 7 WEST, AS SHOWN BY SECTIONALIZED SURVEY OF THE JURUPA RANCHO, AS SHOWN BY MAP ON FILE IN BOOK 9 OF MAPS, PAGE 33, RECORDS OF SAN BERNARDINO COUNTY, STATE OF CALIFORNIA.

HUNSAKER AND ASSOCIATES, INC. AUGUST & SEPTEMBER 2021

FOR CONDOMINUM PURPOSES



DETAIL "Y"
SCALE: 1" = 20'
(SEE SHEET 17)

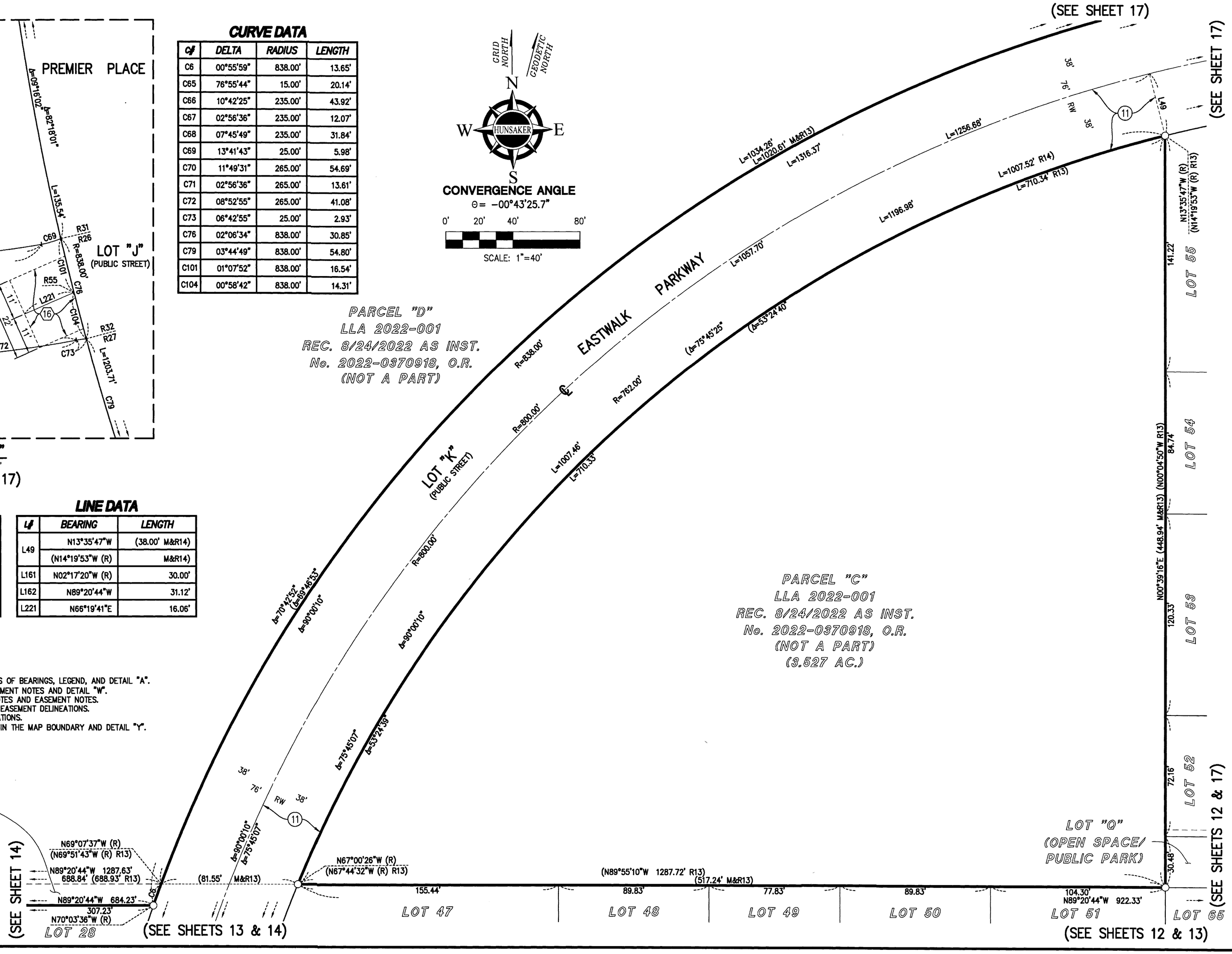
CURVE DATA

C#	DELTA	RADIUS	LENGTH
C6	00°55'59"	838.00'	13.65'
C65	76°55'44"	15.00'	20.14'
C66	10°42'25"	235.00'	43.92'
C67	02°56'36"	235.00'	12.07'
C68	07°45'49"	235.00'	31.84'
C69	13°41'43"	25.00'	5.98'
C70	11°49'31"	265.00'	54.69'
C71	02°56'36"	265.00'	13.61'
C72	08°52'55"	265.00'	41.08'
C73	06°42'55"	25.00'	2.93'
C76	02°06'34"	838.00'	30.85'
C79	03°44'49"	838.00'	54.80'
C101	01°07'52"	838.00'	16.54'
C104	00°58'42"	838.00'	14.31'

CONVERGENCE ANGLE
Θ= -00°43'25.7"

0' 20' 40' 80'
SCALE: 1"=40'

PARCEL "D"
LLA 2022-001
REC. 8/24/2022 AS INST.
No. 2022-0370918, O.R.
(NOT A PART)



RADIAL DATA

R#	BEARING	RADIUS	TYPE
R26	S23°44'52"E	25.00'	(R)
R27	N04°27'20"W	25.00'	(R)
R31	S76°57'11"W	838.00'	(R)
R32	S74°50'37"W	838.00'	(R)
R55	S75°49'19"W	762.00'	(R)

LINE DATA

L#	BEARING	LENGTH
L49	N13°35'47"W	(38.00' M&R14)
	(N14°19'53"W (R)	M&R14)
L161	N02°17'20"W (R)	30.00'
L162	N89°20'44"W	31.12'
L221	N66°19'41"E	16.06'

NOTES:

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SEE SHEET 28 FOR DETAILS "L" THROUGH "P".
SEE SHEET 29 FOR DETAILS "Q" THROUGH "V".

A POR. OF PARCEL "A"
LLA 2022-001
REC. 8/24/2022 AS INST.
No. 2022-0370918, O.R.
(NOT A PART)

347

2024-0076720
Original

494
103

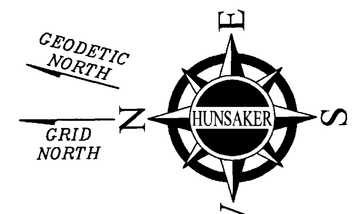
IN THE CITY OF EASTVALE, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

TRACT NO. 38594

BEING A SUBDIVISION OF A PORTION OF PARCEL "A", OF LOT LINE ADJUSTMENT No. 2022-001, RECORDED AUGUST 24, 2022 AS INST. No. 2022-0370918, OFFICIAL RECORDS, IN THE OFFICE OF THE RIVERSIDE COUNTY RECORDER, CALIFORNIA, AND A PORTION OF THE SOUTHEAST QUARTER OF SECTION 24, TOWNSHIP 2 SOUTH, RANGE 7 WEST, AS SHOWN BY SECTIONALIZED SURVEY OF THE JURUPA RANCHO, AS SHOWN BY MAP ON FILE IN BOOK 9 OF MAPS, PAGE 33, RECORDS SAN BERNARDINO COUNTY, STATE OF CALIFORNIA.

HUNSAKER AND ASSOCIATES, INC. AUGUST & SEPTEMBER 2021

FOR CONDOMINUM PURPOSES



CONVERGENCE ANGLE
$\Theta = -00°43'25.7"$

0' 20' 40' 80'
SCALE: 1"=40'

RADIAL DATA

R#	BEARING	RADIUS	TYPE
R11	N07°53'52"W	762.00'	(R)
R23	N67°15'00"E	25.00'	(R)
R24	N85°26'18"W	25.00'	(R)
R26	S23°44'52"E	25.00'	(R)
R27	N04°27'20"W	25.00'	(R)
R29	N10°17'26"W	762.00'	(R)
R31	S76°57'11"W	838.00'	(R)
R32	S74°50'37"W	838.00'	(R)
R50	N85°47'39"E	265.00'/25.00'	(PRC)
R51	N87°39'50"E	235.00'/25.00'	(PCC)

LINE DATA

L#	BEARING	LENGTH
L49	N13°35'47"W	(38.00' M&R14)
	(N14°19'53"W (R)	M&R14)
L50	N44°20'44"W	21.21'
L52	N45°39'16"E	(21.21' M&R13)
	(N44°55'10"E R13)	
L53	N89°20'44"W	(76.00' M&R13)
	(N89°55'10"W R13)	
L76	N00°38'57"E	15.00'
L87	N00°38'57"E	12.00'
L149	N89°21'03"W	18.00'
L151	N00°39'16"E	30.48'
L152	N89°20'44"W	39.09'
L161	N02°17'20"W (R)	30.00'
L162	N89°20'44"W	31.12'
L164	N00°39'16"E	35.00'
L165	N89°21'03"W	24.63'
L166	N00°39'16"E	69.00'
L167	N00°39'16"E	29.84'
L168	N00°39'16"E	13.33'
L169	N00°38'57"E	61.16'

LINE DATA

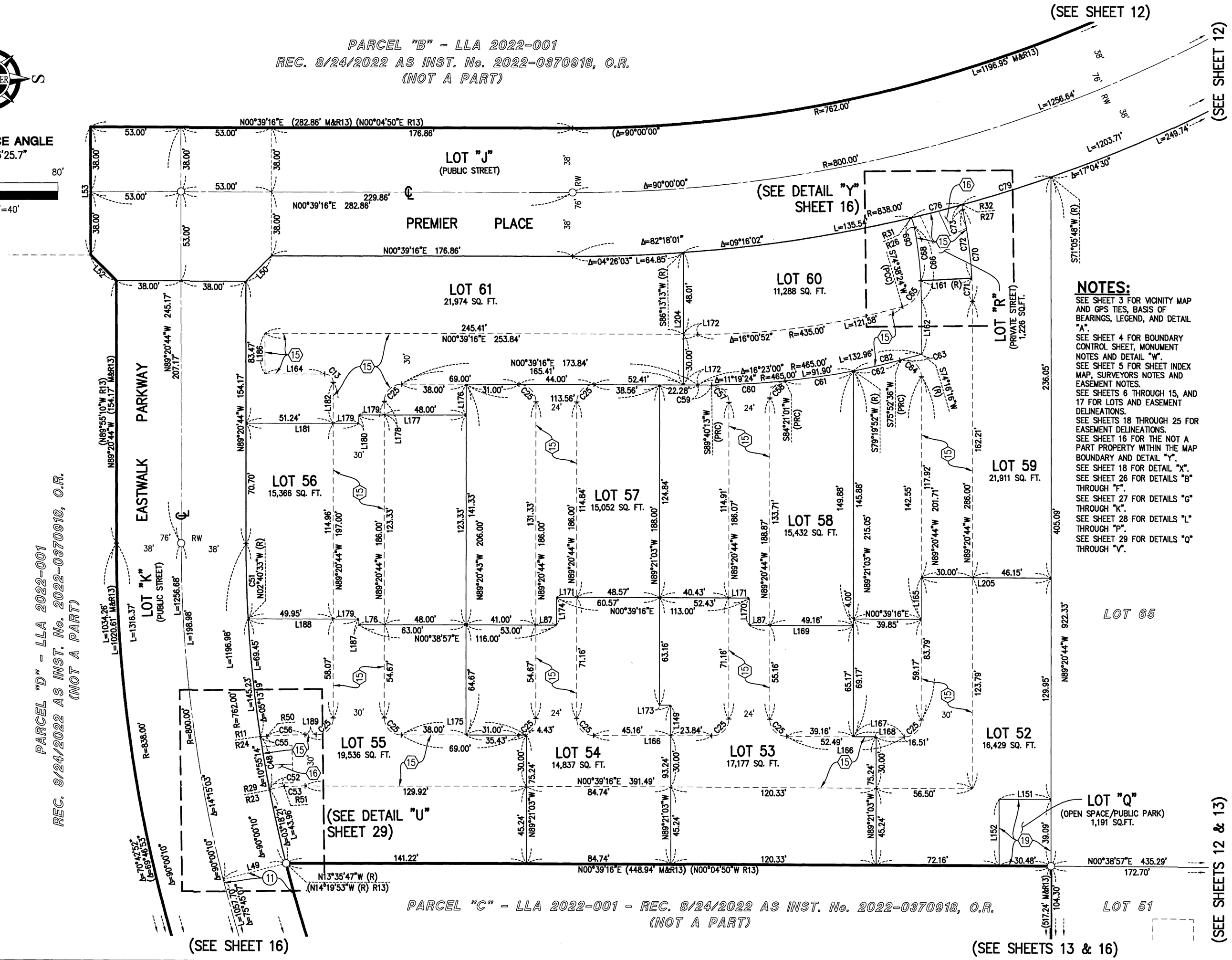
L#	BEARING	LENGTH
L170	N89°20'46"W	16.00'
L171	N00°39'16"E	12.00'
L172	N00°39'16"E	8.43'
L173	N00°39'16"E	6.58'
L174	N89°20'44"W	16.49'
L175	N00°39'16"E	73.43'
L176	N89°20'43"W	18.00'
L177	N00°39'16"E	63.00'
L178	N89°20'44"W	8.00'
L179	N00°39'16"E	15.00'
L180	N89°20'44"W	4.97'
L181	N00°39'16"E	66.24'
L182	N89°20'44"W	23.97'
L186	N89°20'44"W	24.00'
L187	N89°20'44"W	3.40'
L188	N00°39'16"E	64.95'
L189	N00°39'16"E	6.49'
L204	N89°20'44"W	78.01'
L205	N00°38'57"E	76.14'

CURVE DATA

C#	DELTA	RADIUS	LENGTH
C13	90°00'00"	5.00'	7.85'
C25	90°00'00"	10.00'	15.71'
C48	02°23'34"	762.00'	31.82'
C51	03°19'49"	762.00'	44.29'
C52	20°24'50"	25.00'	8.91'
C53	02°59'26"	235.00'	12.27'
C55	08°46'03"	25.00'	3.83'
C56	04°51'37"	265.00'	22.48'
C57	90°59'03"	10.00'	15.88'
C58	83°41'45"	10.00'	14.61'
C59	00°59'03"	465.00'	7.99'
C60	05°19'12"	465.00'	43.18'
C61	05°01'09"	465.00'	40.73'
C62	03°27'16"	465.00'	28.04'

CURVE DATA

C#	DELTA	RADIUS	LENGTH
C63	01°36'20"	465.00'	13.03'
C64	104°46'40"	10.00'	18.29'
C65	76°55'44"	15.00'	20.14'
C66	10°42'25"	235.00'	43.92'
C68	07°45'49"	235.00'	31.84'
C69	13°41'43"	25.00'	5.98'
C70	11°49'31"	265.00'	54.69'
C71	02°56'36"	265.00'	13.61'
C72	08°52'55"	265.00'	41.08'
C73	06°42'55"	25.00'	2.93'
C76	02°06'34"	838.00'	30.85'
C79	03°44'49"	838.00'	54.80'
C82	05°03'36"	465.00'	41.07'



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2024-0076720
Original

494/104

IN THE CITY OF EASTVALE, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

TRACT NO. 38594

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HUNSAKER AND ASSOCIATES, INC. AUGUST & SEPTEMBER 2021

FOR CONDOMINUM PURPOSES

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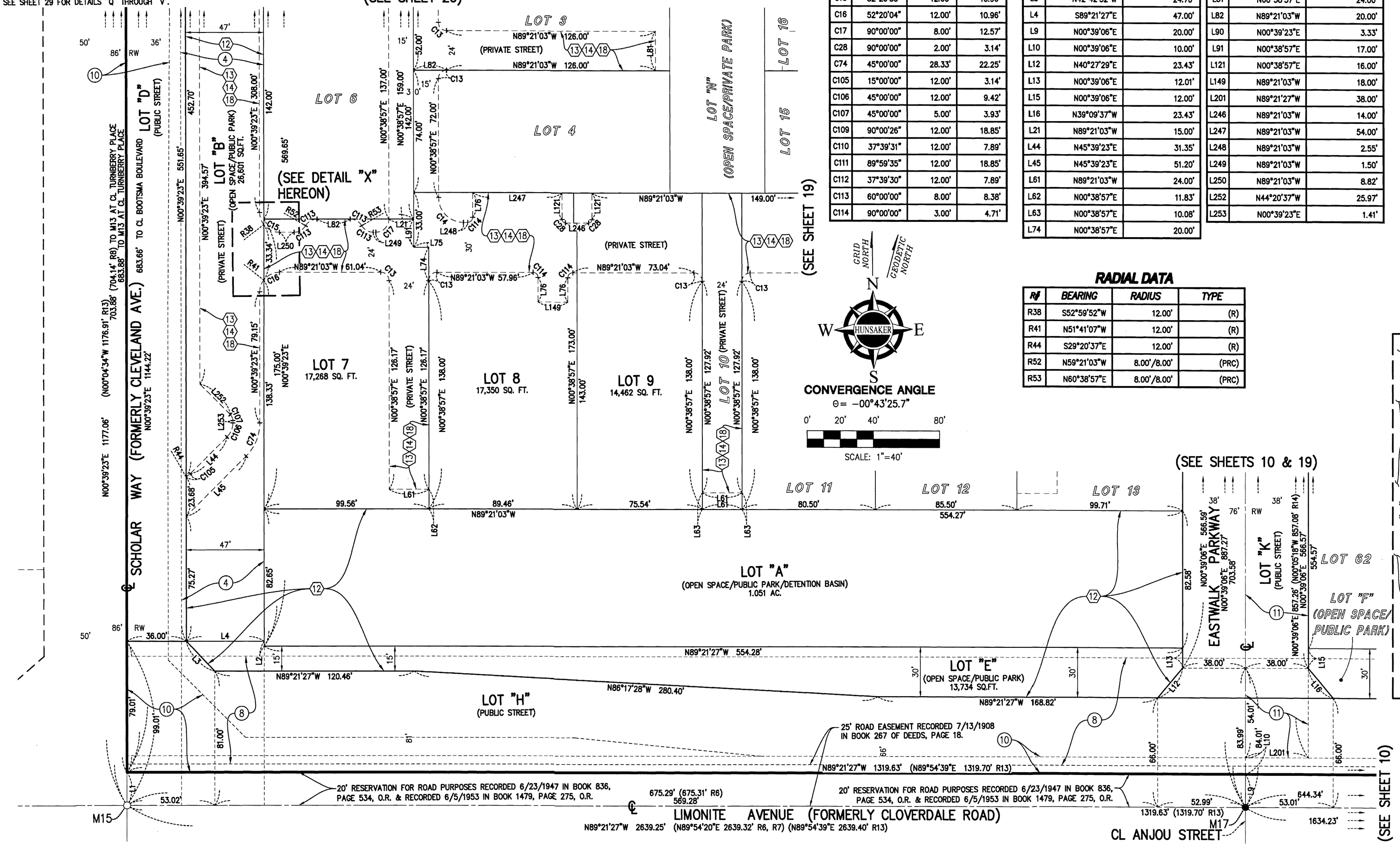


CURVE DATA

C#	DELTA	RADIUS	LENGTH
C13	90°00'00"	5.00'	7.85'
C14	90°00'00"	15.00'	23.56'
C15	52°20'55"	12.00'	10.96'
C16	52°20'04"	12.00'	10.96'
C17	90°00'00"	8.00'	12.57'
C28	90°00'00"	2.00'	3.14'
C74	45°00'00"	28.33'	22.25'
C105	15°00'00"	12.00'	3.14'
C106	45°00'00"	12.00'	9.42'
C107	45°00'00"	5.00'	3.93'
C109	90°00'26"	12.00'	18.85'
C110	37°39'31"	12.00'	7.89'
C111	89°59'35"	12.00'	18.85'
C112	37°39'30"	12.00'	7.89'
C113	60°00'00"	8.00'	8.38'
C114	90°00'00"	3.00'	4.71'

LINE DATA

L#	BEARING	LENGTH
L1	N00°39'23"E	(20.00' M&R13)
L2	N00°39'23"E	3.00'
L3	N42°42'52"W	24.76'
L4	S89°21'27"E	47.00'
L9	N00°39'06"E	20.00'
L10	N00°39'06"E	10.00'
L12	N40°27'29"E	23.43'
L13	N00°39'06"E	12.01'
L15	N00°39'06"E	12.00'
L16	N39°09'37"W	23.43'
L21	N89°21'03"W	15.00'
L44	N45°39'23"E	31.35'
L45	N45°39'23"E	51.20'
L61	N89°21'03"W	24.00'
L62	N00°38'57"E	11.83'
L63	N00°38'57"E	10.08'
L74	N00°38'57"E	20.00'

LINE DATA

L#	BEARING	LENGTH
L75	N89°21'03"W	9.00'
L76	N00°38'57"E	15.00'
L81	N00°38'57"E	24.00'
L82	N89°21'03"W	20.00'
L90	N00°39'23"E	3.33'
L91	N00°38'57"E	17.00'
L121	N00°38'57"E	16.00'
L149	N89°21'03"W	18.00'
L201	N89°21'27"W	38.00'
L246	N89°21'03"W	14.00'
L247	N89°21'03"W	54.00'
L248	N89°21'03"W	2.55'
L249	N89°21'03"W	1.50'
L250	N89°21'03"W	8.82'
L252	N44°20'37"W	25.97'
L253	N00°39'23"E	1.41'

RADIAL DATA

R#	BEARING	RADIUS	TYPE
R38	S52°59'52"W	12.00'	(R)
R41	N51°41'07"W	12.00'	(R)
R44	S29°20'37"E	12.00'	(R)
R52	N59°21'03"W	8.00'/8.00'	(PRC)
R53	N60°38'57"E	8.00'/8.00'	(PRC)

GRID NORTH / GEODETIC NORTH
N W E S
HUNSAKER

CONVERGENCE ANGLE
Θ= -00°43'25.7"
0' 20' 40' 80'
SCALE: 1"=40'

GRID NORTH / GEODETIC NORTH
N W E S
HUNSAKER

CONVERGENCE ANGLE
Θ= -00°43'25.7"
0' 10' 20' 40'
SCALE: 1"=20'

DETAIL "X"
SCALE: 1" = 20'
(SEE SHEETS 18 & 20)

349

2024-0076720
Original

494/105

IN THE CITY OF EASTVALE, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

TRACT NO. 38594

BEING A SUBDIVISION OF A PORTION OF PARCEL "A", OF LOT LINE ADJUSTMENT No. 2022-001, RECORDED AUGUST 24, 2022 AS INST. No. 2022-0370918, OFFICIAL RECORDS, IN THE OFFICE OF THE RIVERSIDE COUNTY RECORDER, CALIFORNIA, AND A PORTION OF THE SOUTHEAST QUARTER OF SECTION 24, TOWNSHIP 2 SOUTH, RANGE 7 WEST, AS SHOWN BY SECTIONALIZED SURVEY OF THE JURUPA RANCHO, AS SHOWN BY MAP ON FILE IN BOOK 9 OF MAPS, PAGE 33, RECORDS OF SAN BERNARDINO COUNTY, STATE OF CALIFORNIA.

HUNSAKER AND ASSOCIATES, INC. AUGUST & SEPTEMBER 2021

FOR CONDOMINUM PURPOSES

LINE DATA

Lⓝ	BEARING	LENGTH
L9	N00°39'06"E	20.00'
L10	N00°39'06"E	10.00'
L12	N40°27'29"E	23.43'
L13	N00°39'06"E	12.01'
L15	N00°39'06"E	12.00'
L16	N39°09'37"W	23.43'
L61	N89°21'03"W	24.00'
L63	N00°38'57"E	10.08'

LINE DATA

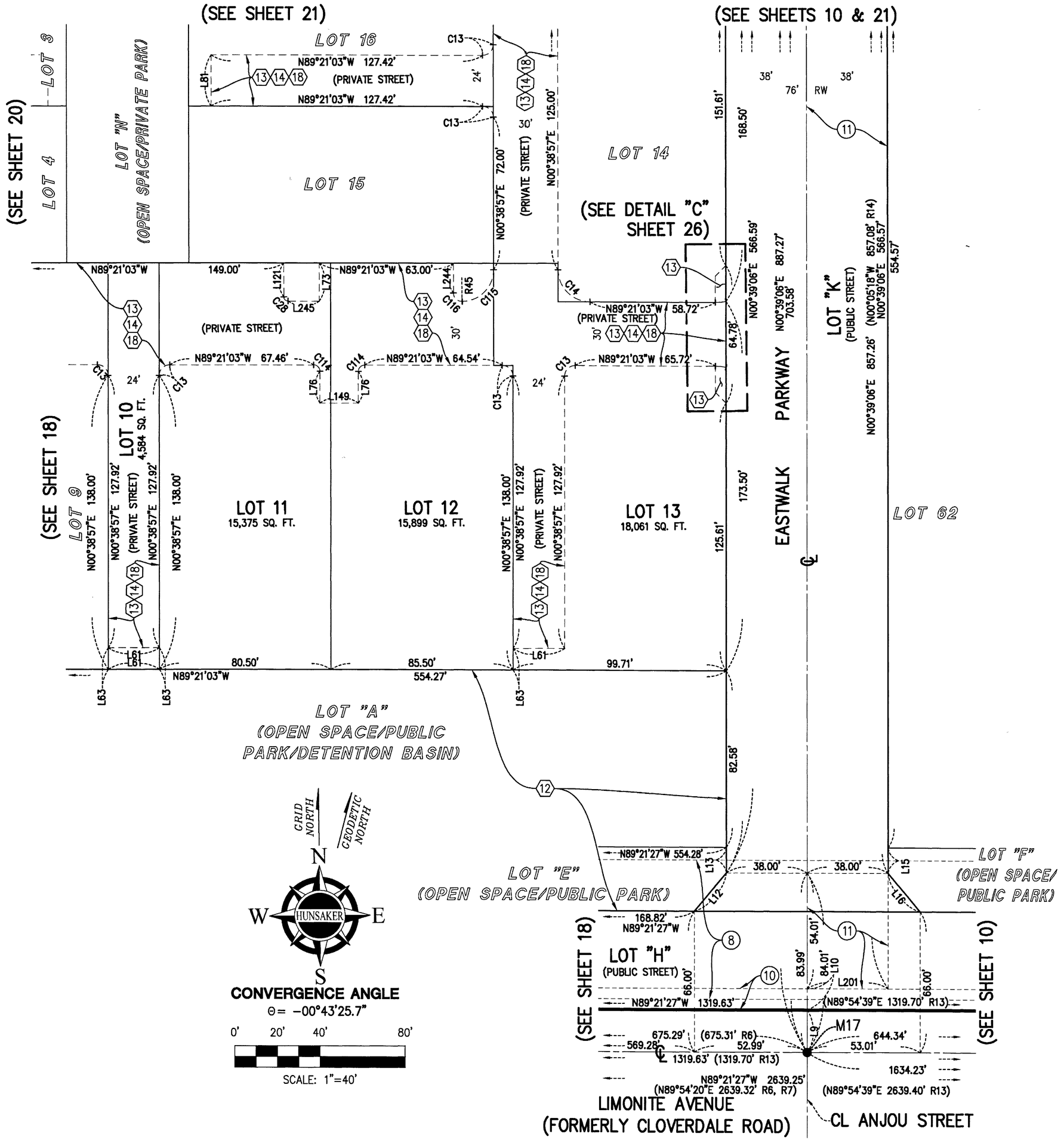
Lⓝ	BEARING	LENGTH
L73	N00°38'57"E	18.00'
L76	N00°38'57"E	15.00'
L81	N00°38'57"E	24.00'
L121	N00°38'57"E	16.00'
L149	N89°21'03"W	18.00'
L201	N89°21'27"W	38.00'
L244	N00°38'57"E	14.00'
L245	N89°21'03"W	14.64'

CURVE DATA

Cⓝ	DELTA	RADIUS	LENGTH
C13	90°00'00"	5.00'	7.85'
C14	90°00'00"	15.00'	23.56'
C28	90°00'00"	2.00'	3.14'
C114	90°00'00"	3.00'	4.71'
C115	88°59'52"	15.00'	23.30'
C116	91°00'08"	4.00'	6.35'

RADIAL DATA

Rⓝ	BEARING	RADIUS	TYPE
R45	S00°21'11"E	15.00'/4.00'	(PCC)



NOTES:

SEE SHEET 3 FOR VICINITY MAP AND GPS TIES, BASIS OF BEARINGS, LEGEND, AND DETAIL "A".
SEE SHEET 4 FOR BOUNDARY CONTROL SHEET, MONUMENT NOTES AND DETAIL "W".
SEE SHEET 5 FOR SHEET INDEX MAP, SURVEYORS NOTES AND EASEMENT NOTES.
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SEE SHEET 18 FOR DETAIL "X".
SEE SHEET 26 FOR DETAILS "B" THROUGH "F".
SEE SHEET 27 FOR DETAILS "G" THROUGH "K".
SEE SHEET 28 FOR DETAILS "L" THROUGH "P".
SEE SHEET 29 FOR DETAILS "Q" THROUGH "V".

2024-0076720
Original

494
106

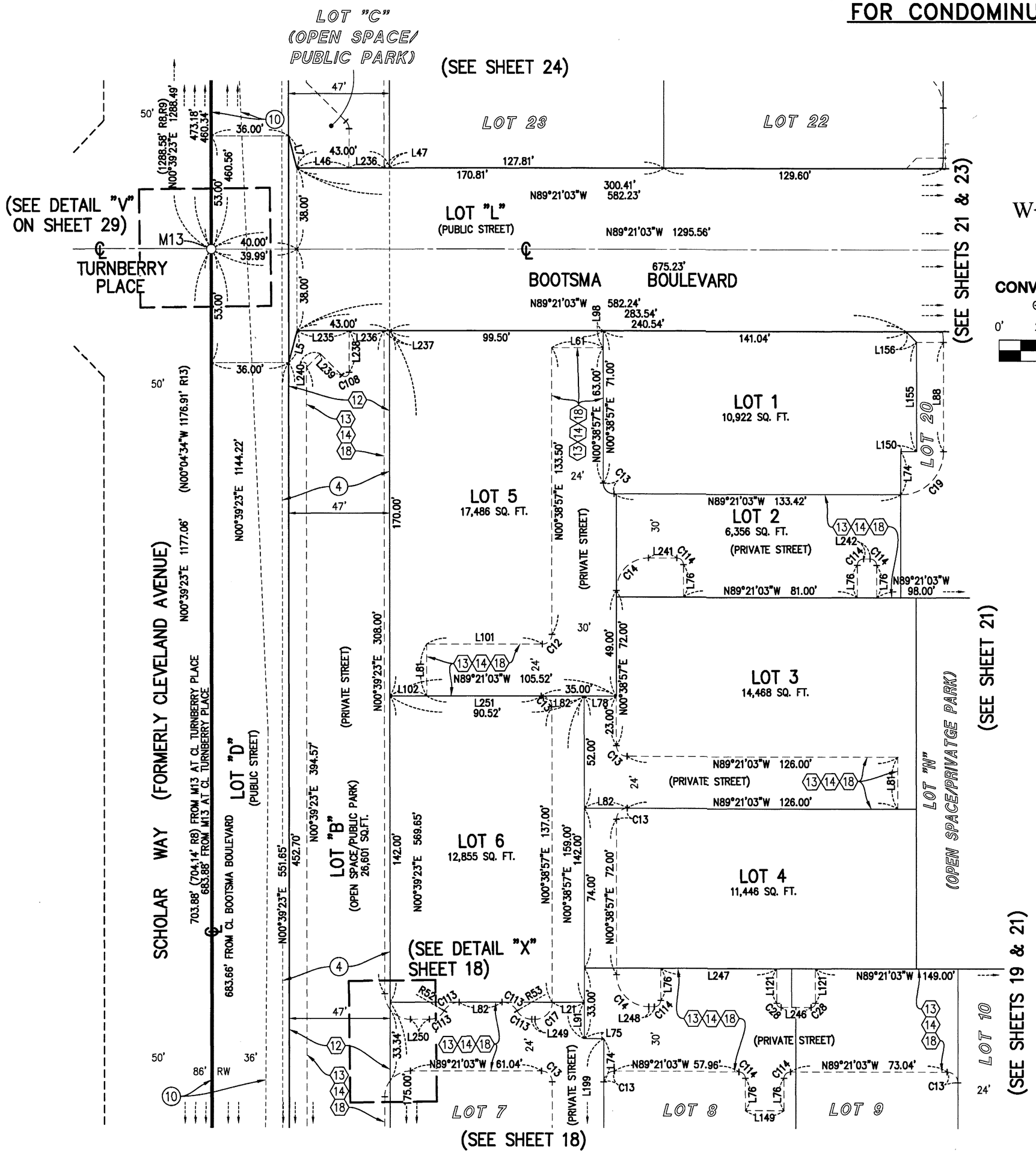
IN THE CITY OF EASTVALE, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

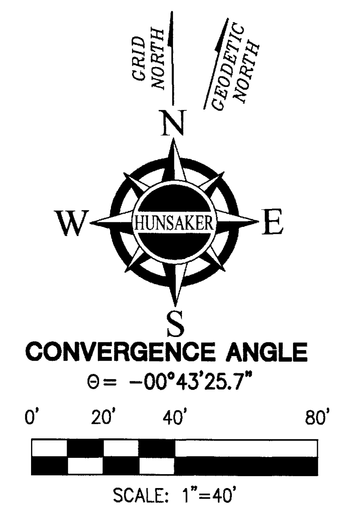
TRACT NO. 38594

BEING A SUBDIVISION OF A PORTION OF PARCEL "A", OF LOT LINE ADJUSTMENT No. 2022-001, RECORDED AUGUST 24, 2022 AS INST. No. 2022-0370918, OFFICIAL RECORDS, IN THE OFFICE OF THE RIVERSIDE COUNTY RECORDER, CALIFORNIA, AND A PORTION OF THE SOUTHEAST QUARTER OF SECTION 24, TOWNSHIP 2 SOUTH, RANGE 7 WEST, AS SHOWN BY SECTIONALIZED SURVEY OF THE JURUPA RANCHO, AS SHOWN BY MAP ON FILE IN BOOK 9 OF MAPS, PAGE 33, RECORDS OF SAN BERNARDINO COUNTY, STATE OF CALIFORNIA.

HUNSAKER AND ASSOCIATES, INC. AUGUST & SEPTEMBER 2021

FOR CONDOMINUM PURPOSES





NOTES:

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SEE SHEET 27 FOR DETAILS "G" THROUGH "K".
SEE SHEET 28 FOR DETAILS "L" THROUGH "P".
SEE SHEET 29 FOR DETAILS "Q" THROUGH "V".

LINE DATA

L#	BEARING	LENGTH
L5	N15°34'52"E	15.52'
L7	N14°16'54"W	15.52'
L21	N89°21'03"W	15.00'
L46	N89°21'03"W	24.21'
L47	N89°21'03"W	2.46'
L61	N89°21'03"W	24.00'
L74	N00°38'57"E	20.00'
L75	N89°21'03"W	9.00'
L76	N00°38'57"E	15.00'
L78	N89°21'03"W	15.00'
L81	N00°38'57"E	24.00'
L82	N89°21'03"W	20.00'
L88	N00°38'57"E	51.00'
L91	N00°38'57"E	17.00'
L98	N00°38'57"E	8.00'
L101	N89°21'03"W	53.79'
L102	N89°21'03"W	17.23'
L121	N00°38'57"E	16.00'
L149	N89°21'03"W	18.00'

LINE DATA

L#	BEARING	LENGTH
L150	N89°21'03"W	7.50'
L155	N00°38'57"E	51.11'
L156	N44°21'03"W	6.91'
L199	N00°38'57"E	12.16'
L235	N89°21'03"W	24.17'
L236	N89°21'03"W	16.33'
L237	N89°21'03"W	2.50'
L238	S00°39'23"W	19.54'
L239	N44°20'37"W	14.22'
L240	N45°39'23"E	9.00'
L241	N89°21'03"W	13.25'
L242	N89°21'03"W	3.00'
L246	N89°21'03"W	14.00'
L247	N89°21'03"W	54.00'
L248	N89°21'03"W	2.55'
L249	N89°21'03"W	1.50'
L250	N89°21'03"W	8.82'
L251	N89°21'03"W	53.29'

CURVE DATA

C#	DELTA	RADIUS	LENGTH
C12	90°00'00"	4.50'	7.07'
C13	90°00'00"	5.00'	7.85'
C14	90°00'00"	15.00'	23.56'
C17	90°00'00"	8.00'	12.57'
C19	90°00'00"	20.00'	31.42'
C28	90°00'00"	2.00'	3.14'
C108	135°00'00"	2.00'	4.71'
C113	60°00'00"	8.00'	8.38'
C114	90°00'00"	3.00'	4.71'

RADIAL DATA

R#	BEARING	RADIUS	TYPE
R52	N59°21'03"W	8.00'/8.00'	(PRC)
R53	N60°38'57"E	8.00'/8.00'	(PRC)

351

2024-0076720
original

494
167

TRACT NO. 38594

BEING A SUBDIVISION OF A PORTION OF PARCEL "A", OF LOT LINE ADJUSTMENT No. 2022-001, RECORDED AUGUST 24, 2022 AS INST. No. 2022-0370918, OFFICIAL RECORDS, IN THE OFFICE OF THE RIVERSIDE COUNTY RECORDER, CALIFORNIA, AND A PORTION OF THE SOUTHEAST QUARTER OF SECTION 24, TOWNSHIP 2 SOUTH, RANGE 7 WEST, AS SHOWN BY SECTIONALIZED SURVEY OF THE JURUPA RANCHO, AS SHOWN BY MAP ON FILE IN BOOK 9 OF MAPS, PAGE 33, RECORDS OF SAN BERNARDINO COUNTY, STATE OF CALIFORNIA.

HUNSAKER AND ASSOCIATES, INC. AUGUST & SEPTEMBER 2021

FOR CONDOMINUM PURPOSES

NOTES:

SEE SHEET 3 FOR VICINITY MAP AND GPS TIES, BASIS OF BEARINGS, LEGEND, AND DETAIL "A".
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SEE SHEET 28 FOR DETAILS "L" THROUGH "P".
SEE SHEET 29 FOR DETAILS "Q" THROUGH "V".

LINE DATA

L#	BEARING	LENGTH
L18	N44°20'58"W	21.21'
L20	N45°39'02"E	21.21'
L21	N89°21'03"W	15.00'
L61	N89°21'03"W	24.00'
L73	N00°38'57"E	18.00'
L74	N00°38'57"E	20.00'
L76	N00°38'57"E	15.00'
L81	N00°38'57"E	24.00'
L85	N89°21'03"W	11.19'
L87	N00°38'57"E	12.00'
L88	N00°38'57"E	51.00'
L121	N00°38'57"E	16.00'

LINE DATA

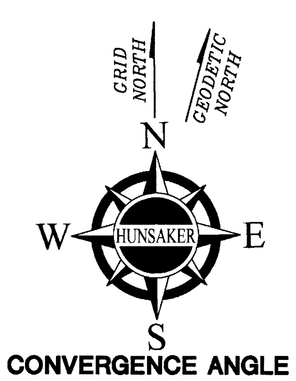
L#	BEARING	LENGTH
L141	N89°21'03"W	4.50'
L143	N00°38'57"E	54.11'
L149	N89°21'03"W	18.00'
L150	N89°21'03"W	7.50'
L155	N00°38'57"E	51.11'
L156	N44°21'03"W	6.91'
L158	N45°38'57"E	2.67'
L242	N89°21'03"W	3.00'
L243	N89°21'03"W	3.75'
L244	N00°38'57"E	14.00'
L245	N89°21'03"W	14.64'

CURVE DATA

C#	DELTA	RADIUS	LENGTH
C13	90°00'00"	5.00'	7.85'
C14	90°00'00"	15.00'	23.56'
C19	90°00'00"	20.00'	31.42'
C28	90°00'00"	2.00'	3.14'
C114	90°00'00"	3.00'	4.71'
C115	88°59'52"	15.00'	23.30'
C116	91°00'08"	4.00'	6.35'

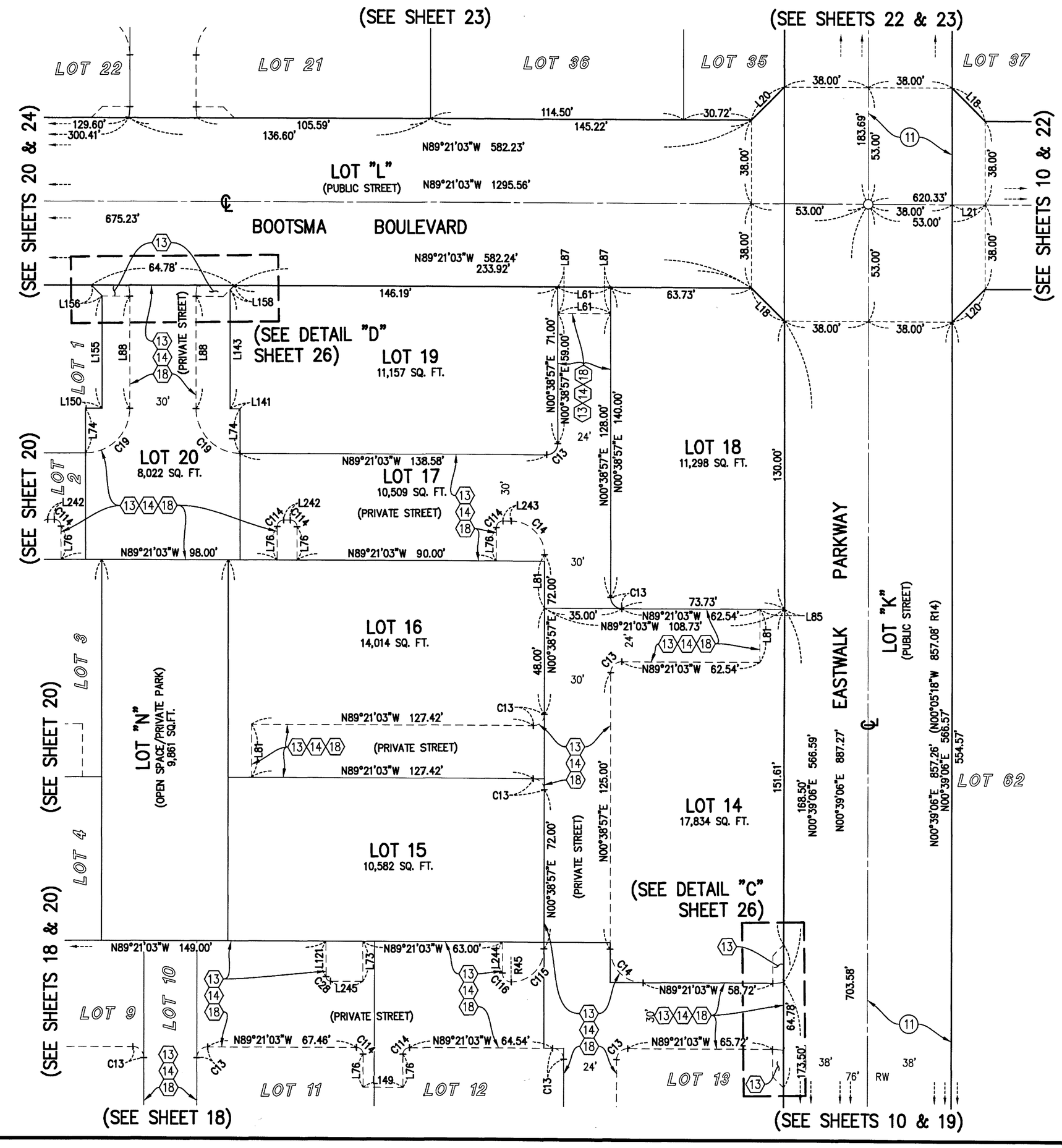
RADIAL DATA

R#	BEARING	RADIUS	TYPE
R45	S00°21'11"E	15.00'/4.00'	(PCC)



CONVERGENCE ANGLE
Θ= -00°43'25.7"

0' 20' 40' 80'
SCALE: 1"=40'



2024-0076720
Original

494/108

IN THE CITY OF EASTVALE, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

TRACT NO. 38594

BEING A SUBDIVISION OF A PORTION OF PARCEL "A", OF LOT LINE ADJUSTMENT No. 2022-001, RECORDED AUGUST 24, 2022 AS INST. No. 2022-0370918, OFFICIAL RECORDS, IN THE OFFICE OF THE RIVERSIDE COUNTY RECORDER, CALIFORNIA, AND A PORTION OF THE SOUTHEAST QUARTER OF SECTION 24, TOWNSHIP 2 SOUTH, RANGE 7 WEST, AS SHOWN BY SECTIONALIZED SURVEY OF THE JURUPA RANCHO, AS SHOWN BY MAP ON FILE IN BOOK 9 OF MAPS, PAGE 33, RECORDS OF SAN BERNARDINO COUNTY, STATE OF CALIFORNIA.

HUNSAKER AND ASSOCIATES, INC. AUGUST & SEPTEMBER 2021

FOR CONDOMINUM PURPOSES

NOTES:

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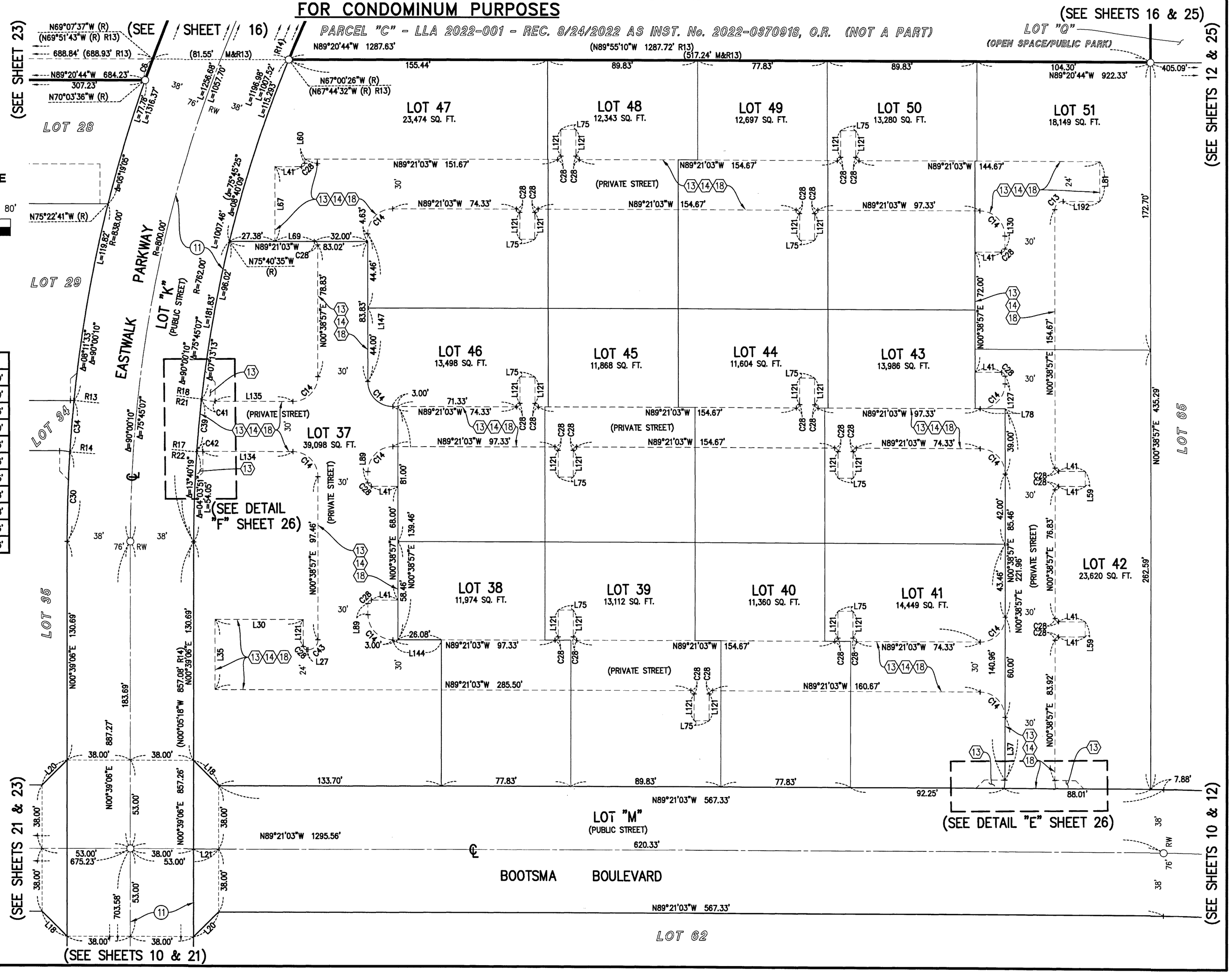
SEE SHEET 29 FOR DETAILS "Q" THROUGH "V".

GRID NORTH / GEODETIC NORTH

N / W / E / S — HUNSAKER

CONVERGENCE ANGLE
$\Theta = -00°43'25.7"$

0' 20' 40' 80'
SCALE: 1"=40'



LINE DATA

L#	BEARING	LENGTH
L18	N44°20'58"W	21.21'
L20	N45°39'02"E	21.21'
L21	N89°21'03"W	15.00'
L27	N89°21'03"W	0.83'
L30	N89°21'03"W	53.00'
L35	N00°38'57"E	42.00'
L37	N00°38'57"E	37.50'
L41	N89°21'03"W	16.00'
L59	N00°38'57"E	9.00'
L60	N00°38'57"E	2.63'
L67	N00°38'57"E	45.00'
L69	N89°21'03"W	23.63'
L75	N89°21'03"W	9.00'

LINE DATA

L#	BEARING	LENGTH
L78	N89°21'03"W	15.00'
L81	N00°38'57"E	24.00'
L89	N00°38'57"E	6.73'
L121	N00°38'57"E	16.00'
L127	N00°38'57"E	4.73'
L130	N00°38'57"E	7.73'
L134	N89°21'03"W	54.05'
L135	N89°21'03"W	46.68'
L144	N89°21'03"W	29.08'
L147	N00°38'57"E	88.46'
L192	N89°21'03"W	22.03'

CURVE DATA

C#	DELTA	RADIUS	LENGTH
C6	00°55'59"	838.00'	13.65'
C13	90°00'00"	5.00'	7.85'
C14	90°00'00"	15.00'	23.56'
C28	90°00'00"	2.00'	3.14'
C30	03°39'35"	838.00'	53.53'
C34	02°07'05"	838.00'	30.98'
C39	02°23'15"	762.00'	31.75'
C41	18°54'49"	25.00'	8.25'
C42	08°23'34"	25.00'	3.66'
C43	90°00'00"	6.00'	9.42'

RADIAL DATA

R#	BEARING	RADIUS	TYPE
R13	N83°34'14"W	838.00'	(R)
R14	N85°41'19"W	838.00'	(R)
R17	N85°17'03"W	762.00'	(R)
R18	N82°53'48"W	762.00'	(R)
R21	S19°33'46"W	25.00'	(R)
R22	N07°44'37"W	25.00'	(R)

2024-0076720
Original

494
109

IN THE CITY OF EASTVALE, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

TRACT NO. 38594

BEING A SUBDIVISION OF A PORTION OF PARCEL "A", OF LOT LINE ADJUSTMENT No. 2022-001, RECORDED AUGUST 24, 2022 AS INST. No. 2022-0370918, OFFICIAL RECORDS, IN THE OFFICE OF THE RIVERSIDE COUNTY RECORDER, CALIFORNIA, AND A PORTION OF THE SOUTHEAST QUARTER OF SECTION 24, TOWNSHIP 2 SOUTH, RANGE 7 WEST, AS SHOWN BY SECTIONALIZED SURVEY OF THE JURUPA RANCHO, AS SHOWN BY MAP ON FILE IN BOOK 9 OF MAPS, PAGE 33, RECORDS OF SAN BERNARDINO COUNTY, STATE OF CALIFORNIA.

HUNSAKER AND ASSOCIATES, INC. AUGUST & SEPTEMBER 2021

FOR CONDOMINUM PURPOSES

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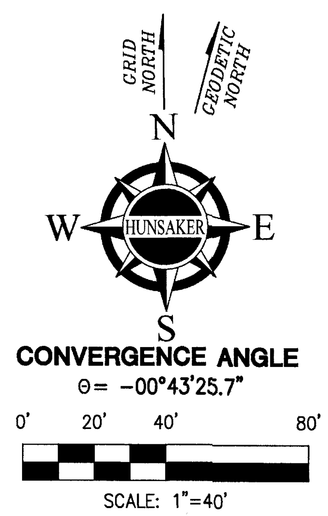
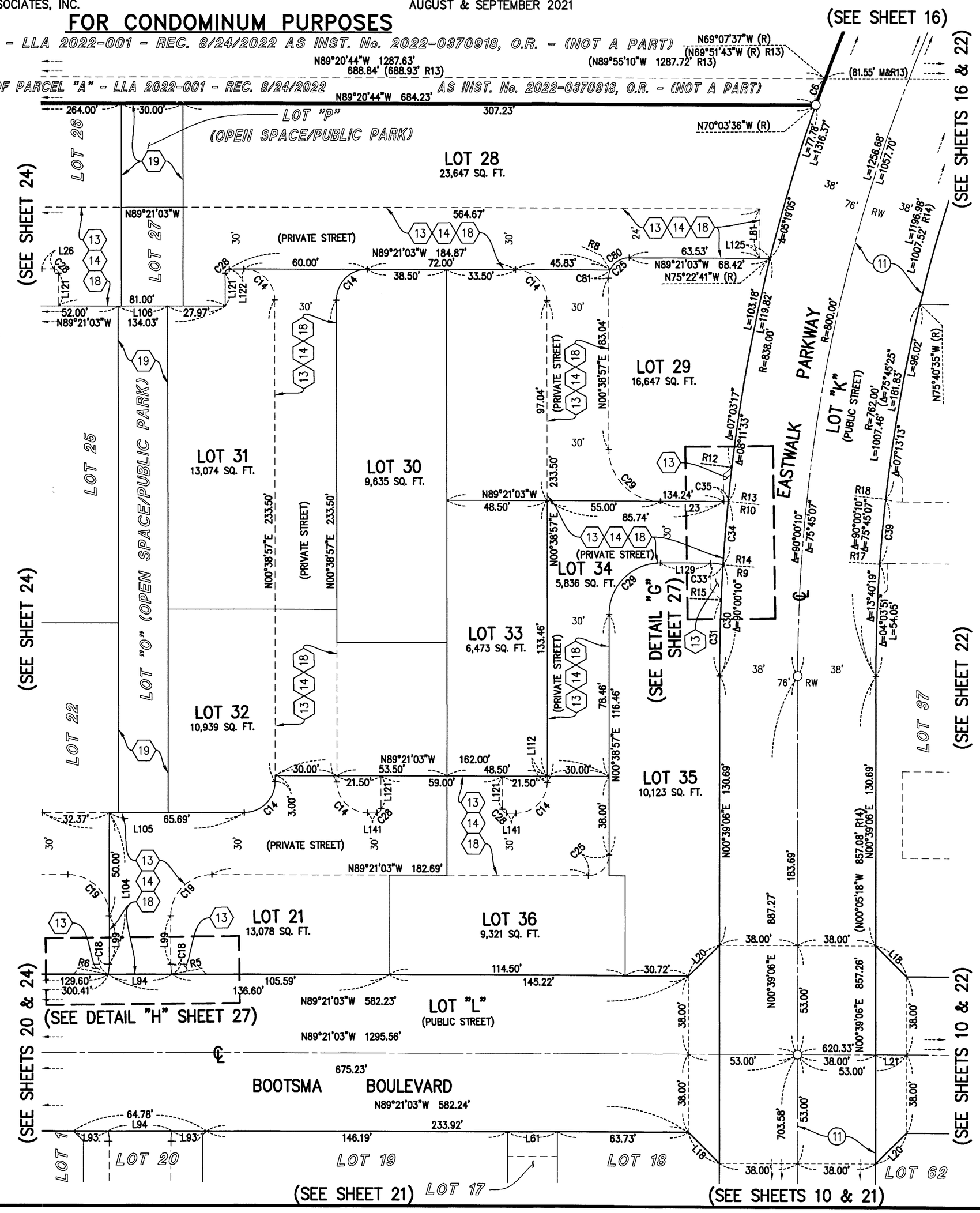




LINE DATA

L#	BEARING	LENGTH
L18	N44°20'58"W	21.21'
L20	N45°39'02"E	21.21'
L21	N89°21'03"W	15.00'
L23	N89°21'03"W	30.74'
L26	N89°21'03"W	6.03'
L61	N89°21'03"W	24.00'
L81	N00°38'57"E	24.00'
L93	N89°21'03"W	16.88'
L94	N89°21'03"W	31.01'
L99	N00°38'57"E	23.50'

LINE DATA

L#	BEARING	LENGTH
L104	N00°38'57"E	73.50'
L105	N89°21'03"W	98.07'
L106	N89°21'03"W	24.07'
L112	N00°38'57"E	3.00'
L121	N00°38'57"E	16.00'
L122	N89°21'03"W	7.03'
L125	N89°21'03"W	4.89'
L129	N89°21'03"W	24.14'
L141	N89°21'03"W	4.50'

CURVE DATA

C#	DELTA	RADIUS	LENGTH
C6	00°55'59"	838.00'	13.65'
C14	90°00'00"	15.00'	23.56'
C18	11°32'13"	25.00'	5.03'
C19	90°00'00"	20.00'	31.42'
C25	90°00'00"	10.00'	15.71'
C28	90°00'00"	2.00'	3.14'
C29	90°00'00"	25.00'	39.27'
C30	03°39'35"	838.00'	53.53'

CURVE DATA

C#	DELTA	RADIUS	LENGTH
C31	02°30'19"	838.00'	36.64'
C33	14°21'47"	25.00'	6.27'
C34	02°07'05"	838.00'	30.98'
C35	04°55'14"	25.00'	2.15'
C39	02°23'15"	762.00'	31.75'
C80	66°25'18"	10.00'	11.59'
C81	23°34'42"	10.00'	4.12'

RADIAL DATA

R#	BEARING	RADIUS	TYPE
R5	N79°06'44"E	25.00'	(R)
R6	N77°48'50"W	25.00'	(R)
R8	N65°46'21"W	10.00'	(R)
R9	N15°00'44"E	25.00'	(R)
R10	S04°16'17"E	25.00'	(R)
R12	N82°25'58"W	838.00'	(R)
R13	N83°34'14"W	838.00'	(R)
R14	N85°41'19"W	838.00'	(R)
R15	N86°50'36"W	838.00'	(R)
R17	N85°17'03"W	762.00'	(R)
R18	N82°53'48"W	762.00'	(R)

354

2024-0076720
Original

494
110

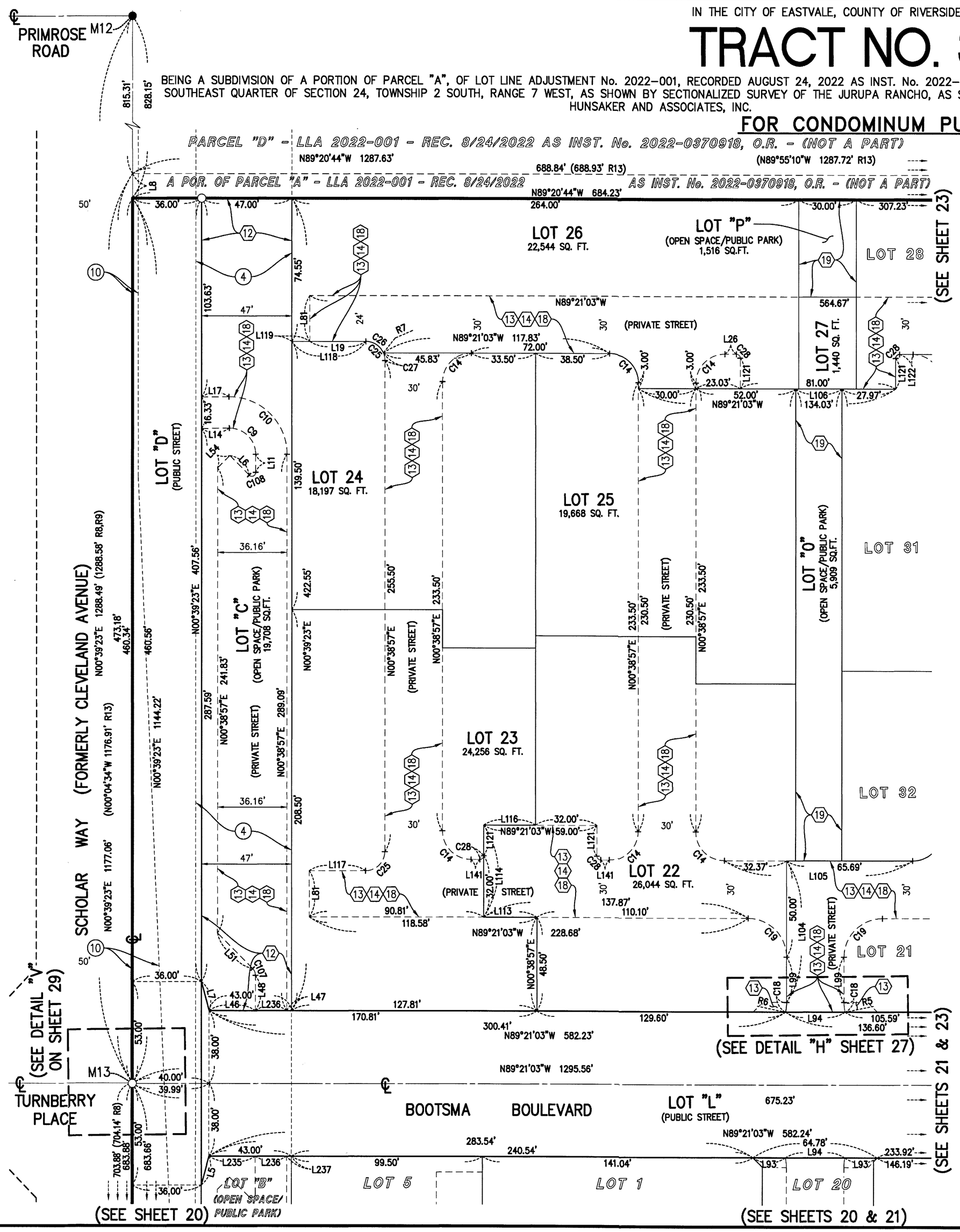
IN THE CITY OF EASTVALE, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

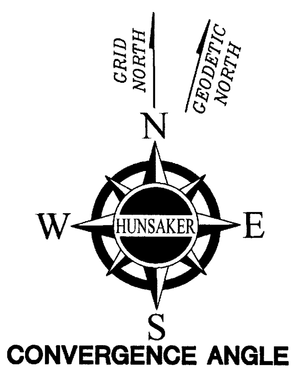
TRACT NO. 38594

BEING A SUBDIVISION OF A PORTION OF PARCEL "A", OF LOT LINE ADJUSTMENT No. 2022-001, RECORDED AUGUST 24, 2022 AS INST. No. 2022-0370918, OFFICIAL RECORDS, IN THE OFFICE OF THE RIVERSIDE COUNTY RECORDER, CALIFORNIA, AND A PORTION OF THE SOUTHEAST QUARTER OF SECTION 24, TOWNSHIP 2 SOUTH, RANGE 7 WEST, AS SHOWN BY SECTIONALIZED SURVEY OF THE JURUPA RANCHO, AS SHOWN BY MAP ON FILE IN BOOK 9 OF MAPS, PAGE 33, RECORDS OF SAN BERNARDINO COUNTY, STATE OF CALIFORNIA.

HUNSAKER AND ASSOCIATES, INC. AUGUST & SEPTEMBER 2021

FOR CONDOMINUM PURPOSES





CONVERGENCE ANGLE
Θ= -00°43'25.7"

0' 20' 40' 80'
SCALE: 1"=40'

NOTES:

SEE SHEET 3 FOR VICINITY MAP AND GPS TIES, BASIS OF BEARINGS, LEGEND, AND DETAIL "A".
SEE SHEET 4 FOR BOUNDARY CONTROL SHEET, MONUMENT NOTES AND DETAIL "W".
SEE SHEET 5 FOR SHEET INDEX MAP, SURVEYORS NOTES AND EASEMENT NOTES.
SEE SHEETS 6 THROUGH 15, AND 17 FOR LOTS AND EASEMENT DELINEATIONS.
SEE SHEETS 18 THROUGH 25 FOR EASEMENT DELINEATIONS.
SEE SHEET 16 FOR THE NOT A PART PROPERTY WITHIN THE MAP BOUNDARY AND DETAIL "Y".
SEE SHEET 18 FOR DETAIL "X".
SEE SHEET 26 FOR DETAILS "B" THROUGH "F".
SEE SHEET 27 FOR DETAILS "G" THROUGH "K".
SEE SHEET 28 FOR DETAILS "L" THROUGH "P".
SEE SHEET 29 FOR DETAILS "Q" THROUGH "V".

LINE DATA

L#	BEARING	LENGTH
L5	N15°34'52"E	15.52'
L6	N44°21'03"W	14.22'
L7	N14°16'54"W	15.52'
L8	N00°39'23"E	12.84'
L11	N00°38'57"E	9.37'
L14	N90°00'00"W	14.35'
L17	N90°00'00"W	14.16'
L19	N89°21'03"W	29.07'
L26	N89°21'03"W	6.03'
L46	N89°21'03"W	24.21'
L47	N89°21'03"W	2.46'
L48	N00°38'57"E	18.26'
L51	N44°21'03"W	25.97'
L54	N45°38'57"E	9.00'
L81	N00°38'57"E	24.00'
L93	N89°21'03"W	16.88'
L94	N89°21'03"W	31.01'
L99	N00°38'57"E	23.50'

LINE DATA

L#	BEARING	LENGTH
L104	N00°38'57"E	73.50'
L105	N89°21'03"W	98.07'
L106	N89°21'03"W	24.07'
L113	N89°21'03"W	27.77'
L114	N00°38'57"E	48.00'
L116	N89°21'03"W	27.00'
L117	N89°21'03"W	29.31'
L118	N89°21'03"W	38.50'
L119	N89°21'03"W	9.43'
L121	N00°38'57"E	16.00'
L122	N89°21'03"W	7.03'
L141	N89°21'03"W	4.50'
L235	N89°21'03"W	24.17'
L236	N89°21'03"W	16.33'
L237	N89°21'03"W	2.50'

CURVE DATA

C#	DELTA	RADIUS	LENGTH
C9	90°38'57"	13.67'	21.62'
C10	90°38'57"	30.00'	47.46'
C14	90°00'00"	15.00'	23.56'
C18	11°32'13"	25.00'	5.03'
C19	90°00'00"	20.00'	31.42'
C25	90°00'00"	10.00'	15.71'
C26	66°25'19"	10.00'	11.59'
C27	23°34'41"	10.00'	4.12'
C28	90°00'00"	2.00'	3.14'
C107	45°00'00"	5.00'	3.93'
C108	135°00'00"	2.00'	4.71'

RADIAL DATA

R#	BEARING	RADIUS	TYPE
R5	N79°06'44"E	25.00'	(R)
R6	N77°48'50"W	25.00'	(R)
R7	N67°04'16"E	10.00'	(R)

2024-0076720
Original

494
111

IN THE CITY OF EASTVALE, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

TRACT NO. 38594

BEING A SUBDIVISION OF A PORTION OF PARCEL "A", OF LOT LINE ADJUSTMENT No. 2022-001, RECORDED AUGUST 24, 2022 AS INST. No. 2022-0370918, OFFICIAL RECORDS, IN THE OFFICE OF THE RIVERSIDE COUNTY RECORDER, CALIFORNIA, AND A PORTION OF THE SOUTHEAST QUARTER OF SECTION 24, TOWNSHIP 2 SOUTH, RANGE 7 WEST, AS SHOWN BY SECTIONALIZED SURVEY OF THE JURUPA RANCHO, AS SHOWN BY MAP ON FILE IN BOOK 9 OF MAPS, PAGE 33, RECORDS SAN BERNARDINO COUNTY, STATE OF CALIFORNIA.

HUNSAKER AND ASSOCIATES, INC. AUGUST & SEPTEMBER 2021

FOR CONDOMINUM PURPOSES

RADIAL DATA

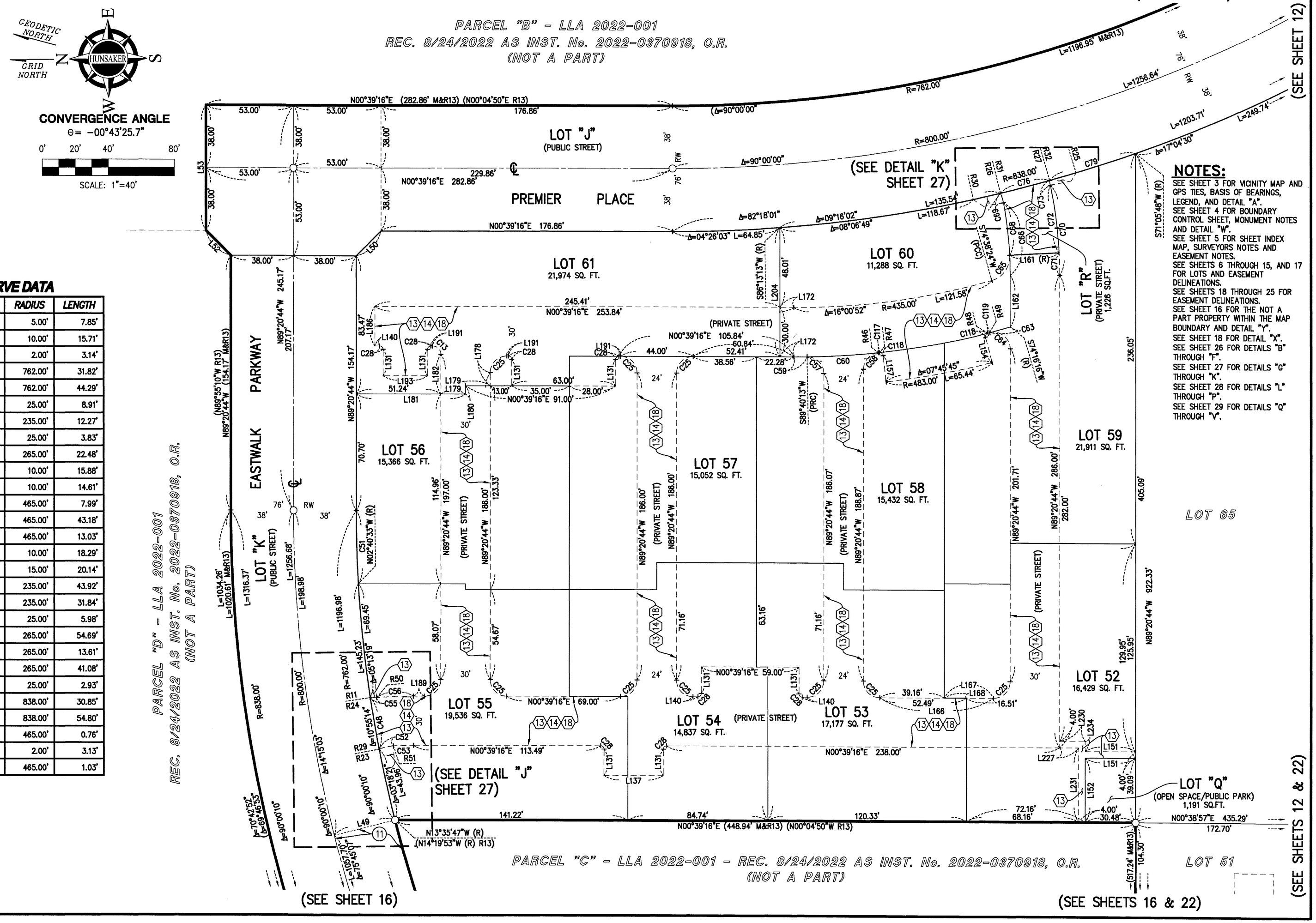
R#	BEARING	RADIUS	TYPE
R11	N07°53'52"W	762.00'	(R)
R23	N67°15'00"E	25.00'	(R)
R24	N85°26'18"W	25.00'	(R)
R25	S73°42'07"W	838.00'	(R)
R26	S23°44'52"E	25.00'	(R)
R27	N04°27'20"W	25.00'	(R)
R29	N10°17'26"W	762.00'	(R)
R30	S78°06'24"W	838.00'	(R)
R31	S76°57'11"W	838.00'	(R)
R32	S74°50'37"W	838.00'	(R)
R46	S84°21'01"W	10.00'/465.00'	(PRC)
R47	S84°15'24"W	465.00'	(R)
R48	S76°00'11"W	465.00'	(R)
R49	S75°52'36"W	465.00'/10.00'	(PRC)
R50	N85°47'39"E	265.00'/25.00'	(PRC)
R51	N87°39'50"E	235.00'/25.00'	(PCC)

LINE DATA

L#	BEARING	LENGTH
L49	N13°35'47"W	(38.00' M&R14)
	(N14°19'53"W (R)	M&R14)
L50	N44°20'44"W	21.21'
L52	N45°39'16"E	(21.21' M&R13)
	(N44°55'10"E R13)	
L53	N89°20'44"W	(76.00' M&R13)
	(N89°55'10"W R13)	
L131	N89°20'44"W	16.00'
L137	N00°39'16"E	36.00'
L140	N00°39'16"E	3.00'
L151	N00°39'16"E	30.48'
L152	N89°20'44"W	39.09'
L154	N76°14'55"E (R)	16.00'
L157	N84°00'40"E (R)	16.00'
L161	N02°17'20"W (R)	30.00'
L162	N89°20'44"W	31.12'
L166	N00°39'16"E	69.00'
L167	N00°39'16"E	29.84'
L168	N00°39'16"E	13.33'
L172	N00°39'16"E	8.43'
L178	N89°20'44"W	8.00'
L179	N00°39'16"E	15.00'
L180	N89°20'44"W	4.97'
L181	N00°39'16"E	66.24'
L182	N89°20'44"W	23.97'
L186	N89°20'44"W	24.00'
L189	N00°39'16"E	6.49'
L191	N00°39'16"E	1.00'
L193	N00°39'16"E	27.00'
L204	N89°20'44"W	78.01'
L227	N00°39'16"E	11.67'
L230	N00°39'16"E	15.67'
L231	N89°20'44"W	45.24'
L234	N89°20'44"W	6.15'

CURVE DATA

C#	DELTA	RADIUS	LENGTH
C13	90°00'00"	5.00'	7.85'
C25	90°00'00"	10.00'	15.71'
C28	90°00'00"	2.00'	3.14'
C48	02°23'34"	762.00'	31.82'
C51	03°19'49"	762.00'	44.29'
C52	20°24'50"	25.00'	8.91'
C53	02°59'26"	235.00'	12.27'
C55	08°46'03"	25.00'	3.83'
C56	04°51'37"	265.00'	22.48'
C57	90°59'03"	10.00'	15.88'
C58	83°41'45"	10.00'	14.61'
C59	00°59'03"	465.00'	7.99'
C60	05°19'12"	465.00'	43.18'
C63	01°36'20"	465.00'	13.03'
C64	104°46'40"	10.00'	18.29'
C65	76°55'44"	15.00'	20.14'
C66	10°42'25"	235.00'	43.92'
C68	07°45'49"	235.00'	31.84'
C69	13°41'43"	25.00'	5.98'
C70	11°49'31"	265.00'	54.69'
C71	02°56'36"	265.00'	13.61'
C72	08°52'55"	265.00'	41.08'
C73	06°42'55"	25.00'	2.93'
C76	02°06'34"	838.00'	30.85'
C79	03°44'49"	838.00'	54.80'
C117	00°05'37"	465.00'	0.76'
C118	89°45'16"	2.00'	3.13'
C119	00°07'35"	465.00'	1.03'



NOTES:

SEE SHEET 3 FOR VICINITY MAP AND GPS TIES, BASIS OF BEARINGS, LEGEND, AND DETAIL "A".
SEE SHEET 4 FOR BOUNDARY CONTROL SHEET, MONUMENT NOTES AND DETAIL "W".
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SEE SHEET 27 FOR DETAILS "G" THROUGH "K".
SEE SHEET 28 FOR DETAILS "L" THROUGH "P".
SEE SHEET 29 FOR DETAILS "Q" THROUGH "V".

2024-0076720
Original

494/112

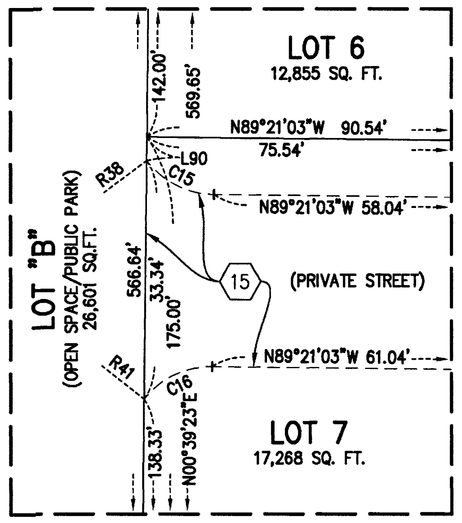
IN THE CITY OF EASTVALE, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

TRACT NO. 38594

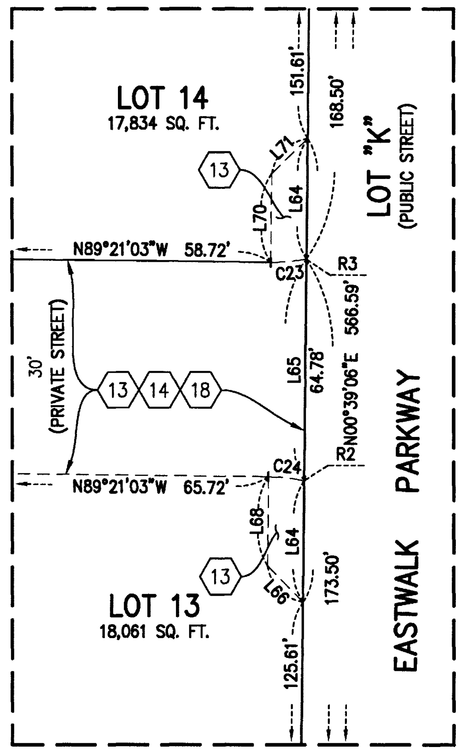
BEING A SUBDIVISION OF A PORTION OF PARCEL "A", OF LOT LINE ADJUSTMENT No. 2022-001, RECORDED AUGUST 24, 2022 AS INST. No. 2022-0370918, OFFICIAL RECORDS, IN THE OFFICE OF THE RIVERSIDE COUNTY RECORDER, CALIFORNIA, AND A PORTION OF THE SOUTHEAST QUARTER OF SECTION 24, TOWNSHIP 2 SOUTH, RANGE 7 WEST, AS SHOWN BY SECTIONALIZED SURVEY OF THE JURUPA RANCHO, AS SHOWN BY MAP ON FILE IN BOOK 9 OF MAPS, PAGE 33, RECORDS SAN BERNARDINO COUNTY, STATE OF CALIFORNIA.

HUNSAKER AND ASSOCIATES, INC. AUGUST & SEPTEMBER 2021

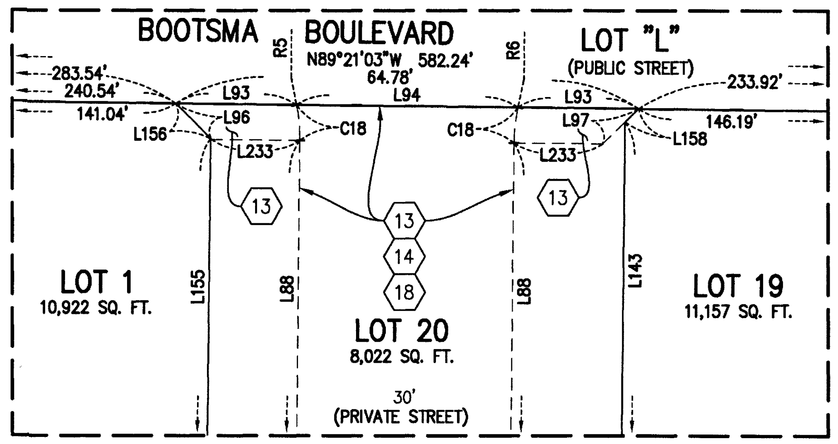
FOR CONDOMINUM PURPOSES



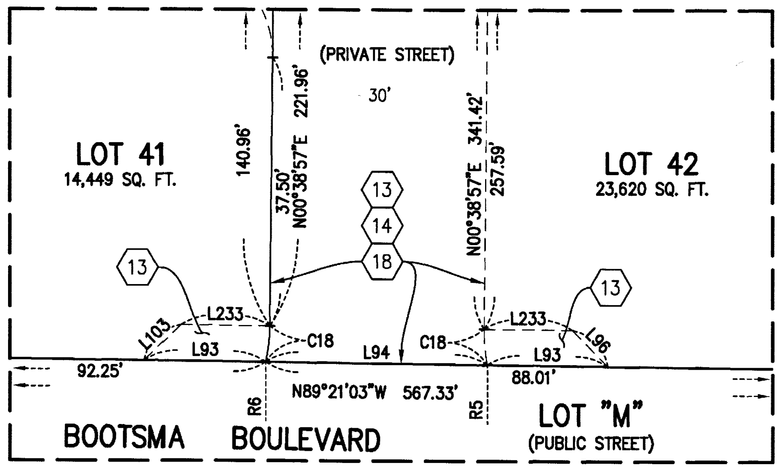
DETAIL "B"
SCALE: 1" = 20'
(SEE SHEETS 6 & 8)



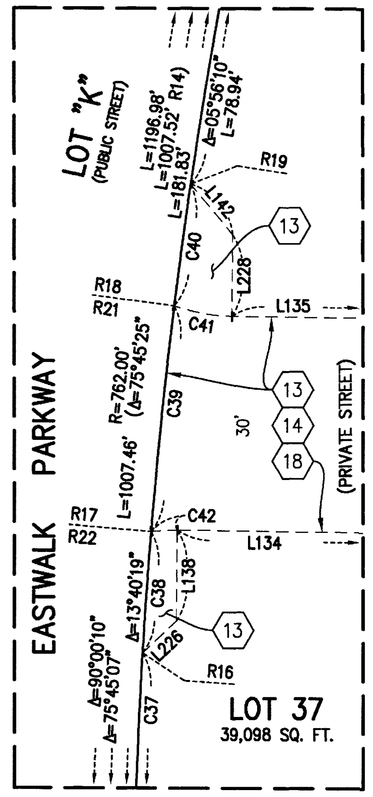
DETAIL "C"
SCALE: 1" = 20'
(SEE SHEETS 19 & 21)



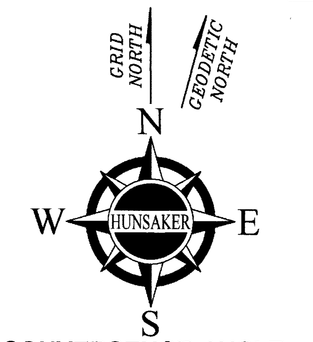
DETAIL "D"
SCALE: 1" = 20'
(SEE SHEET 21)



DETAIL "E"
SCALE: 1" = 20'
(SEE SHEET 22)



DETAIL "F"
SCALE: 1" = 20'
(SEE SHEET 22)



CONVERGENCE ANGLE
$\Theta = -00°43'25.7"$

0' 10' 20' 40'

SCALE: 1"=20'

NOTES:

SEE SHEET 3 FOR VICINITY MAP AND GPS TIES, BASIS OF BEARINGS, LEGEND, AND DETAIL "A".
SEE SHEET 4 FOR BOUNDARY CONTROL SHEET, MONUMENT NOTES AND DETAIL "W".
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SEE SHEET 27 FOR DETAILS "G" THROUGH "K".
SEE SHEET 28 FOR DETAILS "L" THROUGH "P".
SEE SHEET 29 FOR DETAILS "Q" THROUGH "V".

LINE DATA

L#	BEARING	LENGTH
L64	N00°39'06"E	16.88'
L65	N00°39'06"E	31.01'
L66	N44°20'54"W	7.07'
L68	N00°38'57"E	12.39'
L70	N00°38'57"E	12.38'
L71	N45°39'06"E	7.07'
L88	N00°38'57"E	51.00'
L90	N00°39'23"E	3.33'
L93	N89°21'03"W	16.88'
L94	N89°21'03"W	31.01'
L96	N44°21'03"W	7.07'
L97	N45°38'57"E	7.07'

LINE DATA

L#	BEARING	LENGTH
L103	N45°39'02"E	7.07'
L134	N89°21'03"W	54.05'
L135	N89°21'03"W	46.68'
L138	N00°38'57"E	12.62'
L142	N40°11'59"W	9.16'
L143	N00°38'57"E	54.11'
L155	N00°38'57"E	51.11'
L156	N44°21'03"W	6.91'
L158	N45°38'57"E	2.67'
L226	N46°45'31"E	6.46'
L228	N00°38'57"E	11.36'
L233	N89°21'03"W	12.39'

CURVE DATA

C#	DELTA	RADIUS	LENGTH
C15	52°20'55"	12.00'	10.96'
C16	52°20'04"	12.00'	10.96'
C18	11°32'13"	25.00'	5.03'
C23	11°32'04"	25.00'	5.03'
C24	11°32'22"	25.00'	5.04'
C37	02°47'45"	762.00'	37.18'
C38	01°16'06"	762.00'	16.87'
C39	02°23'15"	762.00'	31.75'
C40	01°17'03"	762.00'	17.08'
C41	18°54'49"	25.00'	8.25'
C42	08°23'34"	25.00'	3.66'

RADIAL DATA

R#	BEARING	RADIUS	TYPE
R2	N12°11'19"E	25.00'	(R)
R3	S10°53'07"E	25.00'	(R)
R5	N79°06'44"E	25.00'	(R)
R6	N77°48'50"W	25.00'	(R)
R16	N86°33'09"W	762.00'	(R)
R17	N85°17'03"W	762.00'	(R)
R18	N82°53'48"W	762.00'	(R)
R19	N81°36'45"W	762.00'	(R)
R21	S19°33'46"W	25.00'	(R)
R22	N07°44'37"W	25.00'	(R)
R38	S52°59'52"W	12.00'	(R)
R41	N51°41'07"W	12.00'	(R)

2024-0076720
Original

494
113

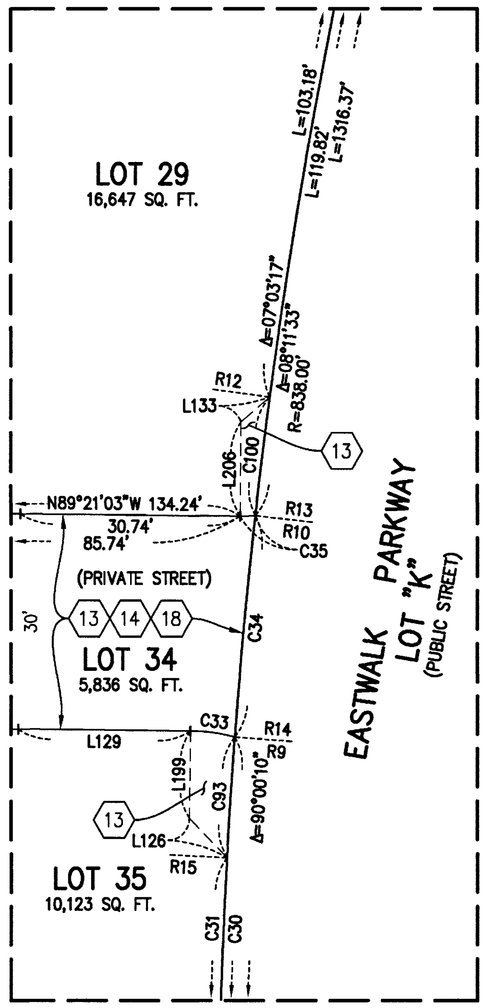
IN THE CITY OF EASTVALE, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

TRACT NO. 38594

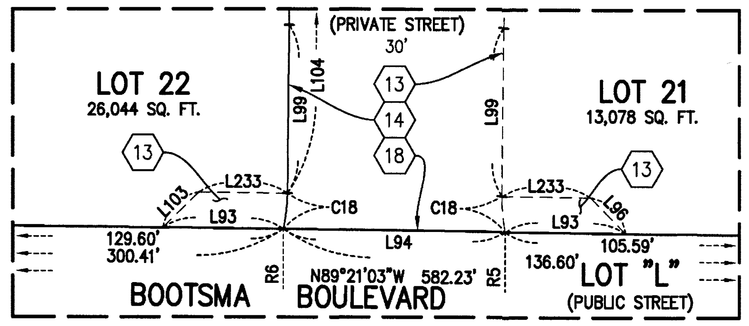
BEING A SUBDIVISION OF A PORTION OF PARCEL "A", OF LOT LINE ADJUSTMENT No. 2022-001, RECORDED AUGUST 24, 2022 AS INST. No. 2022-0370918, OFFICIAL RECORDS, IN THE OFFICE OF THE RIVERSIDE COUNTY RECORDER, CALIFORNIA, AND A PORTION OF THE SOUTHEAST QUARTER OF SECTION 24, TOWNSHIP 2 SOUTH, RANGE 7 WEST, AS SHOWN BY SECTIONALIZED SURVEY OF THE JURUPA RANCHO, AS SHOWN BY MAP ON FILE IN BOOK 9 OF MAPS, PAGE 33, RECORDS SAN BERNARDINO COUNTY, STATE OF CALIFORNIA.

HUNSAKER AND ASSOCIATES, INC. AUGUST & SEPTEMBER 2021

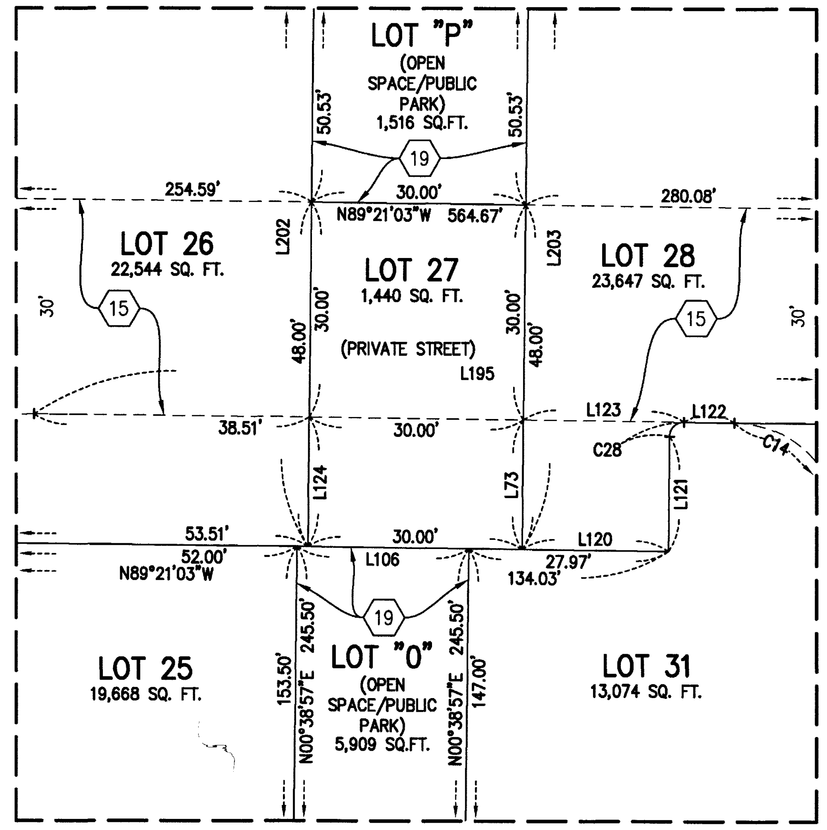
FOR CONDOMINUM PURPOSES



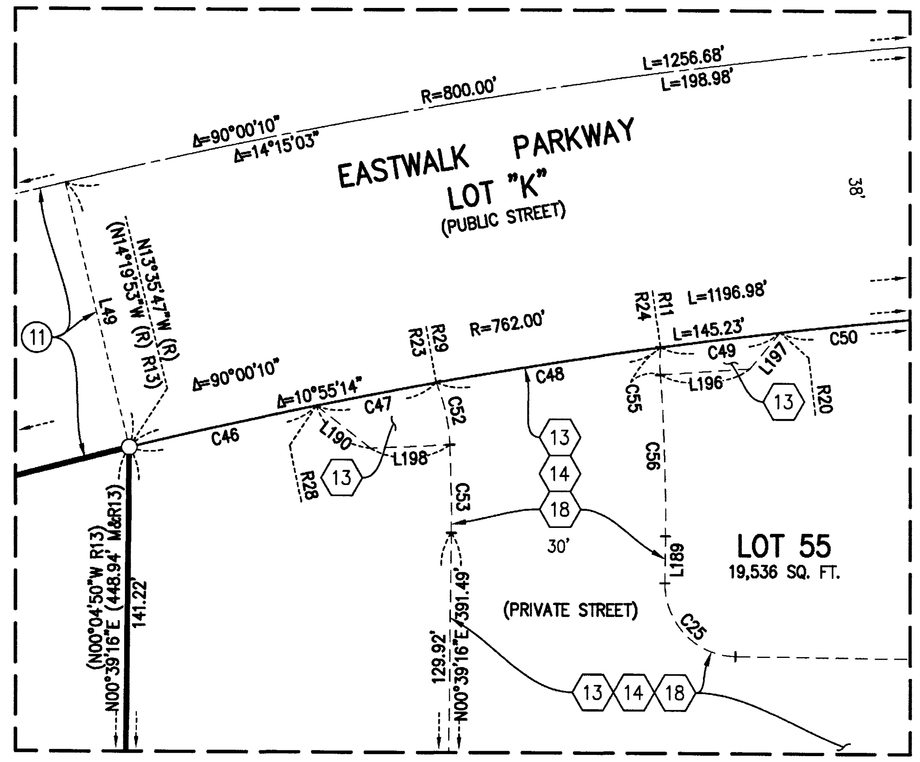
DETAIL "G"
SCALE: 1" = 20'
(SEE SHEET 23)



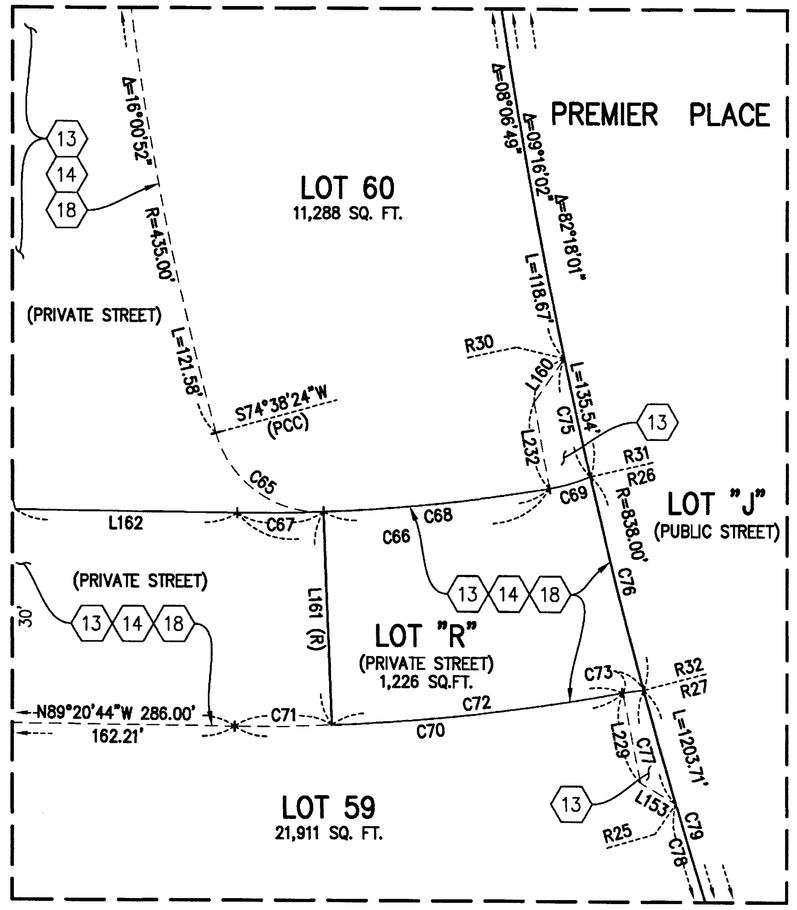
DETAIL "H"
SCALE: 1" = 20'
(SEE SHEETS 23 & 24)



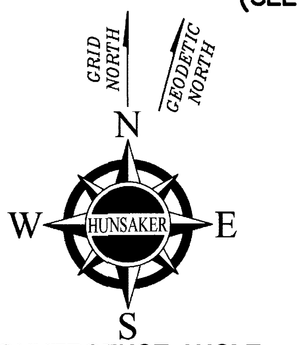
DETAIL "I"
SCALE: 1" = 20'
(SEE SHEETS 14 & 15)



DETAIL "J"
SCALE: 1" = 20'
(SEE SHEET 25)



DETAIL "K"
SCALE: 1" = 20'
(SEE SHEET 25)



CONVERGENCE ANGLE
Θ= -00°43'25.7"

0' 10' 20' 40'
SCALE: 1"=20'

LINE DATA

L#	BEARING	LENGTH
L49	N13°35'47"W	(38.00' M&R14)
	(N14°19'53"W (R)	M&R14)
L73	N00°38'57"E	18.00'
L93	N89°21'03"W	16.88'
L94	N89°21'03"W	31.01'
L96	N44°21'03"W	7.07'
L99	N00°38'57"E	23.50'
L103	N45°39'02"E	7.07'
L104	N00°38'57"E	73.50'
L106	N89°21'03"W	24.07'
L120	N89°21'03"W	20.52'
L121	N00°38'57"E	16.00'
L122	N89°21'03"W	7.03'
L123	N89°21'03"W	22.52'
L124	N00°38'58"E	18.00'
L126	N43°21'17"W	7.62'
L129	N89°21'03"W	24.14'
L133	N49°22'28"E	5.30'

LINE DATA

L#	BEARING	LENGTH
L153	N58°59'55"W	5.73'
L160	N34°17'07"E	7.45'
L161	N02°17'20"W (R)	30.00'
L162	N89°20'44"W	31.12'
L189	N00°39'16"E	6.49'
L190	N52°14'14"W	9.57'
L195	N89°21'03"W	275.90'
L196	N85°47'39"E (PRC)	12.59'
L197	N39°52'20"E	6.56'
L198	N87°39'50"E (PCC)	11.15'
L199	N00°38'57"E	12.16'
L202	N00°38'58"E	98.53'
L203	N00°38'57"E	98.53'
L206	N00°38'57"E	13.13'
L229	N11°10'15"W (PRC)	12.97'
L232	N10°03'09"W (PCC)	12.24'
L233	N89°21'03"W	12.39'

CURVE DATA

C#	DELTA	RADIUS	LENGTH
C14	90°00'00"	15.00'	23.56'
C18	11°32'13"	25.00'	5.03'
C25	90°00'00"	10.00'	15.71'
C28	90°00'00"	2.00'	3.14'
C30	03°39'35"	838.00'	53.53'
C31	02°30'19"	838.00'	36.64'
C33	14°21'47"	25.00'	6.27'
C34	02°07'05"	838.00'	30.98'
C35	04°55'14"	25.00'	2.15'
C46	02°01'13"	762.00'	26.87'
C47	01°17'08"	762.00'	17.10'
C48	02°23'34"	762.00'	31.82'
C49	01°16'09"	762.00'	16.88'

CURVE DATA

C#	DELTA	RADIUS	LENGTH
C50	03°57'10"	762.00'	52.57'
C52	20°24'50"	25.00'	8.91'
C53	02°59'26"	235.00'	12.27'
C55	08°46'03"	25.00'	3.83'
C56	04°51'37"	265.00'	22.48'
C65	76°55'44"	15.00'	20.14'
C66	10°42'25"	235.00'	43.92'
C67	02°56'36"	235.00'	12.07'
C68	07°45'49"	235.00'	31.84'
C69	13°41'43"	25.00'	5.98'
C70	11°49'31"	265.00'	54.69'
C71	02°56'36"	265.00'	13.61'
C72	08°52'55"	265.00'	41.08'

CURVE DATA

C#	DELTA	RADIUS	LENGTH
C73	06°42'55"	25.00'	2.93'
C75	01°09'13"	838.00'	16.87'
C76	02°06'34"	838.00'	30.85'
C77	01°08'30"	838.00'	16.70'
C78	02°36'19"	838.00'	38.10'
C79	03°44'49"	838.00'	54.80'
C93	01°09'16"	838.00'	16.89'
C100	01°08'16"	838.00'	16.64'

RADIAL DATA

R#	BEARING	RADIUS	TYPE
R5	N79°06'44"E	25.00'	(R)
R6	N77°48'50"W	25.00'	(R)
R9	N15°00'44"E	25.00'	(R)
R10	S04°16'17"E	25.00'	(R)
R11	N07°53'52"W	762.00'	(R)
R12	N82°25'58"W	838.00'	(R)
R13	N83°34'14"W	838.00'	(R)
R14	N85°41'19"W	838.00'	(R)
R15	N86°50'36"W	838.00'	(R)
R20	N06°37'43"W	762.00'	(R)
R23	N67°15'00"E	25.00'	(R)
R24	N85°26'18"W	25.00'	(R)
R25	S73°42'07"W	838.00'	(R)
R26	S23°44'52"E	25.00'	(R)
R27	N04°27'20"W	25.00'	(R)
R28	N11°34'34"W	762.00'	(R)
R29	N10°17'26"W	762.00'	(R)
R30	S78°06'24"W	838.00'	(R)
R31	S76°57'11"W	838.00'	(R)
R32	S74°50'37"W	838.00'	(R)

NOTES:

SEE SHEET 3 FOR VICINITY MAP AND GPS TIES, BASIS OF BEARINGS, LEGEND, AND DETAIL "A".
SEE SHEET 4 FOR BOUNDARY CONTROL SHEET, MONUMENT NOTES AND DETAIL "W".
SEE SHEET 5 FOR SHEET INDEX MAP, SURVEYORS NOTES AND EASEMENT NOTES.
SEE SHEETS 6 THROUGH 15, AND 17 FOR LOTS AND EASEMENT DELINEATIONS.
SEE SHEETS 18 THROUGH 25 FOR EASEMENT DELINEATIONS.
SEE SHEET 16 FOR THE NOT A PART PROPERTY WITHIN THE MAP BOUNDARY AND DETAIL "Y".
SEE SHEET 18 FOR DETAIL "X".
SEE SHEET 26 FOR DETAILS "B" THROUGH "F".
SEE SHEET 27 FOR DETAILS "G" THROUGH "K".
SEE SHEET 28 FOR DETAILS "L" THROUGH "P".
SEE SHEET 29 FOR DETAILS "Q" THROUGH "V".

2024-0076720
Original

494/114

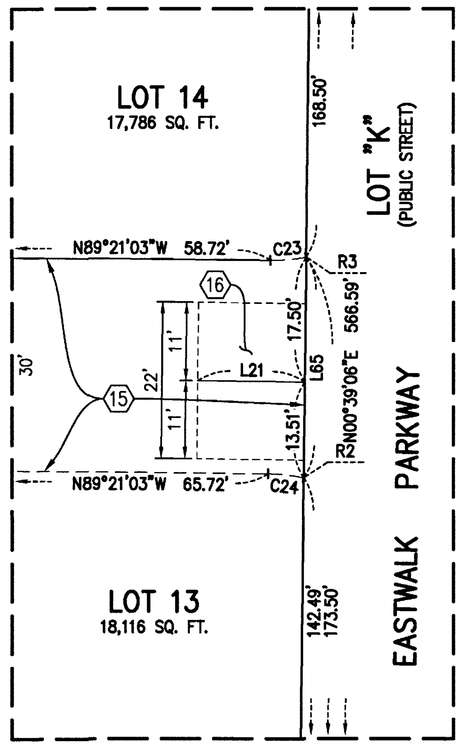
IN THE CITY OF EASTVALE, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

TRACT NO. 38594

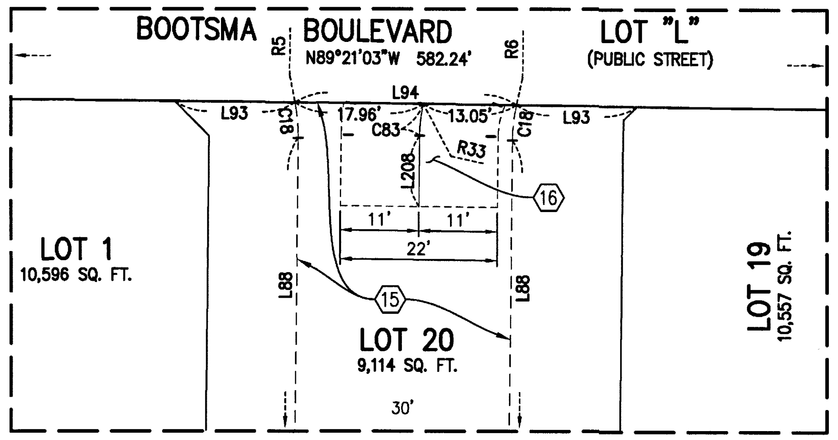
BEING A SUBDIVISION OF A PORTION OF PARCEL "A", OF LOT LINE ADJUSTMENT No. 2022-001, RECORDED AUGUST 24, 2022 AS INST. No. 2022-0370918, OFFICIAL RECORDS, IN THE OFFICE OF THE RIVERSIDE COUNTY RECORDER, CALIFORNIA, AND A PORTION OF THE SOUTHEAST QUARTER OF SECTION 24, TOWNSHIP 2 SOUTH, RANGE 7 WEST, AS SHOWN BY SECTIONALIZED SURVEY OF THE JURUPA RANCHO, AS SHOWN BY MAP ON FILE IN BOOK 9 OF MAPS, PAGE 33, RECORDS SAN BERNARDINO COUNTY, STATE OF CALIFORNIA.

HUNSAKER AND ASSOCIATES, INC. AUGUST & SEPTEMBER 2021

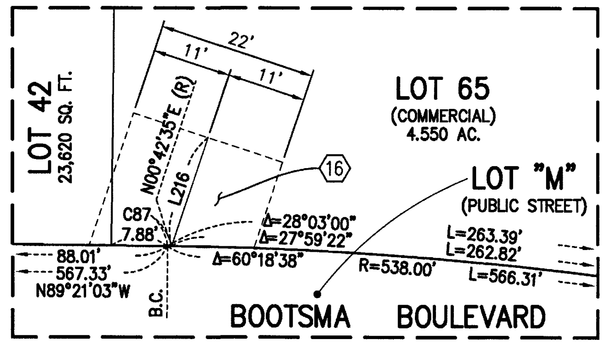
FOR CONDOMINUM PURPOSES



DETAIL "L"
SCALE: 1" = 20'
(SEE SHEETS 7 & 9)



DETAIL "M"
SCALE: 1" = 20'
(SEE SHEET 9)



DETAIL "N"
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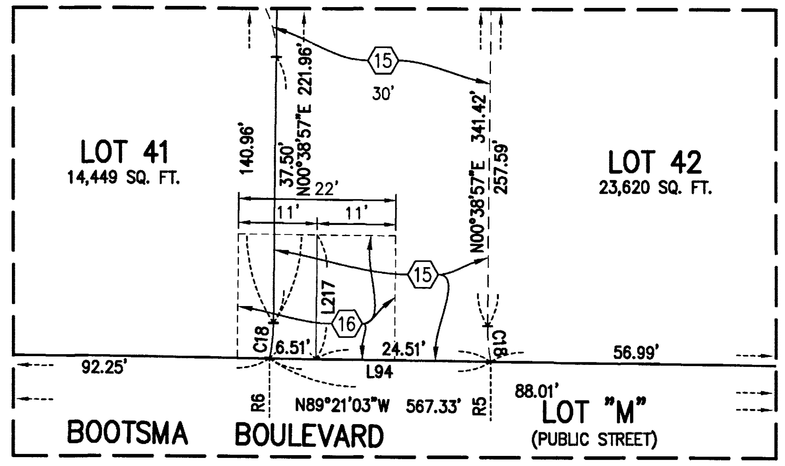
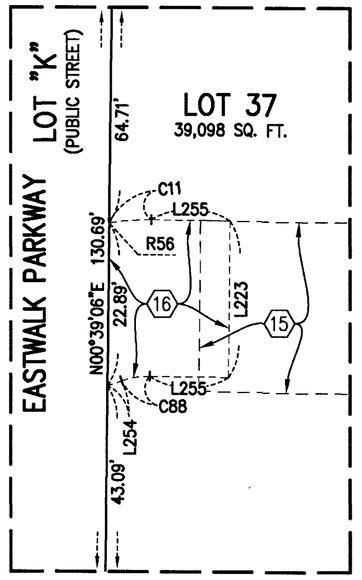
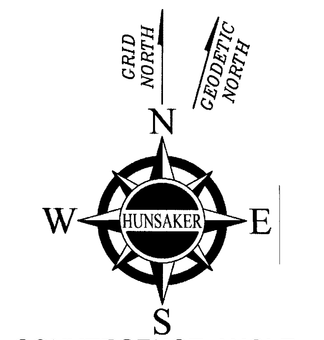
(SEE SHEETS 12 & 13)



DETAIL "O"
SCALE: 1" = 20'
(SEE SHEET 13)



DETAIL "P"
SCALE: 1" = 20'
(SEE SHEET 13)



CONVERGENCE ANGLE
$\Theta = -00°43'25.7"$

0' 10' 20' 40'

SCALE: 1"=20'

LINE DATA

L#	BEARING	LENGTH
L21	N89°21'03"W	15.00'
L65	N00°39'06"E	31.01'
L88	N00°38'57"E	51.00'
L93	N89°21'03"W	16.88'
L94	N89°21'03"W	31.01'
L208	N00°37'50"E	9.99'
L216	N18°24'57"E	16.11'
L217	N00°38'57"E	17.45'
L223	N00°38'57"E	22.00'
L254	N70°39'06"E	2.11'
L255	N89°21'03"W	11.00'

CURVE DATA

C#	DELTA	RADIUS	LENGTH
C11	10°10'14"	33.50'	5.95'
C18	11°32'13"	25.00'	5.03'
C23	11°32'04"	25.00'	5.03'
C24	11°32'22"	25.00'	5.04'
C83	11°34'00"	22.50'	4.54'
C87	00°03'38"	538.00'	0.57'

RADIAL DATA

R#	BEARING	RADIUS	TYPE
R2	N12°11'19"E	25.00'	(R)
R3	S10°53'07"E	25.00'	(R)
R5	N79°06'44"E	25.00'	(R)
R6	N77°48'50"W	25.00'	(R)
R33	N77°48'10"W	22.50'	(R)
R56	N09°31'17"W	33.50'	(R)

NOTES:

SEE SHEET 3 FOR VICINITY MAP AND GPS TIES, BASIS OF BEARINGS, LEGEND, AND DETAIL "A".
SEE SHEET 4 FOR BOUNDARY CONTROL SHEET, MONUMENT NOTES AND DETAIL "W".
SEE SHEET 5 FOR SHEET INDEX MAP, SURVEYORS NOTES AND EASEMENT NOTES.
SEE SHEETS 6 THROUGH 15, AND 17 FOR LOTS AND EASEMENT DELINEATIONS.
SEE SHEETS 18 THROUGH 25 FOR EASEMENT DELINEATIONS.
SEE SHEET 16 FOR THE NOT A PART PROPERTY WITHIN THE MAP BOUNDARY AND DETAIL "Y".
SEE SHEET 18 FOR DETAIL "X".
SEE SHEET 26 FOR DETAILS "B" THROUGH "F".
SEE SHEET 27 FOR DETAILS "G" THROUGH "K".
SEE SHEET 28 FOR DETAILS "L" THROUGH "P".
SEE SHEET 29 FOR DETAILS "Q" THROUGH "V".

2024-0076720
original

494/115

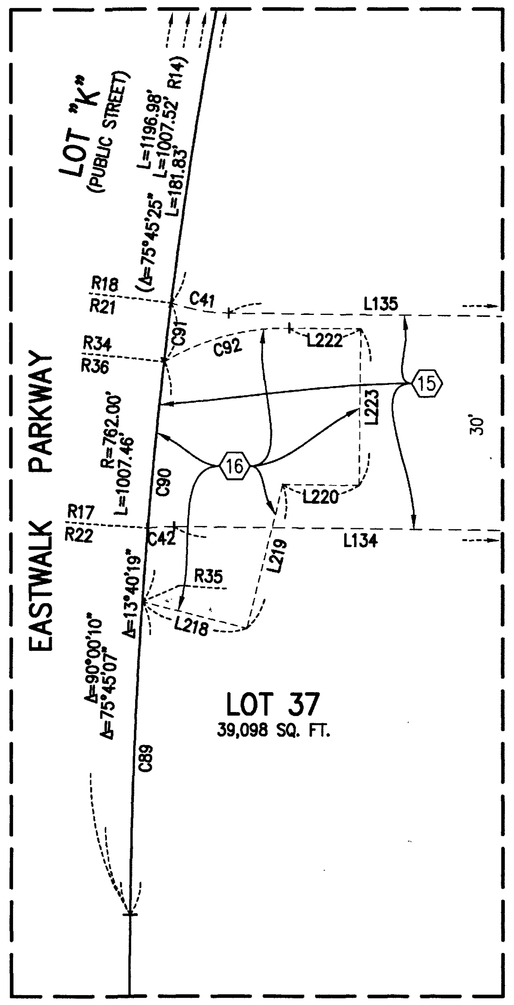
IN THE CITY OF EASTVALE, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

TRACT NO. 38594

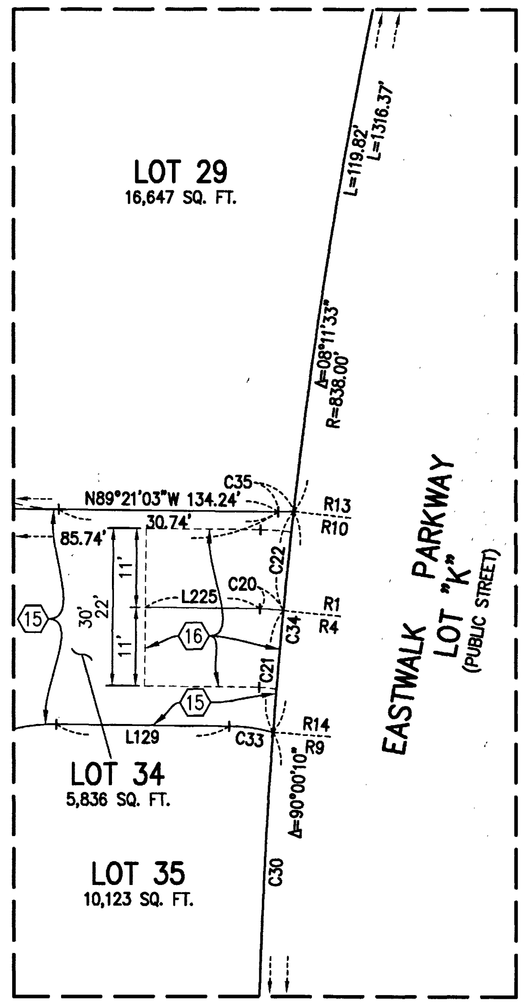
BEING A SUBDIVISION OF A PORTION OF PARCEL "A", OF LOT LINE ADJUSTMENT No. 2022-001, RECORDED AUGUST 24, 2022 AS INST. No. 2022-0370918, OFFICIAL RECORDS, IN THE OFFICE OF THE RIVERSIDE COUNTY RECORDER, CALIFORNIA, AND A PORTION OF THE SOUTHEAST QUARTER OF SECTION 24, TOWNSHIP 2 SOUTH, RANGE 7 WEST, AS SHOWN BY SECTIONALIZED SURVEY OF THE JURUPA RANCHO, AS SHOWN BY MAP ON FILE IN BOOK 9 OF MAPS, PAGE 33, RECORDS SAN BERNARDINO COUNTY, STATE OF CALIFORNIA.

HUNSAKER AND ASSOCIATES, INC. AUGUST & SEPTEMBER 2021

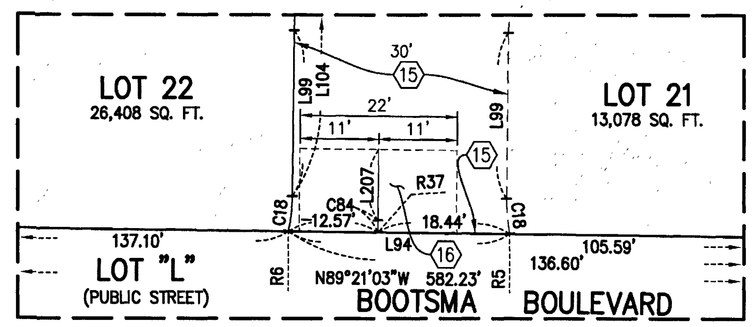
FOR CONDOMINUM PURPOSES



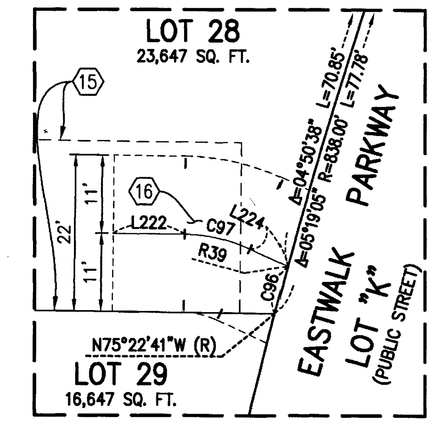
DETAIL "Q"
SCALE: 1" = 20'
(SEE SHEET 13)



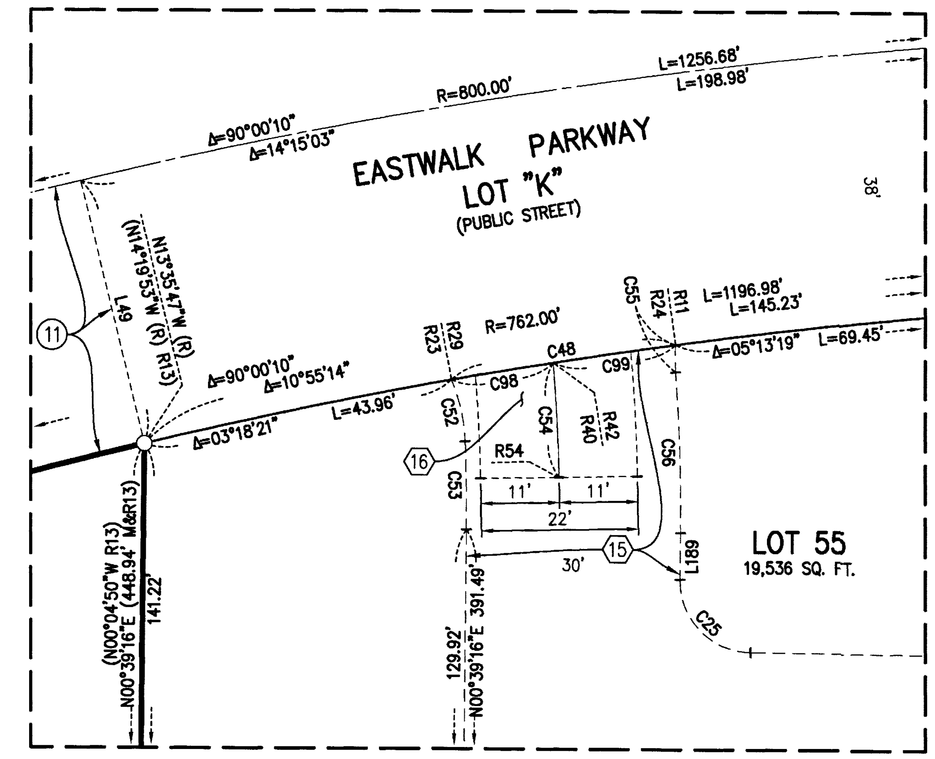
DETAIL "R"
SCALE: 1" = 20'
(SEE SHEET 14)



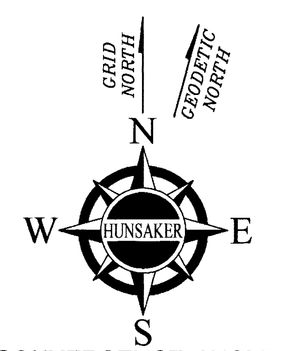
DETAIL "S"
SCALE: 1" = 20'
(SEE SHEETS 14 & 15)



DETAIL "T"
SCALE: 1" = 20'
(SEE SHEET 14)

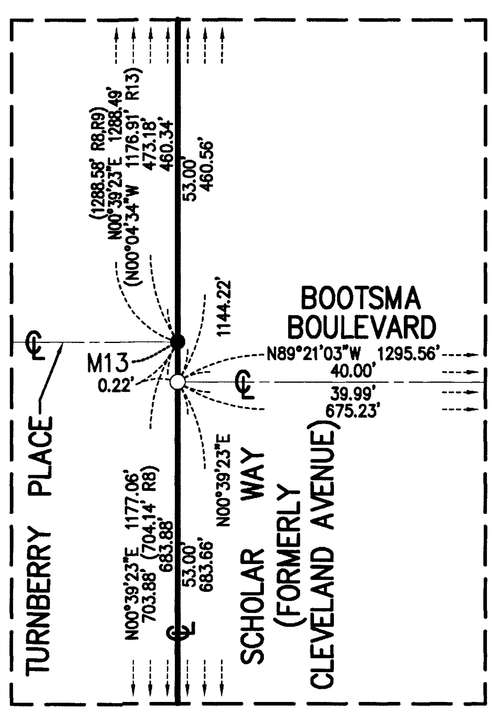


DETAIL "U"
SCALE: 1" = 20'
(SEE SHEET 17)



CONVERGENCE ANGLE
Θ= -00°43'25.7"

0' 10' 20' 40'
SCALE: 1"=20'



DETAIL "V"
NO SCALE
(SEE SHEETS 8, 15, 20 & 24)

RADIAL DATA

R#	BEARING	RADIUS	TYPE
R1	N09°07'52"E	22.50'	(R)
R4	N84°31'15"W	838.00'	(R)
R5	N79°06'44"E	25.00'	(R)
R6	N77°48'50"W	25.00'	(R)
R9	N15°00'44"E	25.00'	(R)
R10	S04°16'17"E	25.00'	(R)
R11	N07°53'52"W	762.00'	(R)
R13	N83°34'14"W	838.00'	(R)
R14	N85°41'19"W	838.00'	(R)
R17	N85°17'03"W	762.00'	(R)
R18	N82°53'48"W	762.00'	(R)
R21	S19°33'46"W	25.00'	(R)

RADIAL DATA

R#	BEARING	RADIUS	TYPE
R22	N07°44'37"W	25.00'	(R)
R23	N67°15'00"E	25.00'	(R)
R24	N85°26'18"W	25.00'	(R)
R29	N10°17'26"W	762.00'	(R)
R34	N30°52'53"W	33.50'	(R)
R35	N86°03'26"W	762.00'	(R)
R36	N83°31'26"W	762.00'	(R)
R37	S86°19'46"W	22.50'	(R)
R39	N74°54'14"W	838.00'	(R)
R40	N85°13'03"E	248.00'	(R)
R42	N09°12'10"W	762.00'	(R)
R54	N88°42'14"E	248.00'	(R)

LINE DATA

L#	BEARING	LENGTH
L49	N13°35'47"W	(38.00' M&R14)
	(N14°19'53"W (R)	M&R14)
L94	N89°21'03"W	31.01'
L99	N00°38'57"E	23.50'
L104	N00°38'57"E	73.50'
L129	N89°21'03"W	24.14'
L134	N89°21'03"W	54.05'
L135	N89°21'03"W	46.68'
L189	N00°39'16"E	6.49'
L207	N00°37'50"E	10.01'
L218	N75°50'34"W	15.11'
L219	N14°09'26"E	20.63'
L220	N89°21'03"W	10.68'
L222	N89°21'03"W	10.00'
L223	N00°38'57"E	22.00'
L224	N65°24'35"W	5.77'
L225	N89°21'03"W	16.01'

CURVE DATA

C#	DELTA	RADIUS	LENGTH
C18	11°32'13"	25.00'	5.03'
C20	08°28'55"	22.50'	3.33'
C21	01°10'04"	838.00'	17.08'
C22	00°57'01"	838.00'	13.90'
C25	90°00'00"	10.00'	15.71'
C30	03°39'35"	838.00'	53.53'
C33	14°21'47"	25.00'	6.27'
C34	02°07'05"	838.00'	30.98'
C35	04°55'14"	25.00'	2.15'
C41	18°54'49"	25.00'	8.25'
C42	08°23'34"	25.00'	3.66'
C48	02°23'34"	762.00'	31.82'
C52	20°24'50"	25.00'	8.91'

CURVE DATA

C#	DELTA	RADIUS	LENGTH
C53	02°59'26"	235.00'	12.27'
C54	03°29'11"	248.00'	15.09'
C55	08°46'03"	25.00'	3.83'
C56	04°51'37"	265.00'	22.48'
C84	04°18'04"	22.50'	1.69'
C89	03°17'28"	762.00'	43.77'
C90	02°26'20"	762.00'	32.43'
C91	00°43'18"	762.00'	9.60'
C92	31°29'31"	32.50'	17.86'
C96	00°28'27"	838.00'	6.93'
C97	23°56'28"	22.50'	9.40'
C98	01°05'16"	762.00'	14.46'
C99	01°18'18"	762.00'	17.36'

NOTES:

SEE SHEET 3 FOR VICINITY MAP AND GPS TIES, BASIS OF BEARINGS, LEGEND, AND DETAIL "A".
SEE SHEET 4 FOR BOUNDARY CONTROL SHEET, MONUMENT NOTES AND DETAIL "W".
SEE SHEET 5 FOR SHEET INDEX MAP, SURVEYORS NOTES AND EASEMENT NOTES.
SEE SHEETS 6 THROUGH 15, AND 17 FOR LOTS AND EASEMENT DELINEATIONS.
SEE SHEETS 18 THROUGH 25 FOR EASEMENT DELINEATIONS.
SEE SHEET 16 FOR THE NOT A PART PROPERTY WITHIN THE MAP BOUNDARY AND DETAIL "Y".
SEE SHEET 18 FOR DETAIL "X".
SEE SHEET 26 FOR DETAILS "B" THROUGH "F".
SEE SHEET 27 FOR DETAILS "G" THROUGH "K".
SEE SHEET 28 FOR DETAILS "L" THROUGH "P".
SEE SHEET 29 FOR DETAILS "Q" THROUGH "V".

RESOLUTION NO. 25-XX

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF EASTVALE DETERMINING THAT THE ACQUISITION OF THE PROPERTY KNOWN AS LOTS 5 AND J WITHIN THE LEAL MASTER PLAN (LOTS 65 & "S" OF TRACT MAP 38594) GENERALLY LOCATED BETWEEN BOOTSMA BOULEVARD AND PREMIER PLACE, NORTHWEST OF THE INTERSECTION OF LIMONITE AVENUE AND HAMNER AVENUE FOR PUBLIC PURPOSES CONFORMS WITH THE EASTVALE GENERAL PLAN.

The City Council of the City of Eastvale does hereby resolve as follows:

I. The City Council finds and determines as follows:

A. That the City of Eastvale proposes to acquire 6.61 acres of vacant and improved land (Lots 5 and J within the Leal Master Plan Amendment No. 1; also Lots 65 & "S" of Tract Map 38594) for the purpose of constructing a civic center within the Leal Master Plan Amendment No. 1.

B. That California Government Code Section 65402(a) provides that a city shall not acquire or dispose of any real property or authorize a public building within the corporate limits of a city until the location, purpose, and extent of the project has been reported by the local planning agency as to the conformity with the applicable, adopted general plan.

C. That the proposed acquisition of the subject property is consistent with the Leal Master Plan Amendment No. 1, which has been found to be in conformance with the City's General Plan.

D. That the proposed acquisition of the subject property would encourage a mix of uses, including retail, experiential uses, office, civic, residential, and recreation/entertainment that help create a Downtown Village. Furthermore, the Civic Center will improve the delivery of public services and create a focal point for the community.

E. That the development of a civic center was a contemplated use under the Leal Master Plan Amendment No. 1 and the Addendum to the Leal Master Plan EIR and no additional environmental documentation is required at this time.

II. The City Council hereby determines that that the location and purpose for the proposed acquisition of approximately 6.61 acres of improved land (APN 164-060-043 and 164-030-013) by the City of Eastvale is in conformance with the Eastvale General Plan and the Leal Master Plan Amendment No. 1.

PASSED, APPROVED AND ADOPTED this 8th day of January 2025.

_____
Michael McMinn
Mayor

APPROVED AS TO FORM:

_____
Erica Vega
City Attorney

ATTEST:

_____
Marc Donohue, MMC
City Clerk

STATE OF CALIFORNIA)
COUNTY OF RIVERSIDE) §
CITY OF EASTVALE)

I, Marc 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 8th day of January 2025, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

_____
Marc Donohue, MMC
City Clerk

CITY OF EASTVALE

AGENDA STAFF REPORT

City Council Meeting
CONSENT CALENDAR
Agenda Item No. 11.11
January 8, 2025

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.

Prepared By:
Mark Orme, City Manager

Recommended Action(s)
Staff recommends that the City Council authorize 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.

Summary
The City of Eastvale continues to work on regional collaboration on various fronts. This recommended action was requested by RivCoParks to further their effort to expand and make safe the Santa Ana River Trail (SART) system, particularly in the area of Green River. This action would authorize a letter of support as RivCoParks, in partnership with RCTC, attempts to garner federal funding for Phase 6 of the SART project.

Background
The City of Eastvale's past support for Riverside County Regional Park and Open-Space District's (RivCoParks) effort to apply for funding for the Santa Ana River Trail (SART) project has shown the City's willingness to be a key partner in supporting regional efforts to enhance the quality of life for Eastvale residents and the region. Within the past couple of weeks, RivCoParks reached out, once again, to request a letter in support of Phase 6 (the pinch point) of the SART project.

RivCoParks, with the support of the Riverside County Transportation Commission (RCTC), is applying for the *Rebuilding American Infrastructure with Sustainability and Equity (RAISE)*funding. Phase 6 of the project will build a 1.5-mile section of SART where the trail will intersect with the BNSF railroad line located near the Green River Golf Club serving several underserved communities facing traffic proximity, volume, and transportation options issues. Connecting these communities to the SART will provide much-needed green space, active transportation options, and regional connectivity. RAISE funding will specifically be used to construct two bridges - one over the BNSF railroad crossing and another over Aliso Creek.

Environmental

RivCoParks will ensure all environmental requirements are met to develop this project.

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

Improve connectivity through the trails system.

Fiscal Impact

None for the City of Eastvale.

Prior City Council/Commission Action

The City Council has previously voiced support for the SART project.

Attachment(s)

Attachment 1 - RivCO SART Factsheet
Attachment 2 - Letter of Support

Building Bridges:

Enhancing Tri-County Trail Access and Safety

FACTSHEET

Riverside County Regional Park & Open-Space District (RivCoParks), with the support of the Riverside County Transportation Commision (RCTC), is seeking Rebuilding American Infrastructure with Sustainability and Equity (RAISE) funding to complete phase 6 of the Santa Ana River Trail (SART). SART is a regional trail providing access to communities across Orange, Riverside, and San Bernardino Counties. Phase 6 of the project will build a 1.5-mile section of SART where the trail will intersect with the BNSF railroad line located near the Green River Golf Club, a public golf course serving several underserved communities facing traffic proximity, volume, and transportation options issues. Connecting these communities to the SART will provide much-needed green space, active transportation options, and regional connectivity. RAISE funding will specifically be used to construct two bridges- one over the BNSF railroad crossing and another over Aliso Creek. The proposed BNSF overhead bridge will grade separate a railroad crossing posing significant safety concerns in an area critical to the equitable access of public recreational facilities. Due to high foot traffic and golf carts in the area, the current grade crossing poses safety concerns and has been the site of one fatality. The railroad crossing at Green River Golf Club will be relocated and grade separated to provide safe and equitable access to the regional Santa Ana River Trail (SART).

RIVERSIDE COUNTY TRANSPORTATION COMMISSION

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

January 8, 2025

The Honorable Pete Buttigieg
US Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

RE: Letter of Support for Riverside County Regional Park and Open-Space District's RAISE Application

Dear Secretary Pete Buttigieg:

On behalf of the City of Eastvale, I would like to express our support for the *Building Bridges: Enhancing Tri-County Trail Access and Safety Project*. This funding request would connect underserved communities to a regional trail system through constructing two critical bridges along the Santa Ana River Trail, including a bridge over an at grade railroad crossing with significant safety concerns. Safety improvements are needed at this location, in which there are currently no gates or warning signals. Tragically, a death occurred at this crossing in 2014 when a cement truck was struck by a train.

This BNSF overhead crossing will not only prevent future tragedies from occurring by providing grade separation, but it is also part of a plan to connect the Green River Golf Club and communities in Riverside County to the Santa Ana River Trail in Orange County and San Bernadino County, moving towards fulfilling the shared vision of a regional trail through three counties and over 100 miles of trail. As the population of Southern California continues to grow and open space areas diminish, it is becoming increasingly important to conserve our natural resources and to provide opportunities for recreation where residents of our communities can fully appreciate those resources. This segment of the Santa Ana River Trail will create recreational opportunities for individuals in neighboring communities, including communities designated as disadvantaged through the Climate and Economic Justice Screening Tool.

The trail will link parks and points of interest along the River from the Pacific Ocean to the San Bernardino Mountains. The presence of a regional trail will enhance the value of housing, attract businesses and employees to the area, provide alternative commuter options to a region with some of the worst traffic in the nation, and provide access to outdoor recreational amenities which will contribute to a healthier lifestyle and result in improved quality of life for the local community. The Santa Ana River Watershed, home to seven million residents, is an ethnically diverse region and once completed, the trail will provide free access to open space for users of all income levels. On behalf of the City Council of the City of Eastvale, we strongly urge you to grant this funding request for the Santa Ana River Trail. Thank you for your consideration.

Sincerely,

Mike McMinn
Mayor

CITY OF EASTVALE

AGENDA STAFF REPORT

City Council Meeting
CONSENT CALENDAR
Agenda Item No. 11.12
January 8, 2025

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

Prepared By:

Jimmy Chung, Public Works Director/City Engineer

Recommended Action(s)

Staff recommends that the City Council approve 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.

Summary

On January 12, 2022 the City Council approved a Professional Services Agreement with FALCON Engineering Services in the amount of $2,196,969.08 for providing construction management and inspection services for the Limonite Gap Closure Project. The contract was amended on July 26, 2023 to increase the contract amount by $26,000 to account for the construction management and inspection services to be provided for JCSD's water main work.

The critical path items have been completed. However, the closure of open permits with the stakeholders and coordination of miscellaneous items are still in progress. To ensure the successful completion and closeout of the project, Falcon has submitted an additional fund request of $55,000 to cover construction management and inspection support for the Limonite Gap Closure Project.

Background

The additional fund request stems from a number of different tasks. Below is a summary of the requested work:

Summary of Request Work

- Project oversight and contract administration, including Contract Change Orders (CCO), daily and weekly reports, responding to correspondences, lead meetings, process RFIs, submittals, and cost estimates
- Project documentation and reporting, budget and schedule monitoring, quality control and assurance.
- Coordination and communication among stakeholders, problem resolution, final inspections, review of project documentation for completeness, and facilitation of project closeout
- Documentation of construction activities, ensuring compliance with project specifications, including material acceptance and workmanship.
- Verification of field measurements and preparation of quantity sheets.

Environmental

A Mitigated Negative Declaration for the project was prepared and was adopted by the City Council at the September 9, 2020 City Council Meeting.

Strategic Plan Action - Priority Level: N/A | Target #: 5 | Goal #: 3

Plan for landscape, roads and street maintenance

Fiscal Impact

Total fiscal impact is $55,000. Adequate budget is available under Capital improvement Plan Project No. 93026 for the Limonite Gap Closure project in the Transportation Uniform Mitigation Fee (TUMF) under account (270-510-6662-93026) in FY24/25.

Prior City Council/Commission Action

On May 22, 2019, City Council approved a Professional Services Agreement with Mark Thomas for Planning, Engineering, and Environmental Work for Limonite Avenue, and Bridge over Cucamonga Creek.

On October 23, 2019, City Council provided direction regarding the Limonite Gap Closure Project Concept Review to allow the use of a roundabout for the intersection for the intersection of Limonite Avenue and the proposed driveway to the Homestead Development

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 September 9, 2020, City Council adopted a Mitigated Negative Declaration for the Limonite Gap Closure Capital Improvement Project.

On September 8, 2021, City Council approved the first amendment to the Mark Thomas Professional Services Agreement.

Attachment(s)

Attachment 1 - Third Amendment to Agreement
Attachment 2 - Original Agreement

THIRD AMENDMENT TO AGREEMENT

This Third Amendment to Agreement ("Third Amendment") is entered into this 8th day of January, 2025 by and between the City of Eastvale, a municipal corporation ("City") and FALCON Engineering Services, a California corporation ("Contractor"), as follows:

RECITALS

A. City and Contractor entered in an agreement for construction management services on January 12, 2022 ("Agreement") with a not to exceed amount of $2,076,579.12.

B. A First Amendment to the Agreement was approved by the City Council on July 26, 2023 to expand the Sope of Work to include oversight to JCSD's waterline work and increase the compensation not to exceed amount by $26,000.

C. A Second Amendment to the Agreement was executed on October 9, 2024 to remedy the administrative error in the contingency amount in the Agreement and correct the total compensation not-to-exceed amount to $2,196,969.08.

D. This Third Amendment to the Agreement increases the contract amount by $55,000 and amends the total contract compensation to $2,251,969.08.

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 Third Amendment which modifies and amends the Agreement as follows:

1. AMENDMENTS

(a) **Compensation and Method of Payment**. Section 4(a) of the Agreement is amended to increase the total compensation not exceed amount to Two Million Two Hundred Fifty One Thousand Nine Hundred Sixty Nine Dollars and Eight Cents ($2,251,969.08), unless additional compensation is approved in writing in accordance with Section 26 "Administration and Implementation" or Section 28 "Amendment" of the Agreement.

2. GENERAL PROVISIONS

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

(b) **Integration.** This Third 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 Third Amendment.

(c) **Effective Date.** This Third 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 Third Amendment.

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

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

CITY OF EASTVALE

_____
Mark Orme
City Manager

ATTEST:

_____
Marc Donohue
City Clerk

4899-1769-9847 v1

APPROVED AS TO FORM

_____
Erica Vega
City Attorney

FALCON Engineering Services

By: _____
Name: _____
Its: _____

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.

AGREEMENT FOR SERVICES
BETWEEN
THE CITY OF EASTVALE
AND
FALCON ENGINEERING SERVICES

This Agreement for Services ("Agreement") is entered into as of this 12 day of January, 2021 by and between the City of Eastvale, a municipal corporation ("City") and FALCON Engineering Services, a California Incorporation ("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 shall commence on the date first ascribed above and terminate upon completion of the Scope of Services and final payment is rendered to Contractor.

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 Two Million Seventy-Six Thousand Five Hundred Seventy-Nine Dollars and Twelve Cents ($2,076,579.12), 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. 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 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. Where the law establishes a professional standard of care for Contractor's services, 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 attorneys' fees and costs, court costs, interest, defense costs, and expert witness fees) arise out of, are a consequence of, or are in any way attributable to, in whole or in part, any negligent or wrongful act, error or omission 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.

(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, 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 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 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: Community Development Director 12363 Limonite Ave., Suite 910 Eastvale, CA 91752
To Contractor:	FALCON Engineering Attn: Wael Faqih, Senior Vice President 341 Corporate Terrace Circle, Suite #101 Corona, CA 92879

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

Acting City Manager

ATTEST:

Marc Donohue
City Clerk

APPROVED AS TO FORM

Erica Vega
City Attorney

FALCON ENGINEERING SERIVCES

Wael Faqih
Senior Vice President

CITY OF EASTVALE

_____

_____
Acting City Manager

ATTEST:

_____
Marc Donohue
City Clerk

APPROVED AS TO FORM

_____
Erica Vega
City Attorney

FALCON ENGINEERING SERIVCES

_____
Wael Faqih
Senior Vice President

EXHIBIT "A"
SCOPE OF SERVICES

SEE ATTACHED

1 – CONSTRUCTION MANAGEMENT GENERAL SERVICES

The Consultant shall assign one person as a full-time Construction Manager for the duration of the project who shall act as the primary contact to the City and shall manage all services as proposed, including any proposed by their consultants. A Construction Manager will be required to supervise the activities of the construction management team, monitor the Contractor's progress, and report to the City Project Manager.

1.1 Project Controls System Development

Purpose:

To develop an integrated cost and schedule information system to provide up to date and accurate information regarding schedule, budgets, expenditures, and change orders.

The master schedule of the Project Controls System (PCS) will enable critical activities and interrelationships between the contractors, suppliers, City, City's Project Manager, design engineers, environmental monitors, utility companies and construction contractor (including its subcontractors) to be monitored efficiently during the construction phase of the project. The master schedule will identify permit constraints, work area restrictions and other known work and/or coordination constraints.

The cost-monitoring element of the PCS will enable project-wide monitoring of expenditures for comparison with the original budgets and budget updates resulting from change orders processed during the life of the project. Monthly reporting will enable accurate cost forecasting at any time. The automation of the above information will enable timely analysis, intervention, and decision making to enable efficient control of the project.

Approach:

Consultant will develop the PCS. A master schedule will be developed summarizing all significant activities of project related entities including the contractor, equipment suppliers, the City project manager, design consultants and construction contractor. The schedule will be structured to include the following:

- Primary contractor work activities, including major submittals required accomplishing the work.
- Principal work activities of the Consultant construction manager, the City's project manager, design consultants, contractors and suppliers.
- Activities necessary for regulatory compliance.
- Activities related to utility relocations.
- Relationships between submittals, approvals, procurement, and delivery of materials.
- Milestones associated with permitting and approvals.
- Any activity requiring coordination with the City, Caltrans oversight, and other local utility/regulatory agencies.
- Substantial and final completion dates.

The cost accounting format will use a work breakdown structure and cost categories that will be compatible with the City's cost accounting system. The work breakdown structure will be based on contractor's activities and will provide the basis for cost-loading activities in the schedule.

Assumptions:
The initial master project schedule will be developed based on information available before the award of contracts for construction.

Deliverables:
1. Implementation of Project Control System.
2. Draft master project schedule.
3. Initial master project schedule following review and approval by the City.
4. Initial project cost.

1.2 Monthly Project Progress Meetings and Reports

Purpose:
To apprise City management and other stakeholders of Consultant's activities under this contract via written report and monthly meeting.

Approach:
Consultant will provide a brief written report covering a summary of the status and expenditures associated with each of the tasks described in this scope of work; including highlights of any unusual contractual issues that arise during the reporting period and a listing of approved work that is beyond the boiler plate scope with a determination of who is responsible for the associated additional costs (contractor, project, etc.)

Consultant will schedule monthly progress meetings, which will provide for discussion of progress reports and issues related to (a) this agreement and (b) the construction agreements.

Assumptions:
1. The project monthly report will be provided throughout the contract period.
2. A regular monthly meeting date and time will be established. Meeting date is typically the first week of each month, the same day of the week. i.e., Monday, Tuesday, etc.
3. Written progress reports will be provided to the City at least 5 working days in advance of each progress meeting.
4. City to submit proposed changes/amendments to the monthly progress reports, in writing, to Consultant for its use.
5. Additional project budget expenditures determined to be responsibility of the contractor will be addressed quarterly with adjustments being made to progress payments.

Deliverables:
1. Monthly project progress report.
2. One page summary report.
3. Monthly progress review meetings with minutes/summaries.

1.3 Document Management System

Purpose:

To establish a system for the timely logging, filing, and tracking of project related correspondence to assure timely responses, and provide a record of communications to enable efficient retrieval and establish the chronology of events for use in dispute resolution.

Approach:
Consultant will set up a document tracking system to maintain project files.

Assumptions:
1. Actual logging, filing, and tracking of project information will be performed under separate tasks and subtasks.
2. The Consultant file index will conform to the Caltrans filing numbering system.

Deliverables:
Implementation of a computerized document management system that includes written procedures for use of the project team.

1.4 Public Outreach Strategy

Purpose:
To provide a strategy for dealing with issues related to the impacts of construction on the residential neighborhoods and businesses located adjacent to and within the limits of the project, to respond to public inquiries regarding the project, and to coordinate with the City, law enforcement, emergency services providers, transit agencies, school districts and others as needed regarding construction activities that may impact public safety.

As part of the public outreach effort it is anticipated that the team will conduct public meetings before and during construction. The team will also need to attend local community meetings to provide updates and information as requested.

Approach:
Consultant will develop in conjunction with the City a strategy for neighborhood and local community communication related to construction phase impacts and mitigation.

Assumptions:
Consultant will be responsible for development of the public outreach strategy. However, the City will provide general guidelines for community and neighborhood affairs and dictate protocol as required. The City will be responsible for the review and approval of the overall plan.

Deliverables:
1. Consultant: Draft Public Outreach Strategy memorandum.
2. City: Review and comment on draft Public Outreach Strategy memorandum.
3. Consultant: Final Neighborhood Affairs Strategy memorandum.

1.5 Sub-Consultant Management

Propose:
To coordinate and manage sub-consultant services contracted with consultant. Sub-consultants include inspectors, surveyors, landscape architects, material testing consultants, biologists/archeologist, paleontologist, public outreach, and/or others, as needed.

Approach:
Consultant will coordinate and manage the utilization of sub-consultants for the City in order to comply with the terms of the contract documents and the requirements of regulatory agencies.

At the City's direction, Consultant will negotiate and enter into sub-consultant agreements with select sub-consultants.

Assumptions:
1. The City will retain final approval rights over invoices for City contracted consultants.
2. All costs associated with Consultant's sub-consultant services will be billed to the City in conjunction with Consultant's services on a monthly basis.

Deliverables:
1. Copies of all sub-consultants reports. Original reports will remain with Consultant until project closeout, at which time all originals will be forwarded to the City with the project documentation.
2. Copies of all sub-consultant invoices billed through Consultant.
3. Original invoices reviewed and approved by Consultant for City contracted consultants.

2 – PRE-CONSTRUCTION PHASE SERVICES

Consultant shall provide specialized services during the project pre-construction phase, including the bidding periods of the project. These services are intended to involve the construction manager early in the project and to provide advanced planning for construction phase activities.

2.1 Constructability Review

Purpose:
To provide the City and Consultant with reasonable assurance that project can be adequately constructed as indicated on the Design Plans and to endeavor to minimize contract change orders and reduce the project schedule to the extent possible. To enable changes to be made to the Project Documents by the Design Engineer before the construction contract bids are due.

Approach:
Consultant will perform a constructability review of the project, analyzing the phasing and staging of project construction for conflicts and to minimize the disruption to traffic. Review of the Project Plans (including construction notes), the Project Specifications, Estimates, and applicable permits technical reports for the Project is required for a thorough understanding of the project. The Consultant will also perform an Independent Quantity Take-off of the major items of work on the Project.

Assumptions:
The Project Plans and Project Specifications are essentially complete and ready for advertisement. 90% Plans are a part of Attachment II.

Deliverables:
1. Constructability comments and report for review by the City and Design Engineer. Consultant will provide two (2) copies of the comments and report.
2. The Independent Quantity Take-off with comments and supporting calculations, wet stamped and signed by the Consultant's Engineer in Responsible Charge.

2.2 Pre-construction Coordination

Purpose:
In order to minimize the project construction time there will be a need to have a concentrated effort to do as much work in advance of the contractor moving on site and to coordinate with other projects in the vicinity.

Approach:
The Consultant will coordinate with other agencies, companies, local residents and the contractor to ensure that there are no delays to the start of construction. This will involve close coordination with utility companies to ensure that any relocation work done prior to construction is properly managed. Also, the Consultant needs to assist the utility companies to plan any relocation work scheduled during construction. Once the low bid contractor is selected the Consultant is to work closely with the construction team to ensure that they obtain all necessary approvals, permits, supplies, etc.

Consultant will need to be aware of other public and private construction projects in the vicinity and ensure that there is close coordination between the projects.

2.3 Construction Management Plan

Purpose:
To provide the City and Consultant with uniform procedures and standards for the administration of the construction contract.

Approach:
Consultant will develop a procedures manual that is usable for the construction project utilizing the **Caltrans Construction Management Manual** and portions of the **Local Assistance Manual**. The Manual will be compilation of both manuals, using various parts from both manuals as appropriate and incorporating a section concerning emergencies. The City approved manual will used by the City, as it deems appropriate.

Deliverables:
1. Draft project manual for review by the City. Consultant will provide two (2) copies of the draft.
2. After review and comments, provide two (2) copies of final project manual to the City.

2.4 Contract Bidding Support

Purpose:
To provide support to the City and Design Engineer during the Bidding Phase of the project to ensure bid documents are satisfactory and complete, and selection of the contractor follow proper standards and procedures.

Assumptions:
Design Engineer Consultant will be the main responsible party to support the bidding phase. Consultant will be available as needed to coordinate activities, review documents, provide recommendations and attend meetings during the Bid document preparation and Contract Bidding phase.

Deliverables:
Consultant will:

1. Assist the City to pre-qualify bidders and major sub-bidders, and develop bidder's interest in the project. Assist the County in issuing bidding documents.
2. Attend pre-bid conferences and provide information to bidders regarding City expectations of them throughout the project duration and familiarize bidders with the bidding documents, proposed management techniques and with any special systems, material or methods.
3. Assist the City and Design Engineer with the receipt of questions and timely responses to bidders.
4. Assist in the review and preparation of Addenda to be issued to the Bidders.
5. Assist in the bid analysis including accuracy of bids, identifying the lowest responsible bidder, checking references and other bid forms and make recommendations to the City for the award of contracts and/or reject of bids.
6. Conduct a pre-construction "kick-off meeting" that includes all agencies, utilities, and contractors that will be participating in the Project. Attend any other pre-construction meetings that may be required.

2.5 Local Assistance Documentation/Local Partnership Program Documentation

Purpose:
To assist the City in field observation, testing and preparation of documentation required for compliance with Local Partnership Program Requirements and the Caltrans' Local Assistance Procedures Manual.

Approach:
Consultant in conjunction with the City will review the Local Assistance Procedures Manual to ensure that all contract administration procedures, documentations, and filing systems are in accordance with the Local assistance Procedures Manual, and as required by the Local Partnership Program requirements.

Deliverables:
Individual tasks required for compliance with the Local Assistance Procedures Manual and Local Partnership Program requirement are identified as specific tasks including all required checklist, forms, filing system, procedures for progress payments, change orders, claims, correspondence, as-builts, reporting, permit compliance, permit renewals, final invoicing and claims mitigations and resolutions.

Compliance with the Caltrans Construction Manual, Traffic Manual, MUTCD, ADA Guidelines, Cal OSHA Safety Orders, SWPPP & PMP preparation Handbook, and all Bridge Manuals is also required, as applicable.

2.6 Pre-construction Walk Through

Purpose:
To review, document and agree to the existing conditions of the project site and neighboring area conditions prior to the start of the construction.

Approach:
Prior to the issuance of Notice to Proceed, Consultant, the Contractor, utility company representatives, biologist, archaeologist, and City will walk the entire project and record existing conditions via a written log, still photographs, and videotape where required. Consultant will provide copies of all documentation to the Contractor and City. Consultant will keep documentation originals in the project files until project completion.

Assumptions:
Project walk will not take longer than two days with approximately the same amount of time to log, file and copy the information

Deliverables:
A written log, still photographs and any videotape depicting existing site conditions, as recorded prior to the start of construction.

2.7 Environmental Compliance Prior to Start of Construction

Purpose:
To maintain compliance with permitting agency guidance and Special Provisions. Please see individual permits for more detailed information regarding activities, submittals, and reporting.

Assumptions:
That these activities will occur prior to the start of construction.

Deliverables:

1. Submit to USFWS and CDFW name of Project Biologist(s) at least 60 days prior to project construction start for approval by USFWS and CDFW.
2. Notify permitting agencies of start of construction as per individual permit conditions.
3. Project Biologist shall implement Worker Environmental Awareness Program to educate on-site workers about sensitive environmental issues. Project Biologist shall provide interpretation for non-English speaking workers.
4. Project Biologist shall conduct all pre-construction surveys in accordance with the environmental document, MMRP and permits for Project within their specific survey time frames. This includes least Bell's vireo, nesting birds, burrowing owl and bats.
5. Project Biologist shall oversee delineation of work boundary with appropriate fencing or flagging. Biologist shall determine and clearly delineate avoidance or buffer areas.

6. At least 60 days prior to construction, Project Biologist shall prepare and submit an Aquatic Species Protection Plan to CDFW.

3 – CONSTRUCTION MANAGEMENT SERVICES

Consultant, on behalf of the City, will provide construction management services for administration of the construction contract. Construction Management services will encompass the Quality Assurance and enforcement of all construction contract requirements. It can be expected that the contractor will be working on site 24 hours per day. CM services are to be provided to enforce construction contract requirements.

3.1 Pre-construction Conferences

Purpose:
To provide a forum for all essential project participants to meet prior to the start of work. This meeting will outline the City's administration of the contract, introduction of the participants, and record all comments and questions submitted by the contractor. Provides an understanding of the procedures to be used on the project and what the Contractor can expect from the City and its consultants.

Approach:
Consultant will schedule, prepare the agenda, chair and take minutes of the pre-construction meeting. The meeting will outline project specifics and inform the Contractor of project administration procedures.

Assumptions:
1. The City will provide the meeting venue.
2. The City will assist Consultant in developing the attendee list.
3. Consultant will prepare a draft agenda for City approval prior to meeting.

Deliverables:
1. Written agenda and minutes of pre-construction conference.
2. Electronic copies of pre-construction meeting minutes to the attendees.
3. Review and comment on contractor's base-line schedule.
4. Establish ground rules of coordination & communications with contractor and designer concerning the processing and reviewing of submittals and RFI's.
5. Maintain construction documents per the Local Assistance procedures manual.
6. Enforcement of Labor Compliance Requirements.
7. Enforcement of Quality Assurance Program
8. Completion of all necessary attachments as detailed in Local Assistance Procedures Manual.
9. Discussion of environmental permits requirements.
10. Discussion of water quality requirements.
11. Discussion of utility company requirements.
12. Preparation of invoices for reimbursement.

3.2 Communications and Correspondence

Purpose:
To provide for and/or facilitate effective communications, on behalf of the City and among all stakeholders in the administration of the construction contract.

Approach:
Consultant will obtain all pertinent information as required to develop a project directory of all key personnel and stakeholders working on the project. Consultant will develop a graphic chart indicating the proper flow of correspondence. Consultant will log all information received from the Contractor and others. Lastly, Consultant will prepare and/or forward appropriate responses, obtaining City approval when required.

Assumptions:
1. The Consultant's Correspondence Log will be used for all correspondence received from the City, the contractor and others.
2. All original correspondence will remain with the project files. Only copies will be distributed, with the exception of shop drawing submittals.
3. The Consultant's project files will be turned over to the City upon the conclusion of the project.

Deliverables:
1. Communication flow chart.
2. Written logs of information received from the City, the Contractor, design consultants, biologist, testing firm, citizens and/or others.

3.3 Project Changes and Construction Change Order Management

Purpose:
To review proposed changes to the project and determine if the change is necessary and/or beneficial to the project, and if such changes constitute a change order.
To provide a system for logging and tracking all changes on the project.
To provide the City with assurance that the Contractor is not presenting requests to be paid for additional work included in the original contract.
To assure the City that the associated extra work costs and time extension requests are fair and reasonable to both the City and the Contractor.

Approach:
Consultant will review potential changes to the project for contractual and technical merit, prepare independent cost estimates and schedule analysis of work, discuss proposed changes with City, and negotiate change order costs with the Contractor. Consultant will prepare change orders with all required support documentation for execution by the City. Consultant will keep the City apprised of cumulative changes in the project cost and project duration.
Consultant will negotiate change orders on behalf of the City and will use the following approach in assisting & coordinating the process with the City:

Requests for Changes by the City
1. Consultant will forward a Request for Quote (RFQ) to the Contractor for pricing and stipulation of

proposed time extension, if requested work can be shown to impact the project's critical path. The RFQ shall contain a description of the extra work (normally provided by the Designer) to fairly price the work.

2. Consultant will prepare an independent cost estimate of the extra work.
3. Consultant will review the cost quote from the Contractor for completeness, negotiation cost and time extension requests as required and, obtaining City concurrence throughout the process. Obtain City authorization for proceeding with the change, based on definitive cost and time extension values.
4. Should Consultant and Contractor be unable to negotiate a reasonable price, the City will be consulted prior to directing the work via alternative contract change options such as proceeding on a time and material basis or proceeding by force account.

Request for Changes by Contractor

1. Consultant will review requests of proposed cost and/or time impacts for merit. If Consultant determines the request fails on merit, the contractor will be informed of the reasons why the request is denied. Should Consultant determine the request has merit, Consultant will proceed with steps 2 and 3.
2. Consultant will prepare an independent cost estimate and schedule analysis of the work.
3. Consultant will negotiate extra work cost and time extensions with the Contractor.
4. Consultant will prepare change order documents for approval and execution by the City.

Assumptions:

1. Consultant will have authority to make minor changes to work that it determines to have no cost or time impacts to the construction project.
2. Consultant will be allowed to use their own judgement regarding how best to handle cost negotiations with the Contractor, but will keep the City informed throughout the process.
3. Consultant will prepare official change order documentation to be processed with the Contractor's regulation application for payment.
4. Consultant will transmit electronic copies of change order documentation to the City.
5. Consultant will obtain final approval of all project cost and/or project time changes from the City, and Caltrans prior to authorizing the Contractor to proceed with changes.

Deliverables:

1. Perform quantity and cost analysis as required for negotiation of change orders
2. Analyze additional compensation claims that are submitted during the construction period and prepare responses.
3. Perform claims administration including coordinating and monitoring claim response, logging claims and tracking claim status.
4. Change order documentation ready for approval and execution by the City.

3.4 Monthly Construction Progress Reports

Purpose:

To keep the City apprised of the project status during the prescribed construction period.

Approach:
Consultant will prepare a monthly report that provides construction status to the City and other involved parties. The monthly report shall contain the following:

1. Status of contractor's schedule and what the contractor is doing to maintain or catch up if the schedule has slipped. While the focus will be on critical path items, other items that might become critical will be discussed in the report.
2. Construction and construction manager's costs incurred for the month.
3. Cash flow projections for both the contractor and Construction manager.
4. Identify actual and potential problems associated with the construction project and consult with the Project Manager and design engineer.
5. Evaluate Value Engineering Change Proposals (VECPs) and provide recommendations to the Engineer for acceptance or denial.
6. Potential Issues, pending change orders and executed change orders.
7. Photographs to show construction activities and for clarity regarding special issues.
8. Other information deemed necessary for the City to have a concise understanding of the construction Project.

Assumptions:
The City will assist City in the initial formatting of the first report.

Deliverables:

1. Monthly progress report.
2. One page summary report for distribution to City staff or elected officials.

3.5 Schedule Monitoring

Purpose:
To monitor and review the Contractor's schedule, after acceptance of the baseline schedule, so that the project is not being delayed over issues within the control of the Contractor and ensure project is completed within approved schedule.

Approach:
Consultant will develop procedures, using available software, to review the Contractor's monthly schedule updates for logic, duration, and resource changes. Consultant will notify the Contractor of discovered changes and document the Contractor's response, for the record. Consultant will keep the City apprised of the Contractor's current construction schedule.

Assumptions:
Contract specifications will require the Contractor to use Critical Path Method (CPM) scheduling tools/software.

Deliverables:

1. Consultant will prepare and transmit to the Contractor schedule review comments
2. Monthly review of contractor's schedule updates and provide a summary to City on schedule status

and impact of changes to completion date.

3. Monitor and facilitate utility coordination with various utility companies and the Contractor. Incorporate relocations in the schedule and report any delays and impacts to the completion date.

3.6 Cost Monitoring

Purpose:
To provide the City with a system that is easy to understand and provides up-to-date cost information for making timely decisions.

Approach:
Using a software to generate spreadsheet and graphs for the purpose of monitoring anticipated and actual cost outlays.

Assumptions:
The City will provide direction regarding desired cost monitoring information and report formats.

Deliverables:

1. Monthly cost monitoring reports in a format to be determined.
2. Monthly progress report for the City describing key issues, cost vs. budget status, and schedule status.

3.7 Progress/Coordination Meetings

Purpose:
To provide a forum for the review of the project status, the look-ahead schedule including activity sequence and duration, schedule for delivery of long lead items, outstanding RFIs, submittals, and other project issues.

Approach:
Consultant will conduct weekly progress/coordination meetings, to be attended by the City, the Contractor, Consultant and other invitees. Consultant will request the City and the Contractor to submit agenda items for the meetings. Using the proposed agenda items and agenda items developed in house, Consultant will prepare a comprehensive agenda for the meeting and distribute the agenda to all parties scheduled to attend. Following the meeting, Consultant will distribute meeting minutes, requesting either the concurrence of those who attended, or suggested corrections to the minutes. Minutes will be filed as either approved or amended.

Assumptions:

1. The City's and Contractor's staffs will be able to meet on a regular basis with minimal absences.
2. Meeting will not take place more than once a week or will not last longer than one hour.
3. The Contractor will submit a look-ahead schedule (2 or 3 week) at each meeting.

Deliverables:

1. Agenda with status of open items from previous meetings.
2. Meeting minutes, for review, with action items noted.
3. Amended meeting minutes, if required.

4. Submittal, Issue log, Change Order log and RFI and RFQ working logs.

3.8 Payment Recommendations

Purpose:
To verify that the Contractor's request for payment does not represent more than an amount that is reasonable for the work done on a monthly basis. To prepare progress payment recommendations on behalf of the City for work completed and materials stored on hand (if allowed).

Approach:
Consultant will review and approve the Contractor's monthly progress based on the percentage of work activities complete. Consultant will collect all necessary document needed for reimbursement for LPP grant. The Contractor will submit a certified application for payment to consultant for final review. Once approved, City will review, approve and execute the payment.

Assumptions:
1. The City will make payments in accordance with the contract stipulations and State Law to the Contractor once each month.

Deliverables:
1. Contractor's certified application for payment.
2. Progress payment request documents suitable for approval and execution by the City.

3.9 Safety

Purpose:
To review the Contractor's work site safety and notify the contractor of unsafe conditions, as observed. Implement the Cal OSHA Safety Orders requirements for providing safe work site conditions.

Approach:
Consultant will observe contractors' work area. Contractor is to be informed if unsafe work conditions and/or areas are observed. Immediate shutdown of contractor's work may be required if conditions endanger property and/or life. Random attendance of contractor's tailgate meeting. Consultant will conduct its own bi-weekly staff safety meeting to discuss specific safety procedures and issues relating to current or upcoming construction activities requiring unique safety procedures.

Assumptions:
1. Contract document requires Contractor to submit its safety program and safety officer prior to the start of work.
2. Contract documents or Contractor's safety program requires contractor to submit accident reports.
3. Consultant assumes no responsibility for safety of contractor's work areas.
4. Consultant assumes no responsibility for implementation of Contractor safety program or its construction means and methods.

Deliverables:

1. Accident reports from Contractor.
2. Bi-weekly safety meeting minutes.
3. Copies of safety issues discussed during contractors tailgate meetings.

3.10 Environmental Coordination & Biological Monitoring

Purpose:

To verify the contractor has copies of applicable permits and that the work activities abide by the requirements of the permits granted by regulatory agencies. All permits shall be kept current and renewed prior to expiration throughout the project duration.

Approach:

Consultant will review and enforce requirements stipulated in permits issued by regulatory agencies. Consultant will mobilize the services of its sub-consultant for Biological Monitoring who will provide a certified Biologist (Monitor).

Assumptions:

1. All permits will be provided to Consultant for review.
2. All permits will be included in the contract documents.
3. Project Biologist will ensure compliance with permits and Stewardship Section of the project's Special Provisions.
4. A certified Biologist will be provided by Consultant's sub-consultant. This Biologist shall be knowledgeable and experienced in biology of wildlife resources present at the Project.
5. The USFWS must approve the Biological Monitor. Biological Monitor will be responsible for oversight of Programmatic Biological Opinion for any listed or protected species within or adjacent to the PROJECT site.

Deliverables:

The Consultant's sub-consultant Biological Monitor will:

1. Develop a Worker Environmental Awareness Program. Each employee (including temporary, contractors, and subcontractors) will receive a training/awareness program. Interpretation for non-English speaking workers will be provided. They will be advised of the potential impact to the listed species and the potential penalties for taking such species. At a minimum, the program will include the following topics: occurrence of the listed and sensitive species in the area, their general ecology, sensitivity of the species to human activities, legal protection afforded these species, penalties for violation of Federal and State laws, reporting requirements, and project features designed to reduce the impacts to these species and promote continued successful occupation of the project area environs. Included in this program will be color photos of the listed species, which will be shown to the employees. Following the education program, the photos will be posted in the resident engineer's office and contractor's office, where they will remain throughout the duration of the project. The RESIDENT ENGINEER, CONTRACTOR, and USFWS-approved biological monitor will be responsible for ensuring that employees are aware of the listed species.
2. Ensure that ESAs will be designated by erecting protective fencing delineating the project impact boundary and sensitive habitats and that this barrier fencing will be constructed in such a way as to restrict the

movement of fauna into impacted areas but not trap wildlife within project construction area. Be present for all ESA fence construction. Inform all parties associated with this project to strictly avoid these areas and that no construction activities, materials, or equipment will be permitted in the ESAs. ESA fencing shall be monitored daily.

3. Relocate any specified animals using traps or other methods acceptable to the USFWS if necessary. Relocation sites must be identified by the USFWS.
4. Be present at all pre-construction and pre-grade meetings and on site during vegetation removal.
5. Will have the authority to halt all associated project activities that may be in violation of any biological opinion. In such an event, the biologist will contact the USFWS within 24 hours.
6. Monitor that the construction work areas are delineated and marked clearly in the field prior to any habitat removal, and the marked boundaries are maintained and clearly visible to personnel on foot and heavy equipment operators. Shall strictly limit contractor personnel from activities and vehicles outside the proposed project areas, staging areas, and routes of travel.
7. Monitor construction to ensure that vegetation removal, Best Management Practices (BMPs), ESA fencing, and all avoidance and minimization measures are properly constructed, maintained and observed.
8. Monitor that all equipment maintenance, cleaning, staging, and dispensing of fuel, oil, or any other such activities, will occur in designated upland areas 50 feet from any channel. The designated upland areas will be located in such a manner as to prevent any runoff from entering waters of the United States, including wetlands.
9. Monitor that the typical erosion control measures, BMPs, in the vicinity of streams will be employed in accordance with the conditions in the 401 Water Quality Certification requirements of the Regional Water Quality Control Board.
10. Monitor the restriction of the use of invasive exotic plant species in landscaped areas adjacent to or near sensitive vegetation communities. In compliance with Executive Order 13112, impacted areas will be revegetated with plant species native to the area.
11. Monitor that all construction equipment will be inspected and cleaned prior to use in the proposed project footprint to minimize the importation of non-native plant material per the Vehicle Equipment Treatment Plan. Also monitor/verify that all mulch, topsoil and seed mixes used during post construction landscaping activities and erosion control BMPs will be free of invasive plant species propagules. Ensure that a weed abatement program will be implemented should invasive plant species colonize the area within the project footprint post-construction per Weed Abatement Plan.
12. Monitor that no off-road vehicle activity from construction personnel or other persons affiliated with the project will occur outside of the project footprint.
13. Monitor that the all trash will be placed in covered containers and removed from the site daily.
14. Monitor that no pets or firearms will be permitted inside the project's construction boundaries or other associated work areas.
15. Monitor least Bell's vireo and other bird species per Nesting Bird Management Plan and Burrowing Owl Protection Plan.
16. Biologist shall ensure that Environmental Commitments Record (ECR) activities are conducted, and assist CONSULTANT in filling out ECR.
17. Monitor that all soil/rock removal and storage activities will be restricted to the project footprint, including staging and detour locations, and that no activities will be authorized that extend beyond the boundaries of the project footprint.
18. A Paleontological Mitigation Plan has been prepared for Project. A paleontological monitor will monitor

all subsurface-disturbing activities during construction. The Monitor will attend the preconstruction meeting. Monitor will provide paleontological resource awareness training prior to construction for one hour. A final summary report shall be prepared by monitor.

19. Monitor that proper signage be implemented to advise motorists that the vehicle speeds on unpaved construction access roads will be restricted to a maximum of 25 MPH Speed limits must be reduced to 5 MPH within wildlife corridors during nighttime construction.
20. Monitor that all culverts, bridges, and associated water passage structures will be maintained such that water and sediment may pass between upstream and downstream locations and so as not to block the passage of wildlife.
21. Bat Surveys: CDFW approved biologist will conduct an additional nighttime survey during June-August. Results of the survey will be submitted to CDFW for review. If a maternity colony is discovered biologist will develop measures and buffers to be submitted to CDFW for review and approval. A Bat Avoidance, Monitoring, and Protection Plan will be prepared that details these measures and buffers, among others detailed in the 1600 permit. Included in these measures will be the inspection and removal of swallow nests in the fall to prevent bats from wintering over in them. Biologist shall oversee the removal of mature trees and snags by the two-step process.
22. Biologist shall monitor construction and removal of water diversion in accordance with Avoidance Management Plan for Santa Ana Sucker (SAS). Biologist shall be certified to handle and preserve SAS.
23. At the end of each work day, biologist or designee shall oversee the securing of all open trenches so that animals are unable to enter and become trapped.
24. Monitor is to ensure compliance with any U.S. Army Corps of Engineers (USACE) 404 permit authorization, California Department of Fish and Wildlife 1600 permit, 408 permit from San Bernardino County and USACE and the California Regional Water Quality Control Board 401 permit.
25. Monitor shall wear Class II or Class III safety vest and hard hat at all times on the job site and shall be aware of the location of all heavy equipment in the vicinity as they may not be visible to the equipment operator.
26. All materials submitted will become the property of the COUNTY.

3.11 Neighborhood Communication/Public Information

Purpose:
To provide an efficient means for keeping traveling public, adjacent residents and businesses appraised of the work activities they will encounter during construction. To provide a local contact telephone number that residents and businesses may contact to pose questions and discuss concerns.

Approach:
Using the Neighborhood affairs strategy memorandum, developed per Section 1 of this scope, Consultant will prepare “Dear Neighbor” letters and door hangers as a means to communicate with adjacent residents and businesses. Attending and facilitating public meetings, responding to citizens and business owner’s inquiries. Working with the City’s Communications Department.

Assumptions:
All information for public use is to be reviewed for concurrence by the City and provided to the County as requested.

Deliverables:

1. Attend Neighborhood/Business meetings on an as needed basis.

2. Minutes of any meetings listing questions posed by residents and business owners.
3. Work progress flyers (Dear Neighbor letters).
4. Door hangers if not provided by the Contractor.
5. Local contact number for CONSULTANT.
6. 24-hour hot line
7. Installation of a construction site video camera
8. Project web page maintenance and updates including current schedule, progress updates, costs, public meeting information, camera feed, and project exhibits
9. Provide Draft "Friday" report items to the COUNTY and draft news releases as needed.
10. Coordinate with CHP, law enforcement, emergency services, etc. regarding construction activities that may impact public safety.

3.12 Traffic Control and Signal Timing

Purpose:
To provide an efficient means for keeping traffic flowing through the site to adjacent residents and businesses during construction.

Approach:
Using a Traffic Engineer, Consultant will provide the necessary expertise to evaluate and modify permanent and temporary traffic controls, including signal timing as necessary to ensure the safe and efficient handling of traffic through the project site. Work with the City engineering office.

Assumptions:
Any City desired changes to the traffic handling will be communicated to Consultant in a timely manner. Any Contractor desired changes to the traffic handling plans will be handled per Section 3.3 of this scope and require City concurrence prior to implementation.

Deliverables:
1. Monitor, review and provide recommendations for modifications to traffic handling during the course of construction.
2. Work with the City to implement those signal timing charts, if needed.

3.13 Submittal Management and Review

Purpose:
To provide an efficient means of processing and reviewing submittals, including working drawings, shop drawings, product data, sample and other items furnished in accordance with Sections 5-1.02 and 5-1.02A of the State Standard Specifications, from the Contractor and forwarding applicable submittals to the Project Designer as may be appropriate.

Approach:
Consultant will develop a comprehensive submittal list for distribution to the Contractor and the Designer. Consultant will update and submit status submittal logs for review at each coordination meeting. Consultant

will work with the Contractor and Designer (where applicable) to encourage timely submission, review and approval of submittals as outlined in the Contract Documents, prior to inclusion of submitted materials in the progress of the work. In addition, Consultant will perform the engineering reviews and approvals for working drawings and calculations provided by the Contractor in accordance with Sections 5-1.02 and 5-1.02A of the State Standard Specifications and within the review timeframes as specified in the applicable sections of the contract documents and specifications. The following steps will be taken in reviewing the Contractor's submittals:

1. Log all submittals by Specification Section.
2. Ensure that the Contractor has provided a complete submittal, coordinated with the work of other trades, and that all deviations have been noted. Submittal is returned to the contractor if it is not complete.
3. Construction Manager reviews submittal for general compliance with the specification.
4. Applicable Submittals are forwarded to Designer for formal review. Submittal status is logged.
5. Submittals sent to Designer are returned to Consultant. Submittal status is logged.
6. Consultant to perform engineering review of submittals consisting of working drawings and calculations furnished in accordance with Sections 5-1.02 and 5-1.02A of the State Standard Specifications. Such submittals shall be reviewed and approved by Consultant's Resident Engineer in accordance the above sections, other applicable sections of the State Standard Specifications and the Caltrans Inspection Manuals for the associated work (i.e. Falsework, Prestressing, Trenching and Shoring, etc.).
7. Approved submittals are returned to the Contractor for use in work. Submittal status is logged.
8. Consultant to inform Contractor if a re-submittal is required.

Assumptions:

1. Consultant will not be responsible for errors or omissions in submittal lists.
2. Coordination and submission of submittals in accordance with requirements of the contract is the responsibility of the Contractor.
3. City will provide a listing of submittals to be reviewed by the Designer or others including City staff.
4. Consultant will not make an exhaustive review of Contractor's submittals except as noted above.
5. Consultant will forward to the Designer all submittals designated by the City to be reviewed and approved by Designer. These submittals are typically for pre-manufactured materials and assemblies specified in the Contract.

Deliverables:

1. Submittal status log.
2. Check Calculations, where required.
3. Copy of all approval letters, approved working drawings, submittals and final submittal log.
4. Request for Information (RFI) Management

3.14 Request for Information (RFI) Management and Review

Purpose:

To provide an efficient means of processing Requests for Information (RFIs) submitted by the Contractor. The efficient management of RFIs permits timely communication between the Designer and the Contractor.

Approach:

Consultant will receive, log and review all RFIs for completeness and verify the question is reasonable and understandable. Consultant will provide a short technical review of the RFI to determine if the issue is addressed adequately in the contract documents. Consultant will return the RFI if the question is unclear or, in the opinion of Consultant staff, the answer is contained in the contract documents, noting where the requested information can be found in the contract documents. Consultant will track RFIs, using the software similar to Expedition, and facilitate the timely response from the Designer.

Assumptions:
The Designer will respond with an answer to all RFIs within the contract stipulated time period for response. E-mail will be used to forward RFIs to the Designer and return responses to the Contractor, with original documents to follow.

Deliverables:
1. Comprehensive log of all outstanding RFIs and their status.
2. Prepare responses to RFI's related construction issues
3. Transmit design related RFI's to design engineer and copy City Project Manager.
4. Conduct meetings with the Contractor and other parties as needed to discuss and resolve RFI's.

3.15 Document Management

Purpose:
To provide the City with an electronic means of tracking all documents exchanged between the parties involved in the construction of the project.

Approach:
Consultant will File Index modified to conform to the Caltrans filing system to log all documents in the project field office. Documents will be scanned into the document control system and attached to the file index categories. All documents will be filed as an electronic file and hardcopy.

Deliverables:
1. Comprehensive logs of all documents in the project files (electronic and hardcopy). Electronic files shall not require special software to read or access.
2. All hardcopy project documents exchanged on the project between the various parties.
3. Establish and process project control documents to include:
   - Daily inspection and Resident Engineer's diaries
   - Weekly Statement of Working Days
   - Monthly progress report and monthly progress pay estimate
   - RFI's, Submittals
   - Correspondences with Contractor, Caltrans, Permitting Agencies, Utility Companies, Regulatory Agencies, and other stake holders
   - Survey requests and survey notes
   - Materials receipts, materials testing results, and certificate of compliance
   - Mix designs

3.16 Review Certified Payrolls

Purpose:
To verify the Contractor provides certified payroll reports in conformance with the provisions of the contract and applicable State Law. To verify the certified payroll reports contain information required by the Labor Code.

Approach:
Consultant will receive and review certified payrolls from the Contractor and each of its subcontractors. Consultant will check for the "Statement of Compliance" from the Contractor and/or subcontractors, and spot-check wages for each classification of laborer or craftsperson. Consultant will notify the City and the Contractor of all discrepancies and/or errors and request a corrected Certified Payroll.

Assumptions:
1. Consultant will conduct employee interviews, for the purpose of verifying payment of prevailing wages. Consultant will perform a minimum of one interview per trade, per contractor per month.
2. Consultant will not be held responsible for enforcement of the Labor Code.
3. Consultant will maintain a weekly list of subcontractors working on the project.
4. Consultant will not be responsible for identifying every worker on site.

Deliverables:
Hardcopies of the Contractor's certified payrolls maintained in the project files.

3.17 Storm Water Pollution Prevention Plan (SWPPP)

Purpose:
To protect the City from potential fines from regulatory agencies by monitoring contractors' activities regarding pollution prevention controls and/or activities for general compliance with the contractor's SWPPP Best Management Practices (BMP).

Approach:
Consultant will observe the contractor's work area for general compliance with the SWPPP Best Management Practices (BMP) and notify the contractor if the pollution prevention controls are not in accordance with the SWPPP. Failure to revise and correct conditions will be cause to have the City take corrective action. Immediate shutdown of the contractor's work may be required, if conditions are in non-compliance with the SWPPP or other permit conditions.

Assumptions:
1. Consultant will not provide full time inspections of contractor's work areas for compliance with the contractor(s) SWPPP and BMP.
2. Consultant will not be responsible for contractor(s) means and methods for complying with the BMP listed in the SWPPP.
3. Consultant will not be responsible for costs incurred by the contractor(s) for its failure to comply with its SWPPP.
4. Consultant will document site conditions with respect to SWPPP and BMP weekly and maintain a separate file for said reports.

Deliverables:

Contractor(s)' SWPPP monitoring reports and Consultant documentation of site conditions kept in project file for the record.

4 – CONSTRUCTION INSPECTION SERVICES

4.1 Inspection and Documentation

Purpose:
To provide the City with documentation of construction activities, duration of activities, manpower and equipment allocation, inspections, and work conditions.

Approach:
Consultant will provide experienced and qualified inspectors acceptable to the City. Inspectors will document the Contractors' daily activities, manpower loading, on-site equipment and items considered pertinent to the project. Construction contractor may be working on site 24 hours per day. CM services are to be provided to enforce the construction contract requirements.

Consultant will coordinate and manage the utilization of Consultant's inspectors for the purpose of providing daily inspections and/or special inspections as deemed necessary and beneficial for proper completion of the project, or, at the City's direction, Consultant will negotiate and enter into sub-consultant agreements with qualified inspectors including special inspectors, as needed and defined in Task 1.5.

Assumptions:
1. Consultant shall provide inspectors who are experienced and qualified for the inspection required.
2. All inspections will be within the project limits.

Deliverables:
1. The Inspectors will ensure compliance with all aspects of this construction contract by continuously monitoring, evaluating, approving or rejecting the contractor's work in accordance with the approved construction contract and Caltrans requirements.
2. Consultant Inspector's daily and/or special inspection reports maintained in the Consultant project files and turned over to the City at the completion of the project. Copies of these daily reports will be submitted on a weekly basis or upon request.
3. Take and maintain digital photographs and videos as necessary to provide documentation of construction activities. All photos will be logged, dated and kept at the field office in a bound folder (hard copies and CD copy).
4. Verify field measurements for compliance with contract plans and specifications and provide quantity calculations for progress payments.
5. Continue to update an As-Built set of plans and review contractor's marked set.
6. Conduct weekly project meetings, prepare and distribute to all designated parties.
7. Review the updated construction schedule and maintain record.
8. Review laboratory, shop and mill test reports of materials and equipment, and coordinate with design engineers as required, to ensure compliance with contract and Caltrans requirements to guard against defects and deficiencies in the project work.
9. As appropriate, require special inspection or testing, or make recommendations to the City regarding special inspections or testing of work not in accordance with the provisions of the contract documents

whether or not such work is fabricated, installed or completed. Subject to review by City and/or Caltrans, Inspector may reject work which does not conform to the provisions of the contract and approving agencies.

10. Establish and process job control documents including:
    - Daily inspection diaries
    - Weekly Resident Engineers News Letter
    - Monthly construction progress payment
    - Request for information
    - Survey requests
    - Materials receipts
    - Weigh master certificates
    - Materials submittals
    - Weekly statements of working days
    - Construction change orders
    - Review of certified payrolls

4.2 Materials Testing, Construction Testing & Quality Assurance Program (QAP)

Purpose:
To provide project site and laboratory testing of construction materials used in the project for the purpose of determining quality and acceptability of materials and workmanship incorporated into the project and in compliance with the contractor documents.

Approach:
Consultant will coordinate and manage the utilization of the materials and testing laboratory for the purpose of providing laboratory and field-testing of materials in accordance with test methods and frequencies specified in the contract documents, as required by the California Test Methods, and Caltrans' Quality Assurance Manual.

Assumptions:
1. Consultant shall provide material testers and laboratory technicians who are experienced and qualified for the inspection required.
2. Consultant will ensure the implementation of the Quality Assurance Program for source inspections, materials acceptance, and special inspections as required by the contract.
3. All material testing, materials acceptance and special inspections will be within the project limits or as required by the contract.
4. Contractor must formally request testing in writing. If no formal request is made (at what time), the CM will ensure the contractor will stop the effected work until testing is complete and materials are deemed acceptable.

Note: City may, if they choose, perform part or all of the materials testing.

Deliverables:
1. Laboratory test reports maintained in the Consultant project files and turned over to the City at the completion of the project.

2. Summary sheet of all test reports submitted by others to substantiate compliance with contract documents.
3. Summary sheets of all Certificates of Compliance or source release tags furnished by the Contractor along with the applicable delivered materials at the job site.
4. Testing summary sheets.
5. Coordinate source inspections and special inspections as required by the contract document and the Quality Assurance Program.

4.3 Surveying

Purpose:
To provide construction survey staking services for the construction of storm drains, curb & gutters, other utilities, street sections, sub-grades, bridges, walls and for monitoring settlement and other appurtenances as may be required for completion of the Limonite Gap Closure Project.

Approach:
Consultant will manage all survey staking services necessary for the construction of this project. Consultant will review contractor's survey staking request for completeness and adherence to the boiler plate of approved survey activities (including interval spacing) and schedule survey staking in a timely manner.

The survey staking services shall conform to Section 11 "Engineering Surveys" and Section 12 "Construction Surveys", both of the Caltrans Survey Manual, the Land Surveyors Act and the following requirements:

1. Responsible Charge for the work shall reside with a Registered Civil Engineer possessing a license issues prior to January 1, 1982, or a licensed Land Surveyor, issued by the State of California.
2. Construction staking shall begin no later than two working days after the initial request is made through the Consultant's Resident Engineer and received by the Land Surveyor; working days will be determined by the Land Surveyor's standard work week.
3. Consultant will ensure that all survey-staking services are coordinated to meet the contractor's operations schedule; staking requests are submitted and reviewed in a timely manner. Any penalties associated with time delays that are a result of a failure to provide approved staking requests to the Land Surveyor in a timely manner will be borne by the Consultant.
4. Consultant will provide field office support and office space to the survey crews and check field staking notes after staking.
5. Consultant survey staking sub-consultant, if required and approved by the City, shall provide all labor, tools, equipment and other miscellaneous items necessary to perform their work, and providing one set of construction stakes as required by the construction contract.

Note: City may, if they choose, perform part or all of the surveying tasks.

Deliverables:
1. Maintain log of construction staking requests.
2. Maintain a construction-staking plan set in the field office for review, reference, and document any as-built changes.
3. Maintain files of all field notes for review and reference.
4. Limits of clearing and grubbing will be flagged at 100-foot intervals.

5. Slope Stakes will be placed at 50-foot intervals. Rough grade will be staked at all grade breaks and at 50-foot intervals. Slope stakes will be provided for roadway.
6. Finished grading stakes will be provided at all grade breaks and points of curvature (BC, EC, PRC, PCC, etc.) with curb and gutter stakes placed at 25-foot intervals, and edge pavement stakes placed at 50-foot intervals. Additional stakes at intermittent intervals can be provided where project conditions require, such as tight radius curves, etc.
7. Utilities will generally be controlled by adjacent construction staking or adjacent facilities with the Land Surveyor providing staking of project features and/or project right-of-way in the vicinity of the utility in question. Storm drains will be staked at 50-foot intervals. Water and sewer lines, when required, will be staked at grade breaks, angle points, appurtenances (valves, crosses, ends, etc.) and at 50-foot intervals; 25-foot interval spacing will be used when the grade is less than 0.3 percent. Stakes will be provided at the ends of pipes (with a corresponding "Line Only Point" stake) and at appurtenances, Drop inlets shall be staked with two 5-foot offset stakes parallel to curb, showing offset to curb line; the local depression is the contractor's responsibility.
8. Retaining walls, bridge abutments and bents: one set of stakes will be provided for bridge construction as follows: At each abutment, pier or bent the corners of each footing will be staked, and three stakes will be provided: One stake will be provided at the intersection of the control line and abutment/bent/pier centerline. The other two stakes will be placed on the centerline of the abutment/pier/bent, one on either side of the structure, offset as requested by the Contractor. Approach slabs will be established at limits of slabs, with one set of stakes to offset requested by the Contractor. Retaining wall staking will be provided at not less than 20- foot intervals, or exceed 50-foot intervals. The Contractor shall provide retaining wall intermediate staking and additional survey controls as required to construct the structure to the grades and tolerances required by the Standard Specifications and Special provisions.
9. Other improvements such as permanent delineation, signs, lighting, signals, traffic detector loops, guard rails, etc., will be staked by the Construction Engineer.
10. Monuments established by the Consultant shall be marked by the Consultant with State furnished disks, plugs, or tags. In addition, the Consultant shall identify Consultant established monuments by tagging or stamping the monuments with the license or registration number of the Consultant's surveyor who is in "responsible charge" of the work. Replacement of Survey monuments shall be the responsibility of the Consultant. All new monuments shall be set in accordance with current Caltrans, City and Land Surveyors Act requirements.

4.4 Review and maintain "As Constructed Schedule"

Purpose:
To track contractor's progress during construction of the project.

Approach:
Consultant will use the daily inspection reports prepared by Consultant inspectors, the contractors' schedule, site observations, and other sources of information, to track and document the contractor's actual progress. The contractor's baseline critical path schedule or most recent accepted update will be used as a basis for comparing planned versus actual progress. The CPM software described in Section 2 will be used to track the contractor's progress and build a schedule based on the contractor's activities.

Assumptions:

Monitoring will be on a continuous basis and the "as constructed" schedule will be updated monthly.

Deliverables:
An "As Constructed Schedule" with one electronic file (readable by software used by the City) and one hardcopy.

4.5 Maintain Photographic and Video Records of Construction Progress

Purpose:
To provide the City with a photographic record of the project, before, during and after construction.

Approach:
Using digital photography, and construction video recording cameras, Consultant will record the Contractor's progress during construction on a daily basis or otherwise as approved by the City. Care will be taken to record all items and/or conditions that have or may have a bearing on claimed extra work. Still photographs will be labeled with captions indicating subject matter, date taken, and any description required to further clarify the item/issue being photographed.

Deliverables:

1. A detailed photographic history of all phases of the project will be maintained in an album and the photographs will be indexed for ease of retrieval. Each photograph will be labeled as to location, direction of view, date, time, and description of work. Photos will include, but not be limited to, the following:
   - Showing existing conditions prior to construction
   - When opening or changing a detour
   - Barricade placement
   - Disputed work item
   - Work that has to be duplicated, replaced or removed
   - Completed work
   - Extra work
2. Construction video cameras, with pan, zoom, tilt capabilities are to be installed prior to construction start and maintained throughout the project. One camera in each quadrant of the bridge shall be place so as to capture the widest range of activity and clearest views of the project to the extent possible. Cameras may be required to be relocated as project phase's change. Coordination with City to provide live video feed via the City web site is required. Consultant is for an appropriate power source for the cameras. Solar power may be considered.

4.6 Review and Maintain "As Built" Drawings

Purpose:
To provide the City with accurate record drawings for the project.

Approach:
Consultant will monitor the contractor's required record drawings on a monthly basis. In addition to monitoring the contractor's drawings, Consultant will maintain a copy of the contract plans for the project. Consultant will ensure that items that may not normally be shown on the contractor's set of record drawings, but are of importance to the City are included in the as-built drawings. This information is not necessarily construction

related, but is project related and may be important in future maintenance and/or construction projects.

Assumptions:

1. Contract documents will require contractor to prepare redline as-built drawings to reflect as- built conditions during the course of construction.
2. The Consultant will be responsible for ensuring the contractor maintains red line changes and will be responsible for making redline changes to one complete set of plans.
3. Consultant will assist in answering questions regarding the red line drawings, providing sketches or other clarifications to the design engineers for preparation of final as built record drawings.

Deliverables:
One set hard copy and PDF of marked up contract drawings. This set will be in addition to the contractor's marked up set of contract findings.

4.7 Final Inspection and Punch-list

Purpose:
To identify elements of construction requiring correction prior to final acceptance by the City.

Approach:
Consultant will perform a project inspection of the completed construction following substantial completion. During the inspection, the Consultant will develop a list of contract work requiring correction or rework. The written list of deficient work (punch-list) will be delivered to the City and Contractor within three (3) working days of the final inspection. The final punch-list will include items to be corrected that were identified previously during the course of construction.

Assumptions:

1. The City will identify any key City staff or other agency personnel to be included in the final inspection.
2. Consultant will contact and schedule all required final inspection personnel 48 hour prior to the final inspection.
3. Consultant will prepare the final punch-list.

Deliverables:
Final punch-list

4.8 Final Acceptance – Punch List Assistance

Purpose:
To provide the City with reasonable assurance that the work of the project has been completed in compliance with the general intent of the contract documents.

Approach:
Consultant will coordinate a walk-through with the City, the Designer, and the Contractor. Consultant, with assistance from the City and the Designer, will prepare a punch list indicating all deficiencies and/or omissions

noted in the walk-through. Consultant will then forward the punch list to the Contractor for correction of the work in accordance with timelines defined in the contract. Consultant, in conjunction with the City, will inspect items on the punch list once the Contractor has notified the Consultant that the work is complete. Completed items on the punch list will be signed off by the Consultant. Upon completion of the punch list work the Consultant will notify the City that the work is complete and forward a copy of the completed punch list.

Assumptions:
Consultant will provide a preliminary punch list of outstanding work items to the Contractor. Consultant will ensure all punch list items are completed prior to requesting a final walk- through from the City and the Designer.

Deliverables:
Completed and signed-off punch-list submitted to the City with the closeout documents.

5 – CONSTRUCTION CLOSEOUT ACTIVITIES

5.1 Contract Closeout

Purpose :
To provide the City with final closeout documentation, including any permit and grant completion documents.

Approach:
Consultant will turn over all project files, contract correspondence and documents including final logs at time of project completion.

Assumptions:
City will file final Notice of Completion and Acceptance of Work.

Deliverables:

1. Notice of Completion form for City.
2. Notices of Completion for any Permits, including “duplicate” permits for project and documentation showing the NOC has been recorded.
3. Preparation of supporting information for NOC.
4. Copy of the Contractor’s performance bond, good for the warranty period.
5. Final project documentation in accordance with the requirements of the Caltrans local assistance manual and LPP Grant requirements.

5.2 Project As-Built Drawings

Purpose:
To provide the City with accurate record drawings indicating all changes and as-built conditions.

Approach:

In addition to monitoring the Contractor's record drawings, Consultant will maintain a copy of up-to-date contract plans for the purpose of aiding the Designer in final review of the record drawings.

Assumptions:

1. The Contractor will be responsible for preparing the record drawings in both reproducible and electronic formats.
2. Consultant will assist the Designer in review and final approval of the as-built record drawings.

Deliverables:

One set of contract drawings indicating recorded changes to the contract, as maintained by Consultant. This set will be in addition to the Contractor's marked up set of contract drawings. Provide one copy of the revised Mylar drawings. The design consultant will prepare the record drawings for the project.

5.3 Final Project Report

Purpose:

To provide the City with a written history of the construction contract. The contents of the final report are to fulfill federal requirements for federal financial participation.

Approach:

Consultant will review the project documents and prepare a written report for the City. As a minimum, the report will include the following:

1. Names of all organizations involved with the Projects, i.e. City, construction manager, contractor and any other parties that may have a significant part in the construction of the projects.
2. Chronological history of the construction effort, to include all significant dates.
3. Contract amounts at bid time with all other bids in tabular form.
4. Change order history, to include summary statement about each change, negotiated cost of each change and other information deemed necessary by Consultant and the City's Project Manager.
5. Summary of Requests for Information, in tabular or matrix form.
6. Summary of outstanding claims not resolved when the notice of completion is filed.
7. Summary of final contract amount.
8. Summary of reimbursement request and reimbursements for any associated grants.
9. Project photographs.
10. "Lessons learned"

Deliverables:

One hard copy and one electronic file.

5.4 Final Payment, Final Report of Expenditure Checklist

Purpose:

To provide the City with the final contract cost and final balance due the Contractor. Also prepare Report of Expenditure Checklist for reimbursement including all necessary attachments.

Approach:
Following completion of the contract work, Consultant will, in accordance with the Designer, determine the final quantities and cost of all outstanding unit price work and all outstanding approved change order work. Consultant will prepare for the City andthe Contractor, a final balancing change order quantifying the final contract amount. Contractor will include amount of final balancing change order in submission of last certified application for payment, submitted to Consultant. Once approved, Consultant will forward application for payment to the City for final approval and processing.

Assumptions:

1. There are no outstanding issues or claims.
2. The City is responsible for filing Notice of Completion and addressing all subcontractor claims prior to release of final payment.

Deliverables:

1. Final Pay Estimate including finalized bid items, claims, change orders, punch-list items, and corrected shop drawings.
2. Contractor's last certified application for payment with application certificate.
3. Report of Expenditure Checklist with attachments
4. Grant final report including all attachments.

5.5 Audit Support

Purpose:
To assist City during any future audits of the project.

Assumptions:
City may be audited one or more times following project close-out. The City will issue a future task order to pay for support services during any such audits, should they request these services.

Deliverables:
Consultant will participate in the audit process at the City offices and provide any and all documentation from the project as requested by the auditors, and attend meetings as needed.

6 – Field Office and Employee Equipment

The Construction Contractor will provide a construction trailer/office facility with sanitary facility, water supply, and air conditioning for the use of CM/Consultant staff and provide venue for weekly construction progress meetings, coordination meetings with local agencies, utility companies, local businesses, residents and other stake holders. Supplies to be provided by the contractor include furniture, phones, computers, fax machine, Internet services, copying/reproduction machine, file cabinets, and site safety equipment required for field staff to perform their work.

EXHIBIT "B"
COMPENSATION

SEE ATTACHED

Cost Proposal

City of Eastvale

Limonite Gap Closure Project Construction Management Services

December 13, 2021

Project Schedule	2022												2023							
	Jan	Feb	Mar	Apr	May	Jun	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	July	
Calendar days	31	28	31	30	31	30	31	31	30	31	30	31	31	28	31	30	31	30	31	
Work days	21	20	23	20	22	22	20	20	21	20	20	20	21	20	22	20	22	22	20	
Award Contract to FALCON -NTP May 2022																				
Constructability Review "During Bid advertisement"																				
Advertise- Award & NTP/ Pre-Const (1/15/2021 to 5/31/2021)	1	2	3	4	5	6														
Construction Stage Must Start by (7/1/2021 - 6/301/2022) 12Months							1	2	3	4	5	6	7	8	9	10	11	12	13	
Construction Stage "Accelerated Schedule" (7/1/2021 - 3/31/2022) 9Months							1	2	3	4	5	6	7	8	9	10	11	12	14	**180WD**
Post Construction (7/1/2023 -7/31/2023) or ***(4/1/2023 - 4/30/2023)***																				

Estimated Fees			Jan	Feb	Mar	Apr	May	Jun	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	April	May	Jun	July	**Total Hours 9Months**	
Description	***Name***	Hourly Rate	Advertise/Award/PreConst					Construction Stage															***Total Cost (9M)***
Principal-in-Charge	Wael Faqih, PE	$378.57																				0	$ -
Construction Manager Claims Specialist	Ashraf Mohamed, PE	$250.00						40	100	100	100	80	80	100	100	100	100	100	100	100	40	900	$ 225,000.00
Lead Construction Inspector	Ahmad Faqih, PE	$240.00							100	100	100	80	80	100	100	100	100	100	100	100		860	$ 206,400.00
Roadway Construction Inspector	Tim Dexter	$177.03																				0	$ -
Roadway Construction Inspector	Ahmed Hamasha	$205.00							168	168	168	168	168	168	168	168	168	168	168	168		1,512	$ 309,960.00
Electrical Inspector/Scheduling/Labor	Moh'd Khalaileh, PE	$240.00															40	40	40	40		40	$ 9,600.00
Electrical Inspector	Salvador Orozco	$204.26														40	40	40	40	40		80	$ 16,340.94
Electrical Inspector	Awwad Kaddah	$186.23																				0	$ -
Landscape Architect	Charles Lamb, RLA	$186.00															80	80	80	80		80	$ 14,880.00
Construction Surveyor	Bill Henry, PLA	$205.00							80	80	80	80	80	80	80	80	80	80	80	80		720	$ 147,600.00
Technical Support	Tariq Malik, PE	$250.00													20	20	20	20				60	$ 15,000.00
Technical Support	Juan Rojas, PE	$250.00																				0	$ -
Public Outreach	Dennis Green	$200.00																				0	$ -
Public Outreach	Sami Faqih	$205.00							40	40	40	40	40	40	40	40	40	40	40	40		360	$ 73,800.00
Public Outreach	Kevin Mindreau	$108.94							40	40	40	40	40	40	40	40	40	40	40	40		360	$ 39,218.26
SWPPP/Safety	Dion Castro, ToR	$210.00							40	40	40	40	40	40	40	40	40	40	40	40		360	$ 75,600.00
Asst. Resident Engineer/Office Engineer	Zaid Afanan, PE	$220.00							80	80	80	80	40	40	40	40	40	40	40	40	40	520	$ 114,400.00
Asst. Office Engineer	Rhoda Abouazra	$136.00																				0	$ -
SUBCONSULTANTS - ADDITIONAL RESOURCES																							$ 1,247,799.20
Structures Representative/Inspection	Danken	$450,000.00							168	168	168	168	168	168	168	168	168	168	168	168		1512	$450,000.00
Environmental	Wood	$70,000.00							40	40	40	40	40	40	40	40	40	40				360	$70,000.00
Materials Testing	Converse Consultants	$120,000.00							100	100	100	100	100	100	100	100	100	100	100	100		900	$120,000.00
																						0	
																					TOTAL	8624	**$ 1,887,799.20**

Original Construction Duration ~12-Months ~250-Working Days

Reduced Construction Duration ~9-Months ~180-Working Days

CM COST SAVING = ~27%

Total Anticipated Construction OH & Equipment's Cost Savings = ~31%

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 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 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.

FALCENG-01

GLORIAZIMMERMAN

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY) 1/13/2022

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER
NFP Property & Casualty Services, Inc.
1551 North Tustin Avenue
Suite 500
Santa Ana, CA 92705

CONTACT NAME: Gloria Zimmerman
PHONE (A/C, No, Ext): (714) 505-5550 FAX (A/C, No): (714) 975-8966
E-MAIL ADDRESS:

INSURER(S) AFFORDING COVERAGE	NAIC #
INSURER A : Travelers Property Casualty Company of America	25674
INSURER B : Travelers Indemnity Company of America	25666
INSURER C : National Union Fire Insurance Company of Pittsburgh, PA	19445
INSURER D : Travelers Indemnity Company	25658
INSURER E :	
INSURER F :	

INSURED
Falcon Engineering Services, Inc
1020 Aquino Circle
Corona, CA 92879

COVERAGES CERTIFICATE NUMBER: REVISION NUMBER:

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	X COMMERCIAL GENERAL LIABILITY CLAIMS-MADE / X OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: POLICY / X PRO-JECT / LOC OTHER:	X	X	6807H216122	10/1/2021	10/1/2022	EACH OCCURRENCE	$ 1,000,000
							DAMAGE TO RENTED PREMISES (Ea occurrence)	$ 300,000
							MED EXP (Any one person)	$ 5,000
							PERSONAL & ADV INJURY	$ 1,000,000
							GENERAL AGGREGATE	$ 2,000,000
							PRODUCTS - COMP/OP AGG	$ 2,000,000
								$
B	AUTOMOBILE LIABILITY X ANY AUTO OWNED AUTOS ONLY / X SCHEDULED AUTOS X HIRED AUTOS ONLY / NON-OWNED AUTOS ONLY	X	X	BA2S64830221	10/1/2021	10/1/2022	COMBINED SINGLE LIMIT (Ea accident)	$ 1,000,000
							BODILY INJURY (Per person)	$
							BODILY INJURY (Per accident)	$
							PROPERTY DAMAGE (Per accident)	$
								$
C	UMBRELLA LIAB / X OCCUR X EXCESS LIAB / CLAIMS-MADE DED / X RETENTION $ 0			EBU069972232	10/1/2021	10/1/2022	EACH OCCURRENCE	$ 2,000,000
							AGGREGATE	$ 2,000,000
								$
A	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) Y / N: N If yes, describe under DESCRIPTION OF OPERATIONS below	N / A	X	UB-0R970440-21-47-G	10/1/2021	10/1/2022	X PER STATUTE / OTH-ER	
							E.L. EACH ACCIDENT	$ 1,000,000
							E.L. DISEASE - EA EMPLOYEE	$ 1,000,000
							E.L. DISEASE - POLICY LIMIT	$ 1,000,000
D	E&O/Professional Lia			106042959	1/15/2022	1/15/2023	Ded 75k Agg $5m	3,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

Regarding Project: Limonite Gap Closure Construction Management

City, and its respective elected and appointed officers, officials, and employees and volunteers are named as additional insureds as respects operations of the named insured regarding General Liability as per endorsement CGD3810915, including Waiver of Subrogation; Primary and NonContributory applies as per endorsement CGD0370405; 30 Days notice of cancellation applies as per endorsement ILT4000519; Business Auto additional insured and waiver of subrogation applies as per endorsement CAT4200215; Worker's Compensation Waiver of Subrogation applies as per endorsement WC990376, all forms attached. Umbrella coverage is follow form to all underlying coverages except Professional Liability/Errors & Omissions.

CERTIFICATE HOLDER

City of Eastvale
12363 Limonite Avenue
Suite 910
Eastvale, CA 91752

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

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AGENCY CUSTOMER ID: FALCENG-01 GLORIAZIMMERMAN

LOC #: 1

ADDITIONAL REMARKS SCHEDULE

AGENCY		NAMED INSURED
NFP Property & Casualty Services, Inc.		Falcon Engineering Services, Inc 1020 Aquino Circle Corona, CA 92879
POLICY NUMBER SEE PAGE 1		
CARRIER SEE PAGE 1	NAIC CODE SEE P 1	EFFECTIVE DATE: SEE PAGE 1

ADDITIONAL REMARKS

THIS ADDITIONAL REMARKS FORM IS A SCHEDULE TO ACORD FORM,

FORM NUMBER: ACORD 25 FORM TITLE: Certificate of Liability Insurance

NFP Disclaimer
The attached Certificate of Insurance is provided as part of our service to our client, the insured. If special endorsements have been provided, they also are indicated attached. You may find that these documents do not comply with all of the terms and/or conditions of the underlying contract between the Certificate Holder and the insured due to the Insurance Company's insuring conditions, limitations, exclusions and other terms. If you have any questions, please contact the undersigned.

NFP Property & casualty Services, Inc.
CA License OF15715
1551 N. Tustin Avenue, Suite 500
Santa Ana, CA 92705

Telephone: 714-505-5550
Fax: 714-975-8966

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THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

BLANKET ADDITIONAL INSURED (ARCHITECTS, ENGINEERS AND SURVEYORS)

This endorsement modifies insurance provided under the following:

COMMERCIAL GENERAL LIABILITY COVERAGE PART

1. The following is added to **SECTION II – WHO IS AN INSURED:**

   Any person or organization that you agree in a "written contract requiring insurance" to include as an additional insured on this Coverage Part, but:

   a. Only with respect to liability for "bodily injury", "property damage" or "personal injury"; and

   b. If, and only to the extent that, the injury or damage is caused by acts or omissions of you or your subcontractor in the performance of "your work" to which the "written contract requiring insurance" applies, or in connection with premises owned by or rented to you.

   The person or organization does not qualify as an additional insured:

   c. With respect to the independent acts or omissions of such person or organization; or

   d. For "bodily injury", "property damage" or "personal injury" for which such person or organization has assumed liability in a contract or agreement.

   The insurance provided to such additional insured is limited as follows:

   e. This insurance does not apply on any basis to any person or organization for which coverage as an additional insured specifically is added by another endorsement to this Coverage Part.

   f. This insurance does not apply to the rendering of or failure to render any "professional services".

   g. In the event that the Limits of Insurance of the Coverage Part shown in the Declarations exceed the limits of liability required by the "written contract requiring insurance", the insurance provided to the additional insured shall be limited to the limits of liability required by that "written contract requiring insurance". This endorsement does not increase the limits of insurance described in Section III – Limits Of Insurance.

   h. This insurance does not apply to "bodily injury" or "property damage" caused by "your work" and included in the "products-completed operations hazard" unless the "written contract requiring insurance" specifically requires you to provide such coverage for that additional insured, and then the insurance provided to the additional insured applies only to such "bodily injury" or "property damage" that occurs before the end of the period of time for which the "written contract requiring insurance" requires you to provide such coverage or the end of the policy period, whichever is earlier.

2. The following is added to Paragraph **4.a.** of **SECTION IV – COMMERCIAL GENERAL LIABILITY CONDITIONS:**

   The insurance provided to the additional insured is excess over any valid and collectible other insurance, whether primary, excess, contingent or on any other basis, that is available to the additional insured for a loss we cover. However, if you specifically agree in the "written contract requiring insurance" that this insurance provided to the additional insured under this Coverage Part must apply on a primary basis or a primary and non-contributory basis, this insurance is primary to other insurance available to the additional insured which covers that person or organizations as a named insured for such loss, and we will not share with the other insurance, provided that:

   (1) The "bodily injury" or "property damage" for which coverage is sought occurs; and

   (2) The "personal injury" for which coverage is sought arises out of an offense committed;

   after you have signed that "written contract requiring insurance". But this insurance provided to the additional insured still is excess over valid and collectible other insurance, whether primary, excess, contingent or on any other basis, that is available to the additional insured when that person or organization is an additional insured under any other insurance.

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3. The following is added to Paragraph **8., Transfer Of Rights Of Recovery Against Others To Us**, of **SECTION IV – COMMERCIAL GENERAL LIABILITY CONDITIONS**:

   We waive any right of recovery we may have against any person or organization because of payments we make for "bodily injury", "property damage" or "personal injury" arising out of "your work" performed by you, or on your behalf, done under a "written contract requiring insurance" with that person or organization. We waive this right only where you have agreed to do so as part of the "written contract requiring insurance" with such person or organization signed by you before, and in effect when, the "bodily injury" or "property damage" occurs, or the "personal injury" offense is committed.

4. The following definition is added to the **DEFINITIONS** Section:

   "Written contract requiring insurance" means that part of any written contract under which you are required to include a person or organization as an additional insured on this Coverage Part, provided that the "bodily injury" and "property damage" occurs and the "personal injury" is caused by an offense committed:

   a. After you have signed that written contract;

   b. While that part of the written contract is in effect; and

   c. Before the end of the policy period.

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THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

OTHER INSURANCE – ADDITIONAL INSUREDS

This endorsement modifies insurance provided under the following:

COMMERCIAL GENERAL LIABILITY COVERAGE PART

PROVISIONS

COMMERCIAL GENERAL LIABILITY CONDITIONS (Section **IV**), Paragraph **4.** (**Other Insurance**), is amended as follows:

1. The following is added to Paragraph **a. Primary Insurance:**

However, if you specifically agree in a written contract or written agreement that the insurance provided to an additional insured under this Coverage Part must apply on a primary basis, or a primary and non-contributory basis, this insurance is primary to other insurance that is available to such additional insured which covers such additional insured as a named insured, and we will not share with that other insurance, provided that:

a. The "bodily injury" or "property damage" for which coverage is sought occurs; and

b. The "personal injury" or "advertising injury" for which coverage is sought arises out of an offense committed

subsequent to the signing and execution of that contract or agreement by you.

2. The first Subparagraph **(2)** of Paragraph **b. Excess Insurance** regarding any other primary insurance available to you is deleted.

3. The following is added to Paragraph **b. Excess Insurance**, as an additional subparagraph under Subparagraph **(1)**:

That is available to the insured when the insured is added as an additional insured under any other policy, including any umbrella or excess policy.

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THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

DESIGNATED PERSON OR ORGANIZATION – NOTICE OF CANCELLATION OR NONRENEWAL PROVIDED BY US

This endorsement modifies insurance provided under the following:

ALL COVERAGE PARTS INCLUDED IN THIS POLICY

SCHEDULE

CANCELLATION: **Number of Days Notice:** 30

WHEN WE DO NOT RENEW (Nonrenewal): **Number of Days Notice:** 30

PERSON OR ORGANIZATION:

ANY PERSON OR ORGANIZATION TO WHOM YOU HAVE AGREED IN A WRITTEN CONTRACT THAT NOTICE OF CANCELLATION OR NONRENEWAL OF THIS POLICY WILL BE GIVEN, BUT ONLY IF:

1. YOU SEND US A WRITTEN REQUEST TO PROVIDE SUCH NOTICE, INCLUDING THE NAME AND ADDRESS OF SUCH PERSON OR ORGANIZATION, AFTER THE FIRST NAMED INSURED RECEIVES NOTICE FROM US OF THE CANCELLATION OR NONRENEWAL OF THIS POLICY; AND
2. WE RECEIVE SUCH WRITTEN REQUEST AT LEAST 14 DAYS BEFORE THE BEGINNING OF THE APPLICABLE NUMBER OF DAYS SHOWN IN THIS SCHEDULE.

ADDRESS:

THE ADDRESS FOR THAT PERSON OR ORGANIZATION INCLUDED IN SUCH WRITTEN REQUEST FROM YOU TO US.

PROVISIONS

A. If we cancel this policy for any legally permitted reason other than nonpayment of premium, and a number of days is shown for Cancellation in the Schedule above, we will mail notice of cancellation to the person or organization shown in such Schedule. We will mail such notice to the address shown in the Schedule above at least the number of days shown for Cancellation in such Schedule before the effective date of cancellation.

B. If we do not renew this policy for any legally permitted reason other than nonpayment of premium, and a number of days is shown for When We Do Not Renew (Nonrenewal) in the Schedule above, we will mail notice of nonrenewal to the person or organization shown in such Schedule. We will mail such notice to the address shown in the Schedule above at least the number of days shown for When We Do Not Renew (Nonrenewal) in such Schedule before the effective date of nonrenewal.

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THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

AUTO COVERAGE PLUS ENDORSEMENT

This endorsement modifies insurance provided under the following:

BUSINESS AUTO COVERAGE FORM

GENERAL DESCRIPTION OF COVERAGE – This endorsement broadens coverage. However, coverage for any injury, damage or medical expenses described in any of the provisions of this endorsement may be excluded or limited by another endorsement to the Coverage Part, and these coverage broadening provisions do not apply to the extent that coverage is excluded or limited by such an endorsement. The following listing is a general coverage description only. Limitations and exclusions may apply to these coverages. Read all the provisions of this endorsement and the rest of your policy carefully to determine rights, duties, and what is and is not covered.

A. BLANKET ADDITIONAL INSURED
B. EMPLOYEE HIRED AUTO
C. EMPLOYEES AS INSURED
D. SUPPLEMENTARY PAYMENTS – INCREASED LIMITS
E. TRAILERS – INCREASED LOAD CAPACITY
F. HIRED AUTO PHYSICAL DAMAGE
G. PHYSICAL DAMAGE – TRANSPORTATION EXPENSES – INCREASED LIMIT
H. AUDIO, VISUAL AND DATA ELECTRONIC EQUIPMENT – INCREASED LIMIT
I. WAIVER OF DEDUCTIBLE – GLASS
J. PERSONAL PROPERTY
K. AIRBAGS
L. AUTO LOAN LEASE GAP
M. BLANKET WAIVER OF SUBROGATION

A. BLANKET ADDITIONAL INSURED

The following is added to Paragraph **A.1.**, **Who Is An Insured**, of **SECTION II – COVERED AUTOS LIABILITY COVERAGE**:

Any person or organization who is required under a written contract or agreement between you and that person or organization, that is signed and executed by you before the "bodily injury" or "property damage" occurs and that is in effect during the policy period, to be named as an additional insured is an "insured" for Covered Autos Liability Coverage, but only for damages to which this insurance applies and only to the extent that person or organization qualifies as an "insured" under the Who Is An Insured provision contained in Section II.

B. EMPLOYEE HIRED AUTO

1. The following is added to Paragraph **A.1.**, **Who Is An Insured**, of **SECTION II – COVERED AUTOS LIABILITY COVERAGE**:

An "employee" of yours is an "insured" while operating a covered "auto" hired or rented under a contract or agreement in an "employee's" name, with your permission, while performing duties related to the conduct of your business.

2. The following replaces Paragraph **b.** in **B.5.**, **Other Insurance**, of **SECTION IV – BUSINESS AUTO CONDITIONS**:

b. For Hired Auto Physical Damage Coverage, the following are deemed to be covered "autos" you own:

(1) Any covered "auto" you lease, hire, rent or borrow; and

(2) Any covered "auto" hired or rented by your "employee" under a contract in an "employee's" name, with your permission, while performing duties related to the conduct of your business.

However, any "auto" that is leased, hired, rented or borrowed with a driver is not a covered "auto".

C. EMPLOYEES AS INSURED

The following is added to Paragraph **A.1.**, **Who Is An Insured**, of **SECTION II – COVERED AUTOS LIABILITY COVERAGE**:

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Any "employee" of yours is an "insured" while using a covered "auto" you don't own, hire or borrow in your business or your personal affairs.

D. SUPPLEMENTARY PAYMENTS – INCREASED LIMITS

1. The following replaces Paragraph **A.2.a.(2)** of **SECTION II – COVERED AUTOS LIABILITY COVERAGE**:

(2) Up to $3,000 for cost of bail bonds (including bonds for related traffic law violations) required because of an "accident" we cover. We do not have to furnish these bonds.

2. The following replaces Paragraph **A.2.a.(4)** of **SECTION II – COVERED AUTOS LIABILITY COVERAGE**:

(4) All reasonable expenses incurred by the "insured" at our request, including actual loss of earnings up to $500 a day because of time off from work.

E. TRAILERS – INCREASED LOAD CAPACITY

The following replaces Paragraph **C.1.** of **SECTION I – COVERED AUTOS**:

1. "Trailers" with a load capacity of 3,000 pounds or less designed primarily for travel on public roads.

F. HIRED AUTO PHYSICAL DAMAGE

The following is added to Paragraph **A.4.**, **Coverage Extensions**, of **SECTION III – PHYSICAL DAMAGE COVERAGE**:

Hired Auto Physical Damage Coverage

If hired "autos" are covered "autos" for Covered Autos Liability Coverage but not covered "autos" for Physical Damage Coverage, and this policy also provides Physical Damage Coverage for an owned "auto", then the Physical Damage Coverage is extended to "autos" that you hire, rent or borrow subject to the following:

(1) The most we will pay for "loss" to any one "auto" that you hire, rent or borrow is the lesser of:

(a) $50,000;

(b) The actual cash value of the damaged or stolen property as of the time of the "loss"; or

(c) The cost of repairing or replacing the damaged or stolen property with other property of like kind and quality.

(2) An adjustment for depreciation and physical condition will be made in determining actual cash value in the event of a total "loss".

(3) If a repair or replacement results in better than like kind or quality, we will not pay for the amount of betterment.

(4) A deductible equal to the highest Physical Damage deductible applicable to any owned covered "auto".

(5) This Coverage Extension does not apply to:

(a) Any "auto" that is hired, rented or borrowed with a driver; or

(b) Any "auto" that is hired, rented or borrowed from your "employee".

G. PHYSICAL DAMAGE – TRANSPORTATION EXPENSES – INCREASED LIMIT

The following replaces the first sentence in Paragraph **A.4.a.**, **Transportation Expenses**, of **SECTION III – PHYSICAL DAMAGE COVERAGE**:

We will pay up to $50 per day to a maximum of $1,500 for temporary transportation expense incurred by you because of the total theft of a covered "auto" of the private passenger type.

H. AUDIO, VISUAL AND DATA ELECTRONIC EQUIPMENT – INCREASED LIMIT

Paragraph **C.1.b.** of **SECTION III – PHYSICAL DAMAGE COVERAGE** is deleted.

I. WAIVER OF DEDUCTIBLE – GLASS

The following is added to Paragraph **D.**, **Deductible**, of **SECTION III – PHYSICAL DAMAGE COVERAGE**:

No deductible for a covered "auto" will apply to glass damage if the glass is repaired rather than replaced.

J. PERSONAL PROPERTY

The following is added to Paragraph **A.4.**, **Coverage Extensions**, of **SECTION III – PHYSICAL DAMAGE COVERAGE**:

Personal Property Coverage

We will pay up to $400 for "loss" to wearing apparel and other personal property which is:

(1) Owned by an "insured"; and

(2) In or on your covered "auto".

This coverage only applies in the event of a total theft of your covered "auto".

No deductibles apply to Personal Property coverage.

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K. AIRBAGS

The following is added to Paragraph **B.3.**, **Exclusions**, of **SECTION III – PHYSICAL DAMAGE COVERAGE**:

Exclusion **3.a.** does not apply to "loss" to one or more airbags in a covered "auto" you own that inflate due to a cause other than a cause of "loss" set forth in Paragraphs **A.1.b.** and **A.1.c.**, but only:

a. If that "auto" is a covered "auto" for Comprehensive Coverage under this policy;

b. The airbags are not covered under any warranty; and

c. The airbags were not intentionally inflated.

We will pay up to a maximum of $1,000 for any one "loss".

L. AUTO LOAN LEASE GAP

The following is added to Paragraph **A.4.**, **Coverage Extensions**, of **SECTION III – PHYSICAL DAMAGE COVERAGE**:

Auto Loan Lease Gap Coverage for Private Passenger Type Vehicles

In the event of a total "loss" to a covered "auto" of the private passenger type shown in the Schedule or Declarations for which Physical Damage Coverage is provided, we will pay any unpaid amount due on the lease or loan for such covered "auto" less the following:

(1) The amount paid under the Physical Damage Coverage Section of the policy for that "auto"; and

(2) Any:

(a) Overdue lease or loan payments at the time of the "loss";

(b) Financial penalties imposed under a lease for excessive use, abnormal wear and tear or high mileage;

(c) Security deposits not returned by the lessor;

(d) Costs for extended warranties, Credit Life Insurance, Health, Accident or Disability Insurance purchased with the loan or lease; and

(e) Carry-over balances from previous loans or leases.

M. BLANKET WAIVER OF SUBROGATION

The following replaces Paragraph **A.5.**, **Transfer Of Rights Of Recovery Against Others To Us,** of **SECTION IV – BUSINESS AUTO CONDITIONS**:

5. Transfer Of Rights Of Recovery Against Others To Us

We waive any right of recovery we may have against any person or organization to the extent required of you by a written contract executed prior to any "accident" or "loss", provided that the "accident" or "loss" arises out of the operations contemplated by such contract. The waiver applies only to the person or organization designated in such contract.

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TRAVELERS
ONE TOWER SQUARE
HARTFORD CT 06183

WORKERS COMPENSATION
AND
EMPLOYERS LIABILITY POLICY

ENDORSEMENT WC 99 03 76 (A) - 001

POLICY NUMBER: UB-0R970440-21-47-G

WAIVER OF OUR RIGHT TO RECOVER FROM OTHERS ENDORSEMENT – CALIFORNIA (BLANKET WAIVER)

We have the right to recover our payments from anyone liable for an injury covered by this policy. We will not enforce our right against the person or organization named in the Schedule.

The additional premium for this endorsement shall be 2.00 % of the California workers' compensation premium.

Schedule

Person or Organization	Job Description
ANY PERSON OR ORGANIZATION FOR WHICH THE INSURED HAS AGREED BY WRITTEN CONTRACT EXECUTED PRIOR TO LOSS TO FURNISH THIS WAIVER.	ENGINEERS

This endorsement changes the policy to which it is attached and is effective on the date issued unless otherwise stated.

(The information below is required only when this endorsement is issued subsequent to preparation of the policy.)

Endorsement Effective Policy No. Endorsement No.
Insured Premium

Insurance Company Countersigned by DocuSigned by: GLORIA J ZIMMERMAN DC380A7811904ED...

DATE OF ISSUE: 09-29-21 ST ASSIGN:

CITY OF EASTVALE

AGENDA STAFF REPORT

City Council Meeting
PUBLIC HEARING(S)
Agenda Item No. 12.1
January 8, 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

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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 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 an ordinance entitled: AN ORDINANCE OF THE CITY COUNCIL OF THE CITY EASTVALE, CALIFORNIA, AMENDING CHAPTER 4.72 OF THE EASTVALE MUNICIPAL C REGARDING THE CITY'S PARTICIPATION IN THE WESTERN RIVERSIDE COU TRANSPORTATION UNIFORM MITIGATION FEE (TUMF) PROGRAM; and
3. Adopt a resolution entitled: A RESOLUTION OF THE CITY COUNCIL OF THE CITY COUNCIL THE CITY OF EASTVALE AMENDING THE APPLICABLE TRANSPORTATION UNIFORM MITIGATION FEE (TUMF) APPLICABLE TO ALL DEVELOPMENTS IN EASTVALE.

Summary

The item to be considered is an ordinance updating the City's participation in the Transportation Uniform Mitigation Fee (TUMF) program and amending Chapter 4.72 of the Eastvale Municipal Code

to reference the 2024 Nexus Study and a resolution approving the 2024 TUMF Nexus Study and amending the TUMF fee schedule.

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 schedule. The actual TUMF schedule will be established through the Resolution.

In accordance with the Mitigation Fee Act, the proposed Ordinance and 2024 Nexus Study: (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 will establish the Fee Schedule for TUMF as follows:

1. $12,380 per single family residential unit 1,800 square feet or less
2. $13,927 per single family residential unit between 1,801 and 2,300 square feet

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

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

Environmental

Pursuant to the provisions of the California Environmental Quality Act (CEQA Public Resources Code, Section 21084 et. seq.), the proposed ordinance and resolution are 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 and resolution would 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 and resolution. 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.

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
Attachment 4 - Draft 2025 TUMF Fee Resolution.doc

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

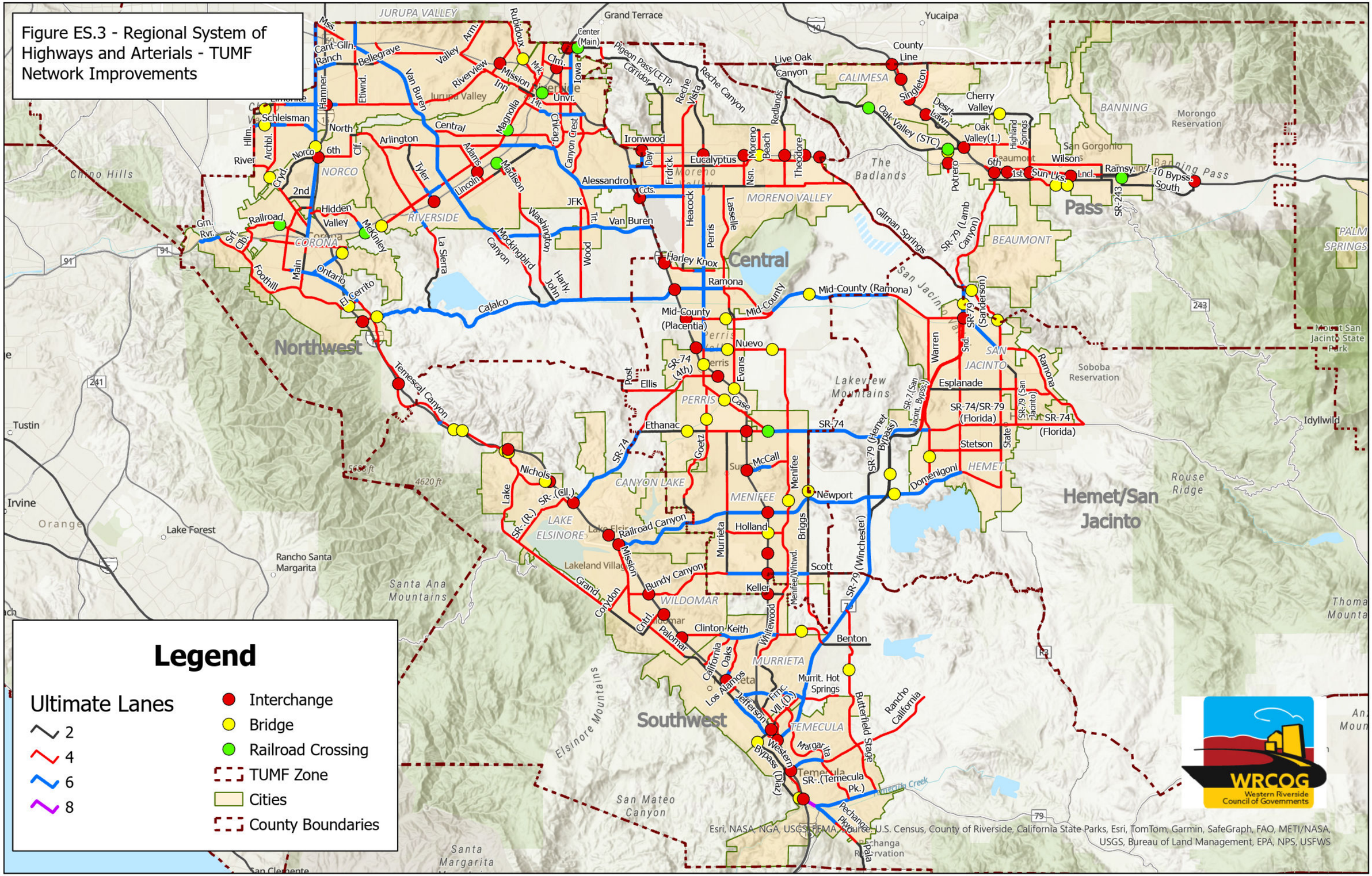


Figure ES.3 - Regional System of Highways and Arterials - TUMF Network Improvements

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

TABLE OF CONTENTS

TABLE OF CONTENTS i
LIST OF TABLES ii
ES.0 Executive Summary iii
ES.1 Introduction and Purpose of the Nexus Study iii
ES.2 Future Growth vi
ES.3 Need for the TUMF vi
ES.4 The TUMF Network viii
ES.5 TUMF Nexus Analysis x
ES.6 Fair-Share Fee Calculation x
ES.7 Conclusions xi
1.0 INTRODUCTION AND PURPOSE OF THE NEXUS STUDY 1
1.1 Background 1
1.2 TUMF Nexus Study History 3
1.3 TUMF Nexus Study Process 5
2.3.1. Establish the TUMF Network Project List 7
2.3.2. Determine the TUMF Network Project Costs 8
2.3.3. Determine the TUMF Transit Component 9
2.3.4. Computing the Fee for Residential Developments 10
2.3.5. Computing the Fee for Non-Residential Developments 10
2.0 FUTURE GROWTH 13
2.1 Recent Historical Trend 13
2.2 Available Demographic Data 13
2.3 Demographic Assumptions Used for the Nexus Study Analysis 14
3.0 NEED FOR THE TUMF 21
3.1 Future Highway Congestion Levels 21
3.2 Future Transit Utilization Levels 24
3.3 The TUMF Concept 25
4.0 THE TUMF NETWORK 27
4.1 Identification of the TUMF Roadway Network 27
4.2 Backbone Network and Secondary Network 30
4.3 Future Roadway Transportation Needs 33
4.4 Public Transportation Component of the TUMF System 37
4.5 Existing Obligated Funding 40
4.6 Unfunded Existing Improvement Needs 40
4.7 Maximum TUMF Eligible Cost 42
4.8 TUMF Network Evaluation 53
5.0 TUMF NEXUS ANALYSIS 55
5.1 Future Development and the Need for Improvements 55
5.2 Application of Fee to System Components 56
5.3 Application of Fee to Residential and Non-Residential Developments 59
6.0 FAIR-SHARE FEE CALCULATION 60
6.1 Residential Fees 60
6.2 Non-Residential Fees 62
7.0 CONCLUSIONS 64
8.0 APPENDICES 65

LIST OF TABLES

Table ES.1 - Transportation Uniform Mitigation Fee for Western Riverside County xii
Table 2.1 - Base Year Socioeconomic Estimates for Western Riverside County.....14
Table 2.3 - Population, Households and Employment in Western Riverside County (2018 to 2045).....17
Table 2.4 - Population, Households and Employment in Western Riverside County (Existing to Future Change Comparison).....19
Table 3.1 - Regional Highway System Measures of Performance (2018 Existing to 2045 No-Build).....22
Table 4.1 - Unit Costs for Arterial Highway and Street Construction.....35
Table 4.2 – Forecasted Daily Traffic in Western Riverside County.....36
Table 4.3 - Unit Costs for Transit Capital Expenditures.....39
Table 4.4 - TUMF Network Cost Estimates.....45
Table 4.5 – TUMF Transit Cost Estimates.....53
Table 4.6 – Regional Highway System Measures of Performance (2018 Existing and 2045 No-Build Scenarios to 2045 TUMF Build Scenario).....54
Table 5.1 - 2045 No-Build Peak Period Vehicle Trips by WRCOG Zone.....57
Table 5.2 – 2045 No-Build Percent Peak Period Vehicle Trips By WRCOG Zone 57
Table 5.3 - Backbone-Secondary Network Share Calculation 58
Table 5.4 - Daily VMT Growth by Trip Purpose for Western Riverside County (2018 - 2045) 59
Table 6.1 - Fee Calculation for Residential Share.....61
Table 6.2 – Single-Family Residential Fee Adjustments by Unit Size 62
Table 6.3 - Fee Calculation for Non-Residential Share 63
Table 7.1 - Transportation Uniform Mitigation Fee for Western Riverside County 64

LIST OF FIGURES

Figure ES.1 - Flowchart of Key Steps in the TUMF Nexus Study Process.....v
Figure ES.2 - Population, Households and Employment in Western Riverside County (2018 to 2045).....vii
Figure ES.3 - Regional System of Highways and Arterials–TUMF Network Improvements...ix
Figure 1.1 - Flowchart of Key Steps in the TUMF Nexus Study Process 6
Figure 2.1 – Base Year Socioeconomic Estimates for Western Riverside County 15
Table 2.2 - Horizon Year Socioeconomic Estimates for Western Riverside County.....16
Figure 2.2 - Horizon Year Socioeconomic Estimates for Western Riverside County.....16
Figure 2.3 - Population, Households and Employment in Western Riverside County (2018 to 2045).....18
Figure 2.4 - Population, Households and Employment in Western Riverside County (Existing to Future Change Comparison).....20
Figure 4.1 - Regional System of Highways and Arterials for Western Riverside County.....29
Figure 4.2 - The Backbone Network of Highways and Arterials for Western Riverside County.....31
Figure 4.3 - Western Riverside County Area Planning Districts (TUMF Zones) 32
Figure 4.4 - Regional System of Highways and Arterials–TUMF Network Improvements ...44

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.

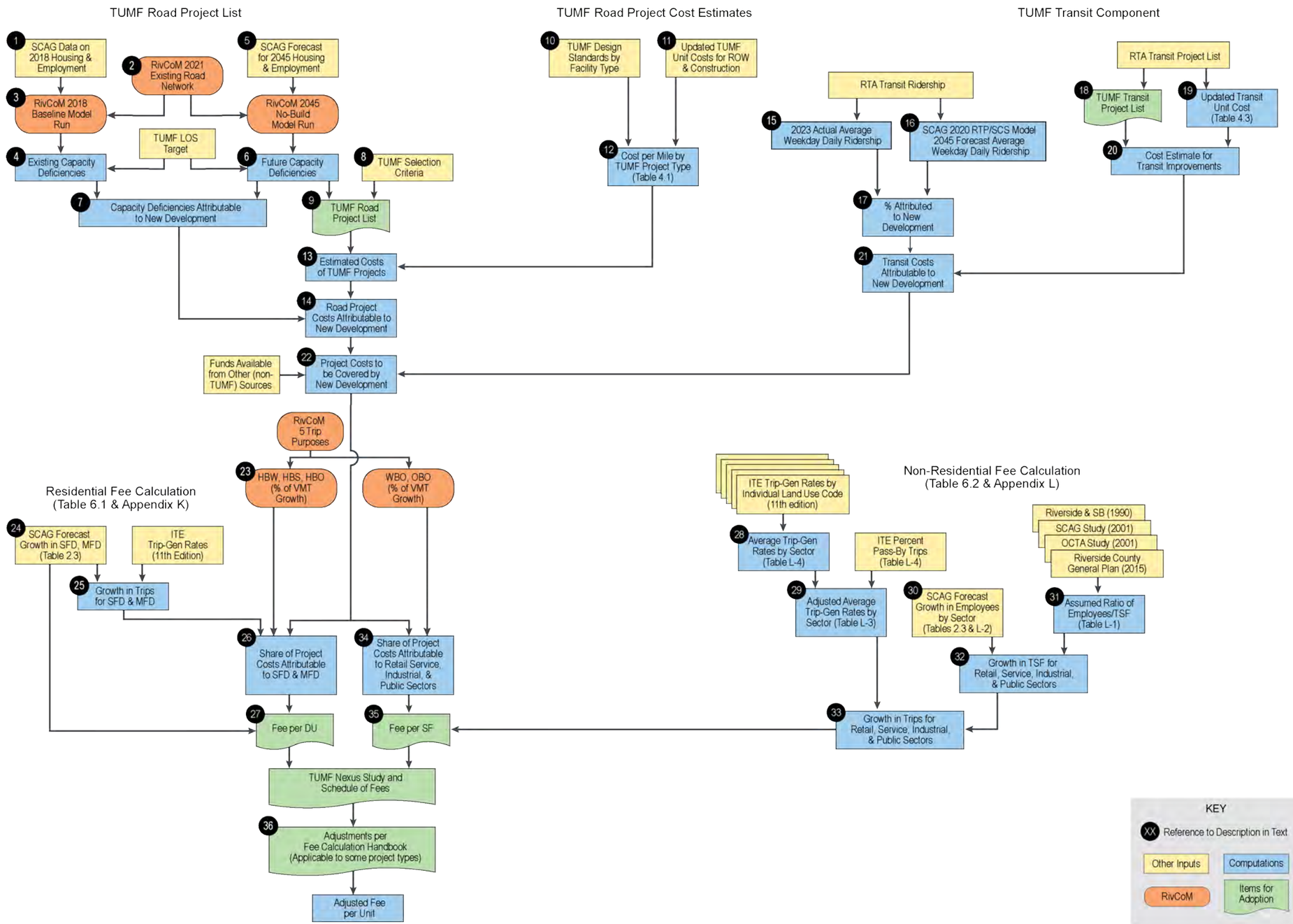
This TUMF Draft Nexus Study is intended to satisfy the requirements of California Government Code Chapter 5 Section 66000-66008 Fees for Development Projects (also known as California Assembly Bill 1600 (AB 1600) or the Mitigation Fee Act) which governs imposing development impact fees in California. 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.

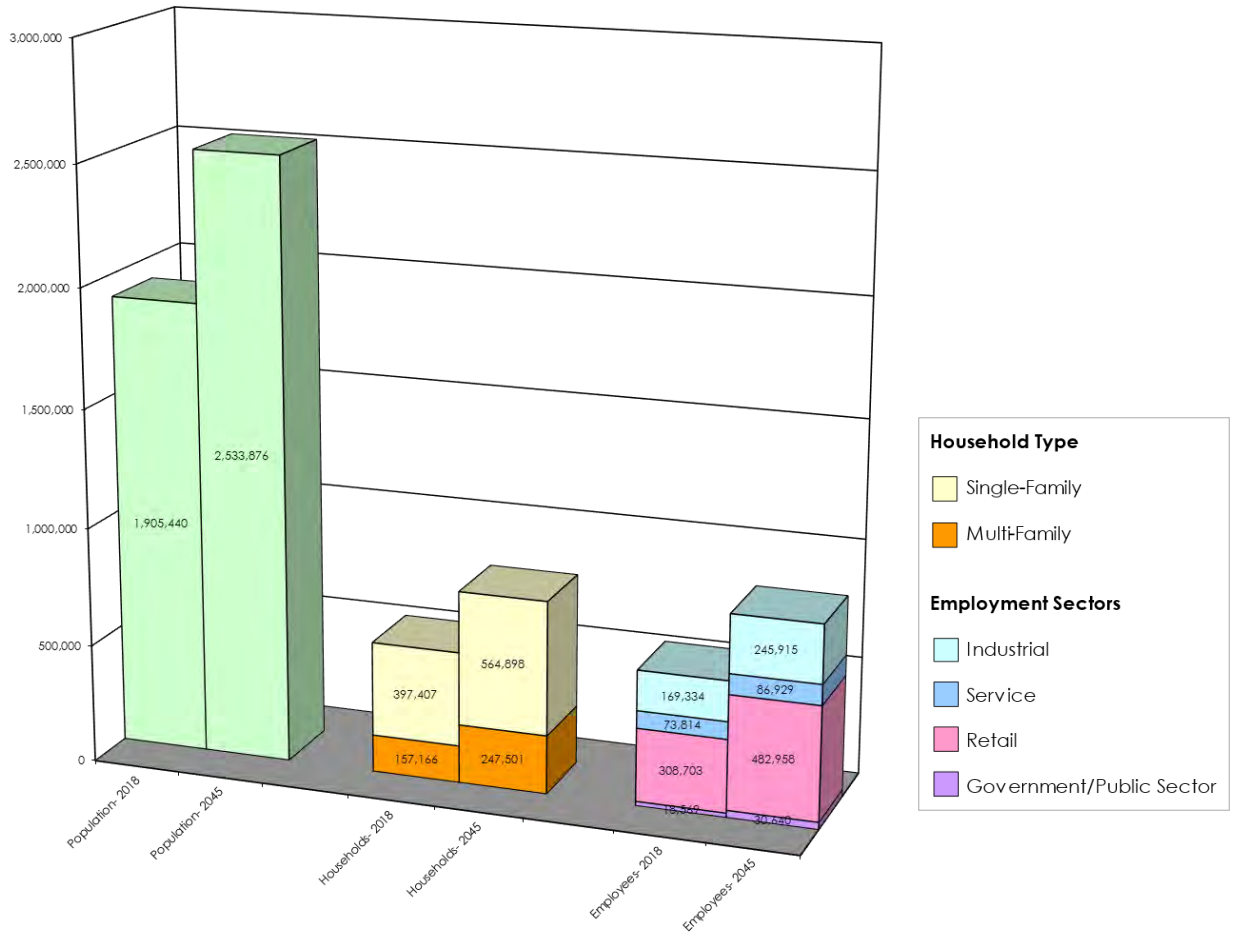
The population of Western Riverside County is projected to increase by 33% in the period between 2018 and 2045. During the same period, employment in Western Riverside County is anticipated to grow by 48%. **Figure ES.2** illustrates the forecast growth in population, household and employment for Western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

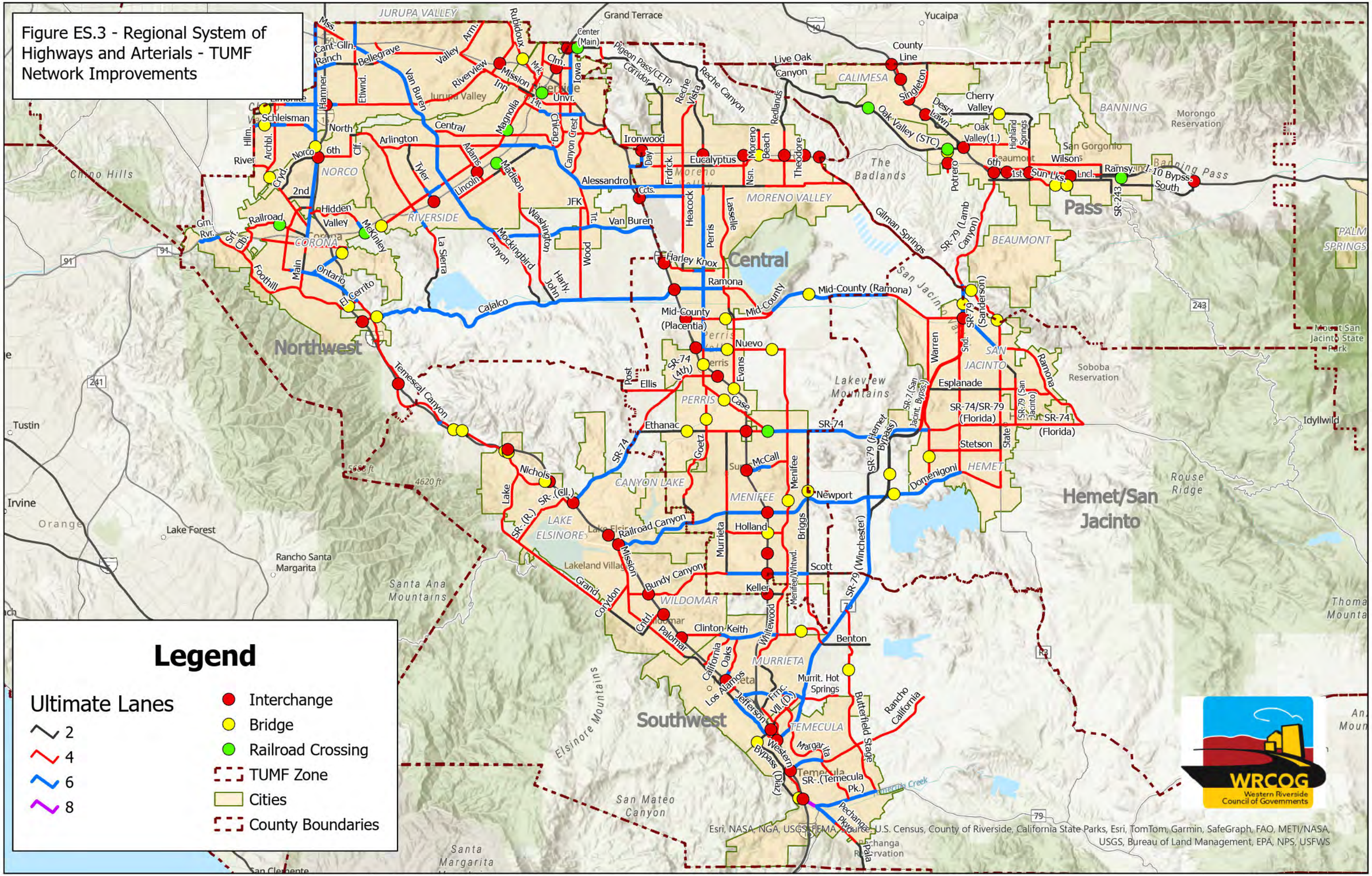


Figure ES.3 - Regional System of Highways and Arterials - TUMF Network Improvements

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

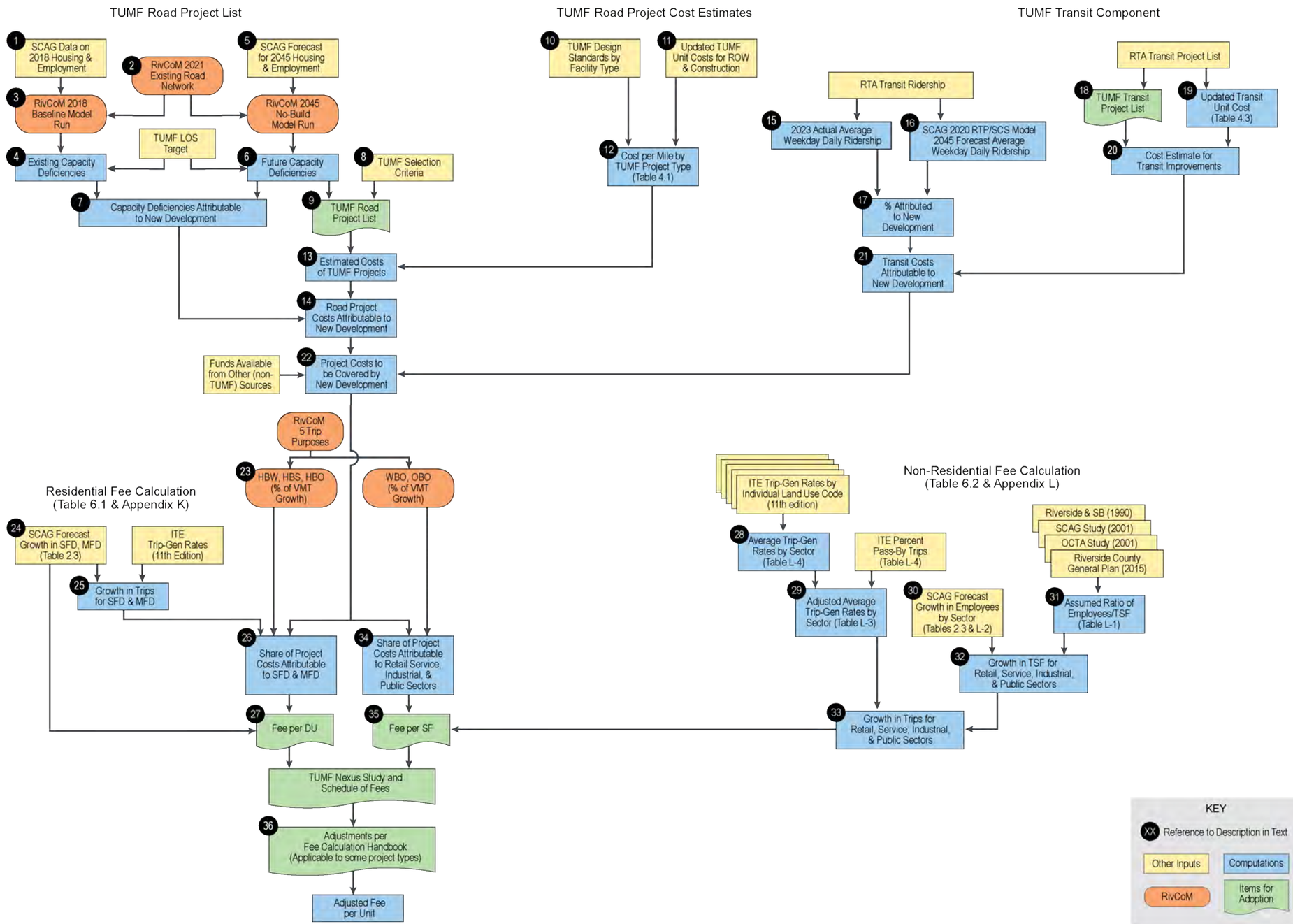
on the percentage increase or decrease in the Engineering News Record (ENR) Construction Cost Index (CCI) for the twelve (12) month period from January of the prior year to January of the current year, and the percentage increase or decrease in the National Association of Realtors (NAR) Median Sales 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

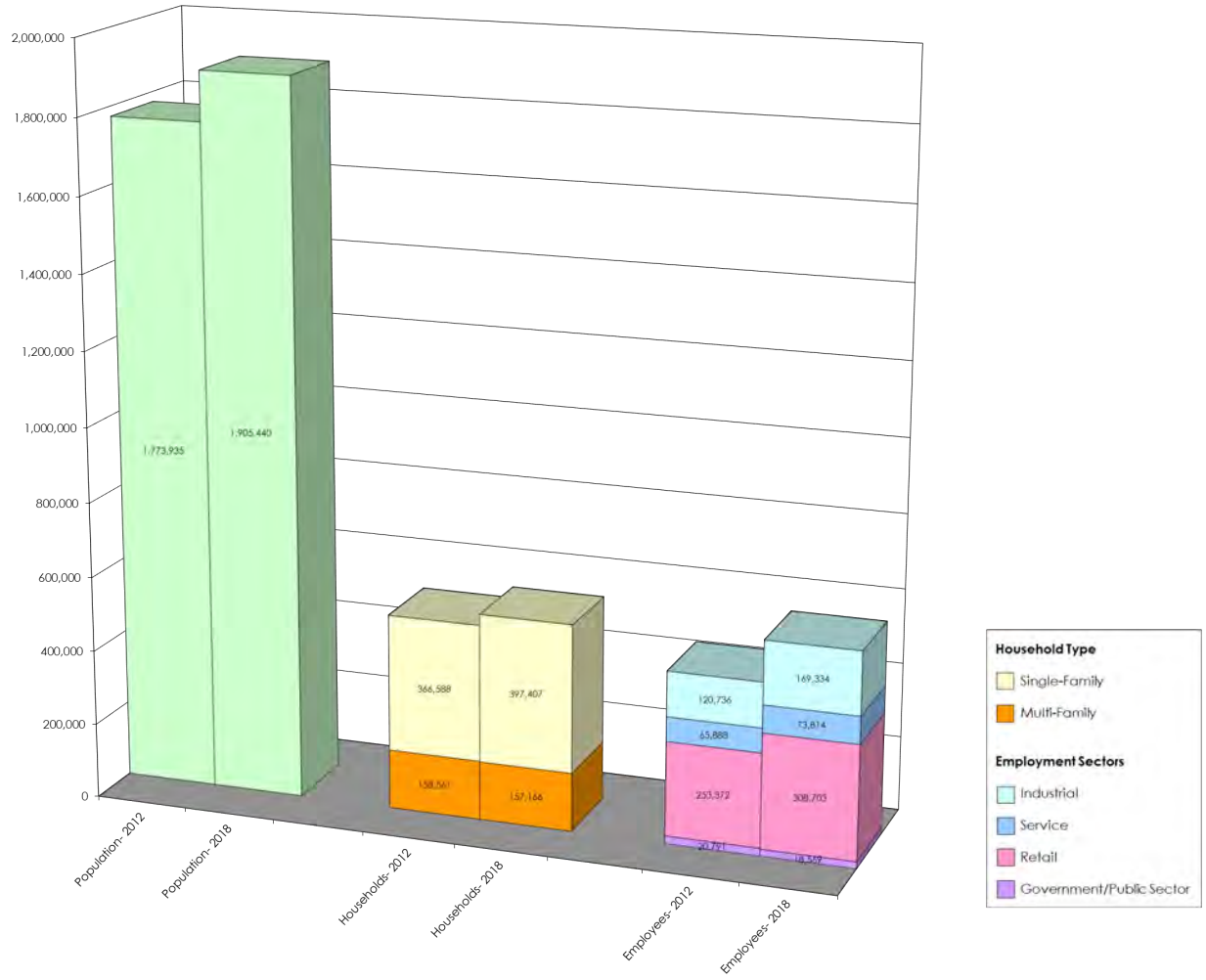


Table 2.2 and **Figure 2.2** compare the socioeconomic forecasts for the program horizon year of 2045 used in the TUMF Nexus Study 2016 Update and 2045 for this study. The most recent forecasts reflect an increase in the horizon year population and households, and a decrease in overall employment in 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

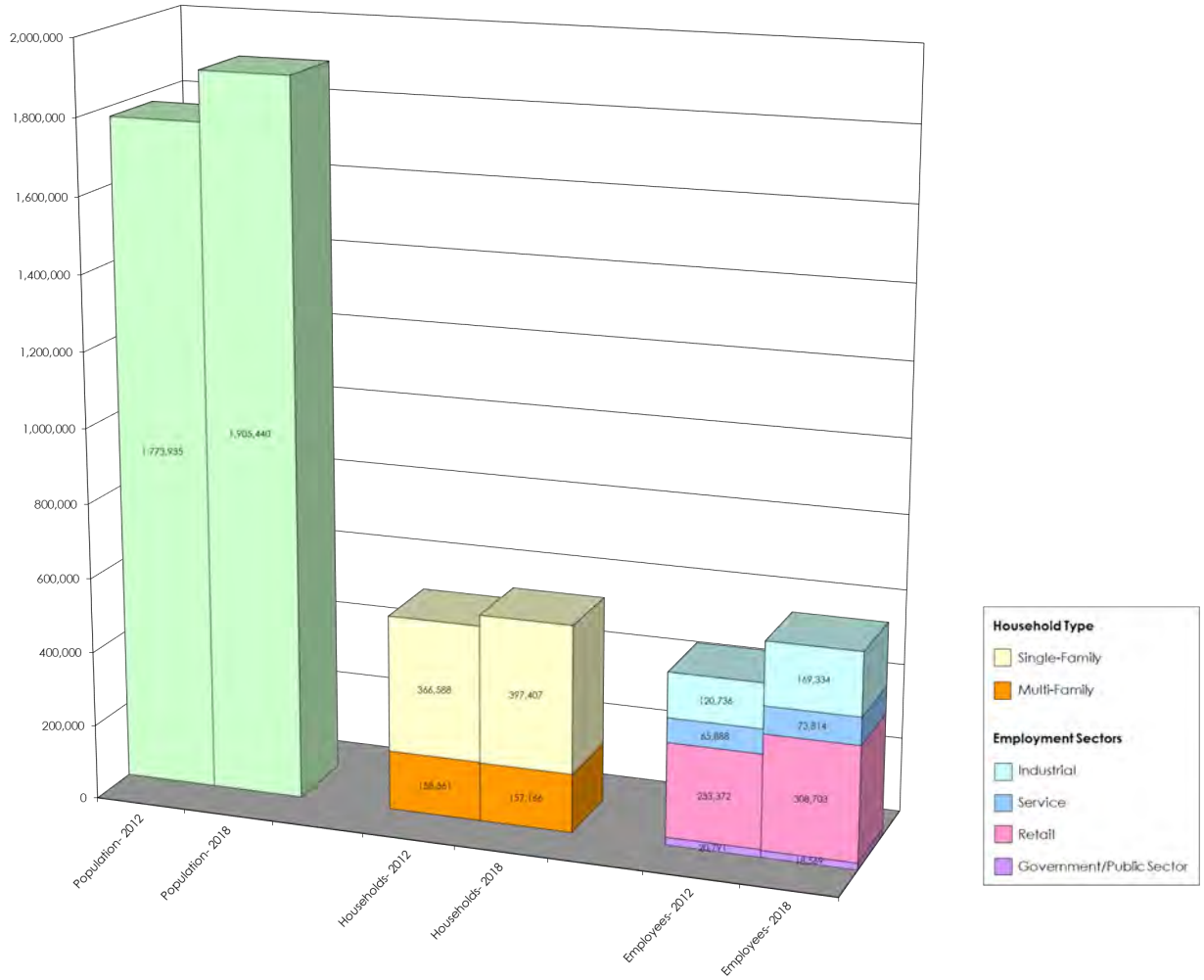


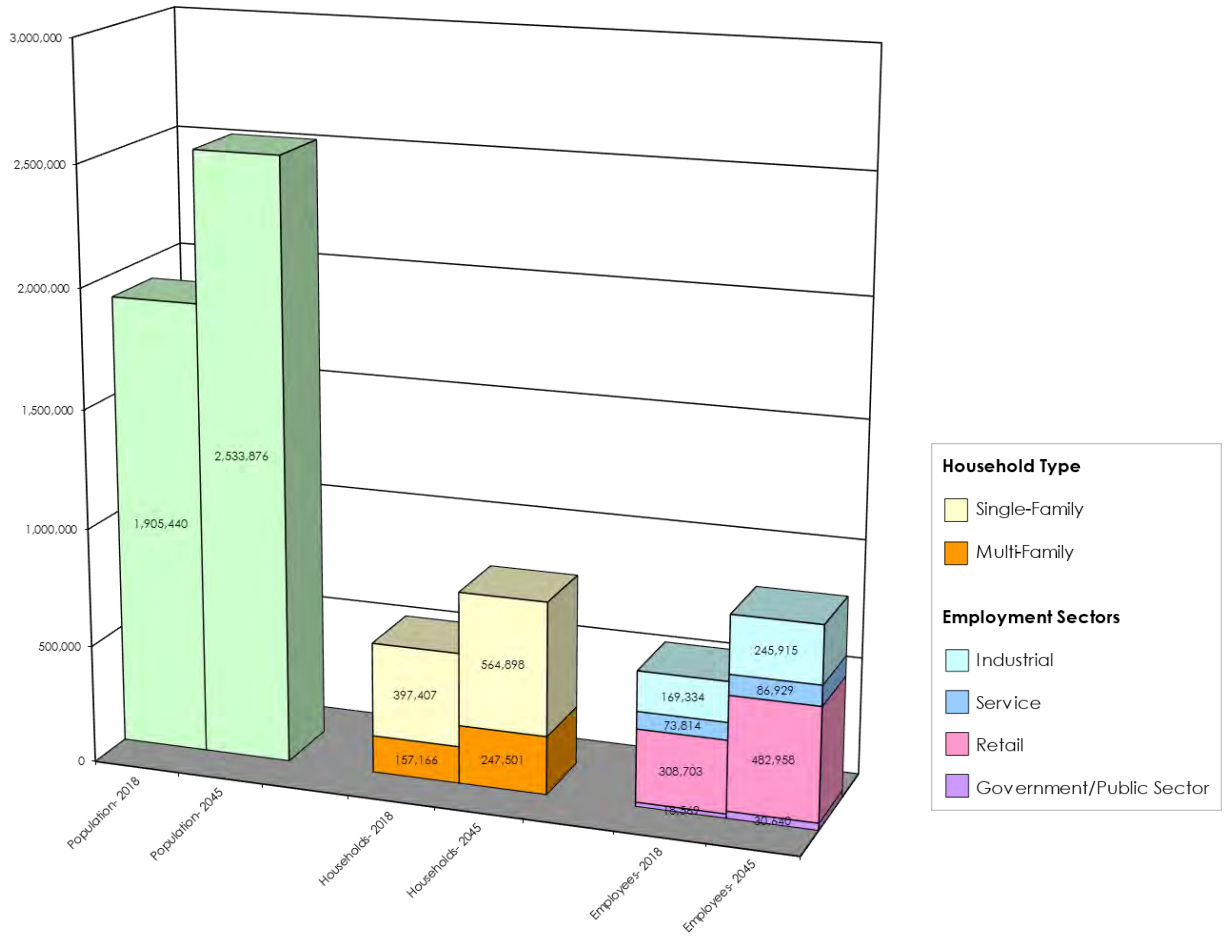
Table 2.3 and **Figure 2.3** summarize the socioeconomic data obtained from SCAG and used as the basis for completing this Nexus Study analysis. The SCAG employment data for 2018 and 2045 was provided for thirteen employment sectors consistent with the California Employment Development Department (EDD) 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)



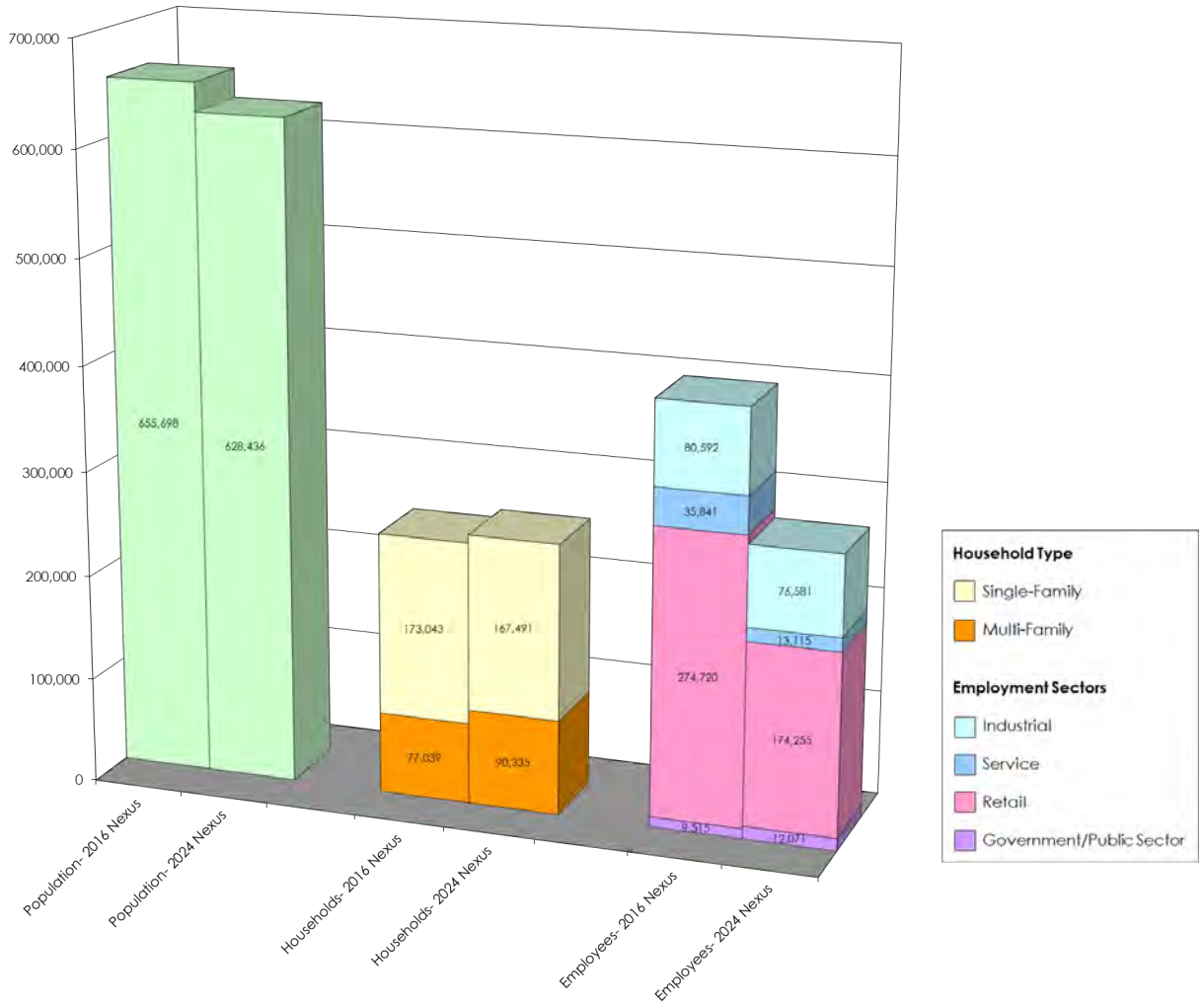
The combined effects of the changes in the base year and horizon year socioeconomic data are modest reductions in the total growth in population and single-family households, but a notable increase in multi-family households. The change in total employment is reduced by 31%, with the most significant 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.

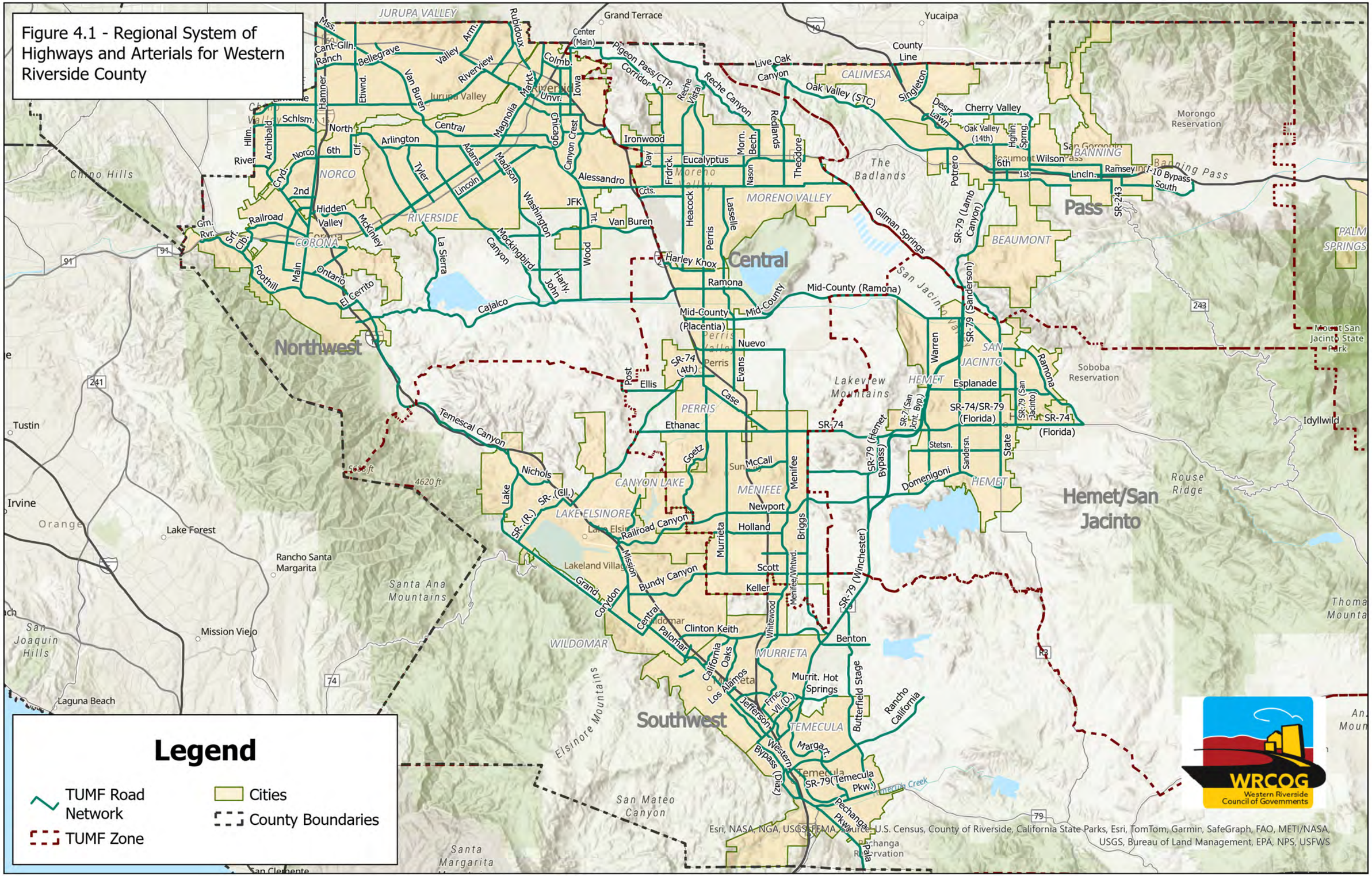


Figure 4.1 - Regional System of Highways and Arterials for Western Riverside County

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.

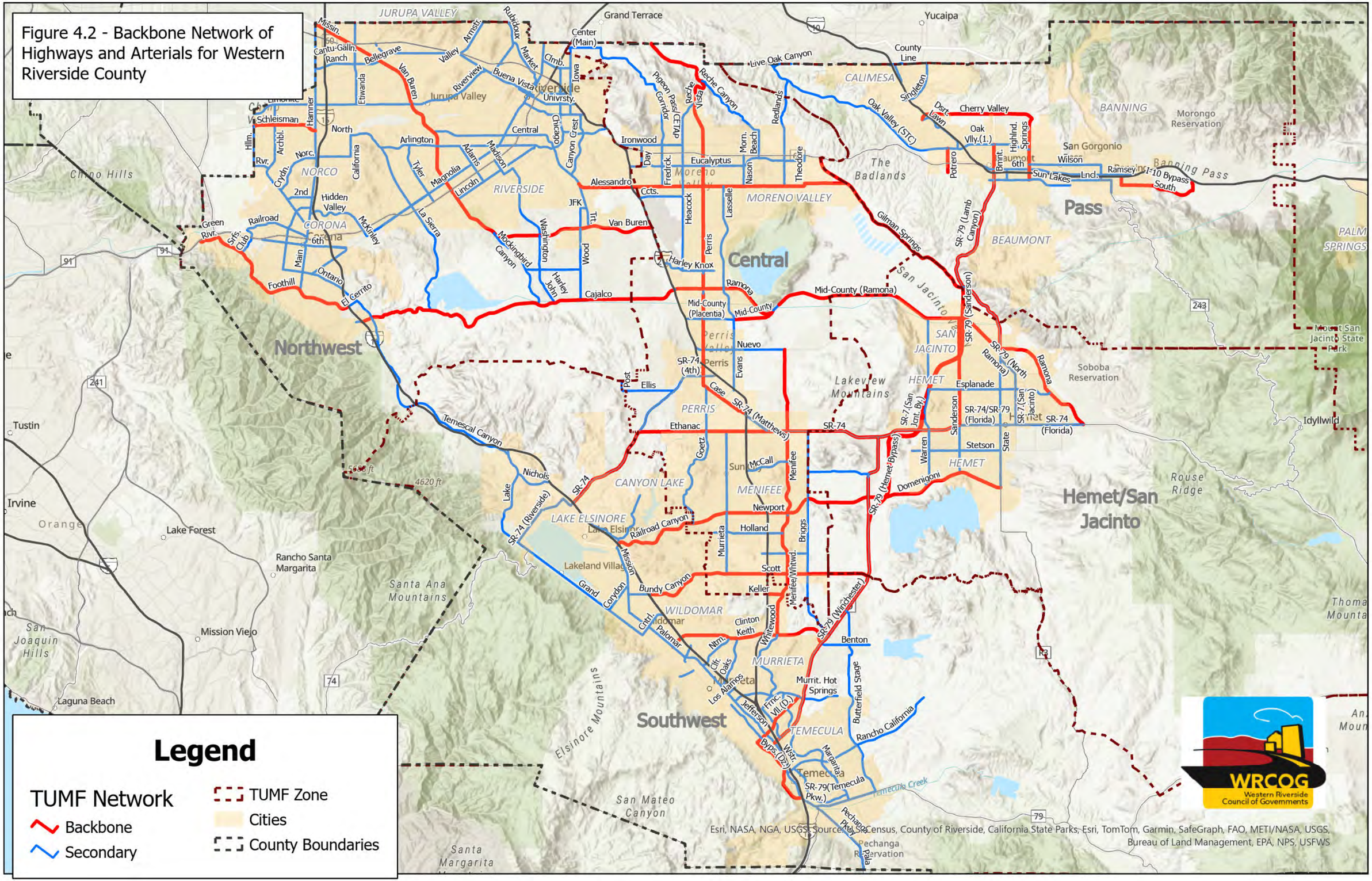
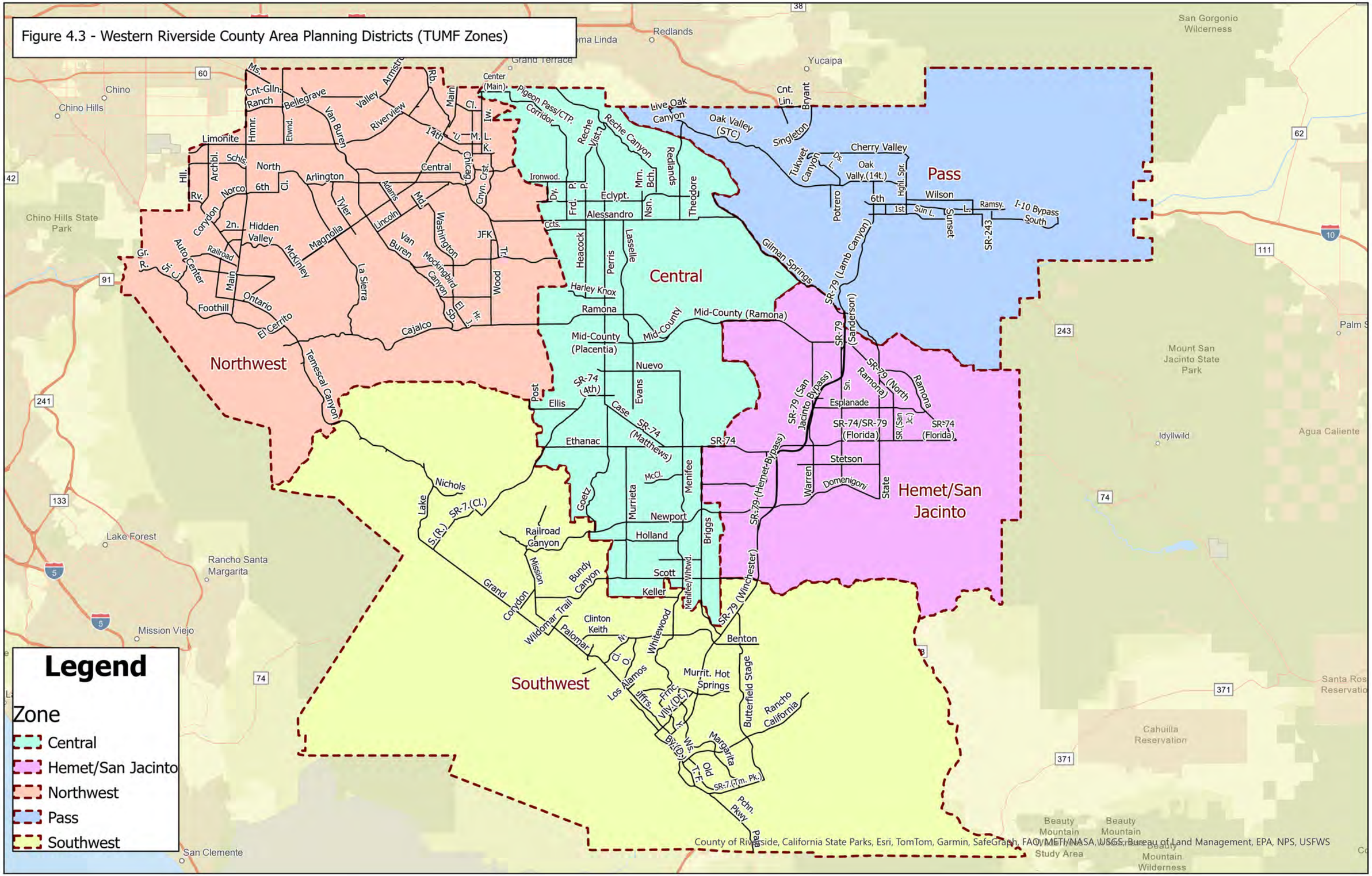


Figure 4.2 - Backbone Network of Highways and Arterials for Western Riverside County

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


Legend
Zone
Central
Hemet/San Jacinto
Northwest
Pass
Southwest
Central
Pass
Northwest
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
Central
Arlington
Norco
6th
Hidden Valley
Foothill
Ontario
El Cerrito
Cajalco
Temescal Canyon
Magnolia
McKinley
La Sierra
Van Buren
Mockingbird Canyon
Washington
JFK
Wood
Lincoln
Tyler
Adams
Chyn. Crst.
Chicago
Main
14th
Riverview
Valley
Bellegrave
Cnt-Glln. Ranch
Hmnr.
Etwnd.
Archibl.
Schls.
Hill.
Rv.
Conydon
Railroad
Auto Center
Gr.
Jr.
Ms.
Rb.
Cl.
Iw.
M.
L.
K.
Center (Main)
Pigeon Pass/CTP Corridor
Reche Vist.
Reche Canyon
Live Oak Canyon
Oak Valley (STC)
Singleton
Cnt. Lin.
Bryant
Cherry Valley
Oak Vally.(14t.)
Tukwet Canyon
Potrero
Highl. Spr.
Wilson
6th
1st
Sun L.
Sunset
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)
Benton
Butterfield Stage
Rancho California
Murrit. Hot Springs
Margarita
Old
SR-7 (Tm. Pk.)
Pchn. Pkwy.
Palomar
Clinton Keith
Whitewood
Menifee/Whtwd.
Briggs
Menifee
Murrieta
Goetz
Newport
Holland
Scott
Keller
Railroad Canyon
Mission
Bundy Canyon
Grand
Corydon
Wildomar Trail
Nichols
Lake
SR-7 (Cl.)
St (R.)
Post
Ellis
SR-74 (4th)
Case
SR-74 (Matthews)
Evans
Nuevo
Mid-County (Placentia)
Mid-County
Mid-County (Ramona)
Ethanac
SR-74
Harley Knox
Heacock
Perris
Lasselle
Alessandro
Eclypt.
Mrn.
Bch.
Nsn.
Theodore
Redlands
Ironwod.
Dy.
Frd.
Cnt.
Los Alamos
Jffrs.
Frnc.
Vly.(Dl.)
Bx.(Dr.)
Ws.
T-F.
Cl.
O.
N.
Ds.
L.
Sb.
El.
Hr.
Tr.
Cts.
Pass
Wilson
Ramona
Hemet/San Jacinto
Nuevo
Murrieta
Temecula
Menifee
Lake Elsinore
Canyon Lake
Perris
Hemet
San Jacinto
Winchester
Homeland
Sun City
Moreno Valley
Riverside
Jurupa Valley
Corona
Norco
Eastvale
Mira Loma
Ontario
Chino
Chino Hills
Fontana
Rancho Cucamonga
Upland
Ontario
Pomona
Claremont
Ontario Int'l Airport
Chino Airport
Riverside Municipal Airport
Flabob Airport
Hemet-Ryan Airport
Perris Valley Airport
Jurupa Valley Airport
Corona Municipal Airport
Cajalco Road Quarry
Lake Mathews
Lake Perris
Lake Elsinore
Diamond Valley Lake
Skinner Reservoir
Vail Lake
Mount San Jacinto State Park
San Gorgonio Wilderness
Cahuilla Reservation
Agua Caliente
Idyllwild
Beaumont
Banning
Cabazon
Calimesa
Yucaipa
Redlands
Grand Terrace
Loma Linda
Rancho Cucamonga
Mira Loma
Eastvale
Jurupa Valley
Corona
Norco
Riverside
Moreno Valley
Sun City
Homeland
Winchester
Hemet
San Jacinto
Perris
Menifee
Murrieta
Temecula
Lake Elsinore
Canyon Lake
Lake Forest
Rancho Santa Margarita
Mission Viejo
San Clemente
Chino
Chino Hills
Ontario
Pomona
Claremont
Fontana
Upland
Rancho Cucamonga

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).

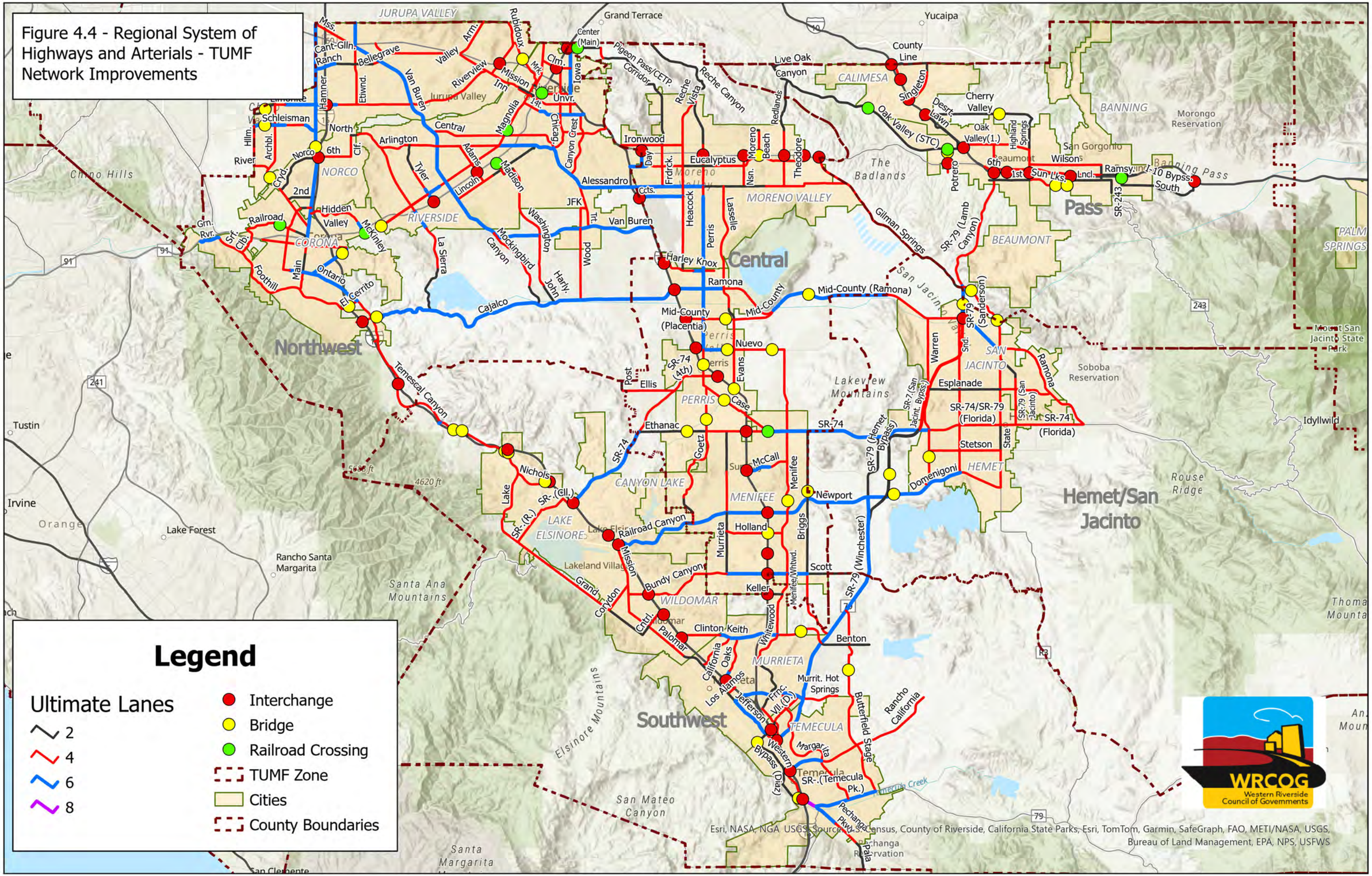


Figure 4.4 - Regional System of Highways and Arterials - TUMF Network Improvements

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)

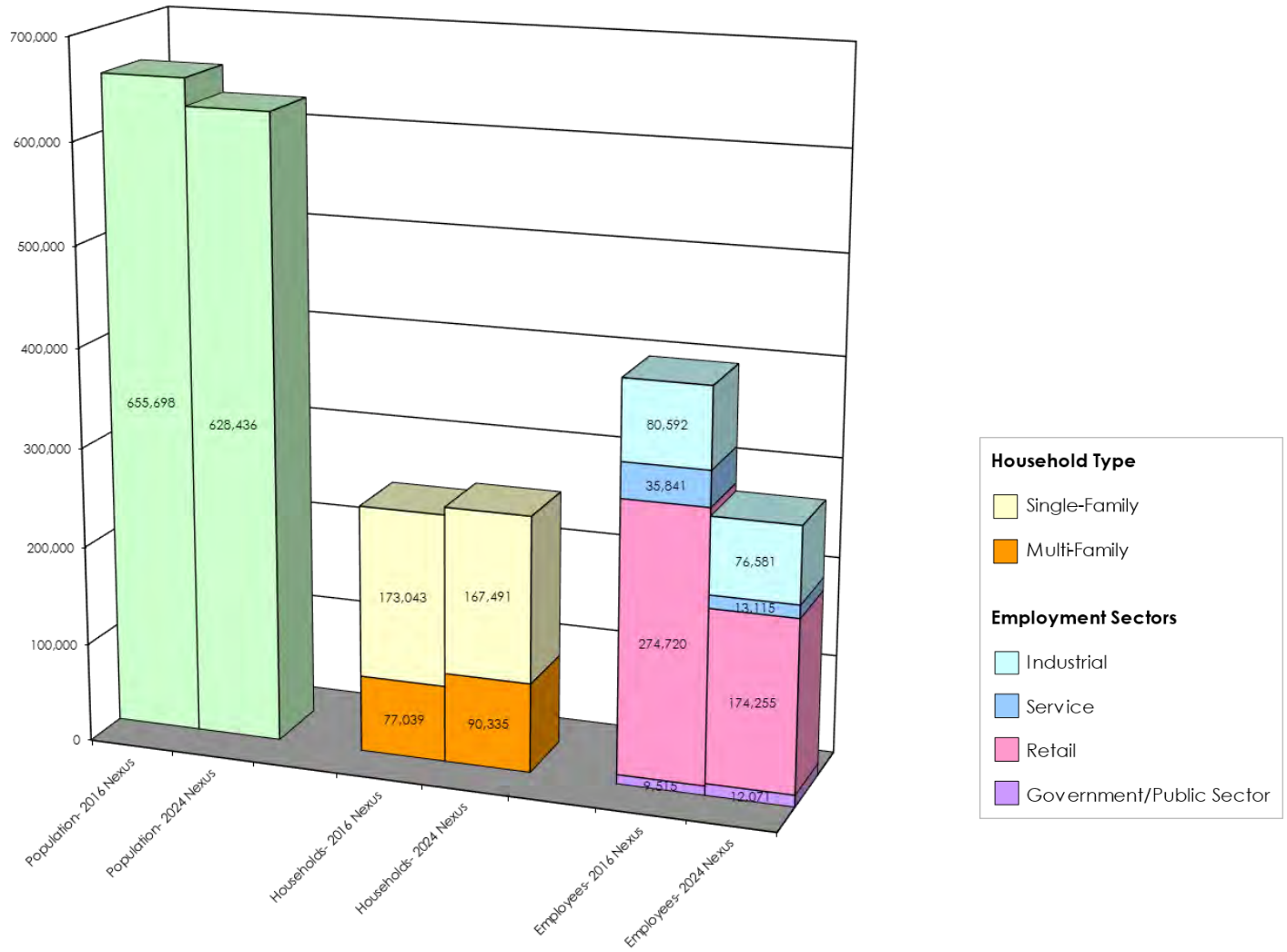
SED Type/Zone	2016 Update (2012-2040)	2024 Update (2018-2045)	Difference	Percent
Total Population	**655,698**	**628,436**	**-27,262**	**-4%**
Total Households	**250,082**	**257,826**	**7,744**	**3%**
Single-Family	173,043	167,491	-5,552	-3%
Multi-Family	77,039	90,335	13,296	17%
Total Employment	**400,668**	**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)

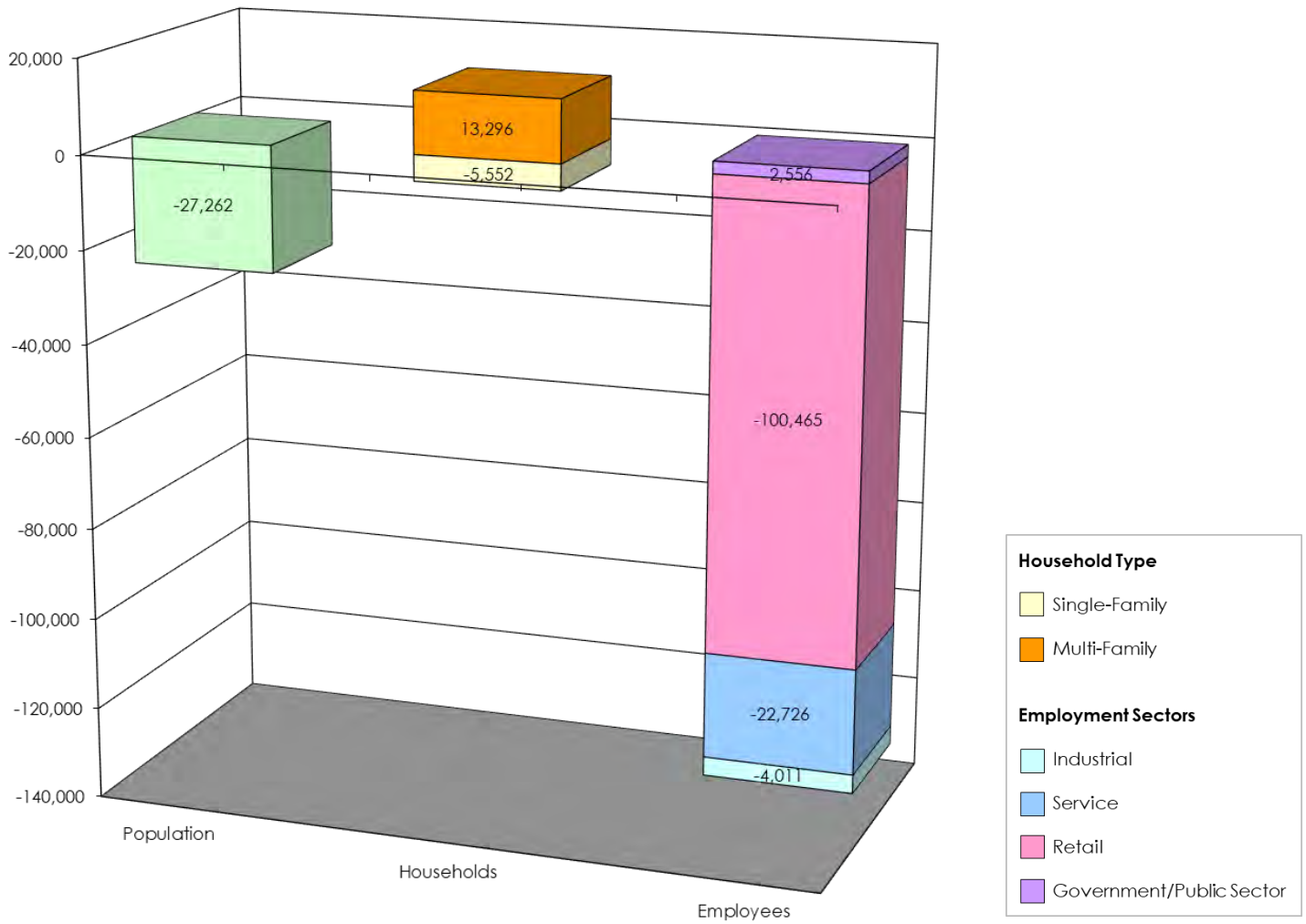
TUMF 2016 Nexus Update Comparison to TUMF 2024 Nexus Update



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

TUMF Non-Residential Category Detailed NAICS Correspondence

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

TUMF Non-Residential Category Detailed NAICS Correspondence

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

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

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

TUMF Non-Residential Category Detailed NAICS Correspondence

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

TUMF Non-Residential Category Detailed NAICS Correspondence

TUMF Category	SCAG RTP/SCS 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
		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.

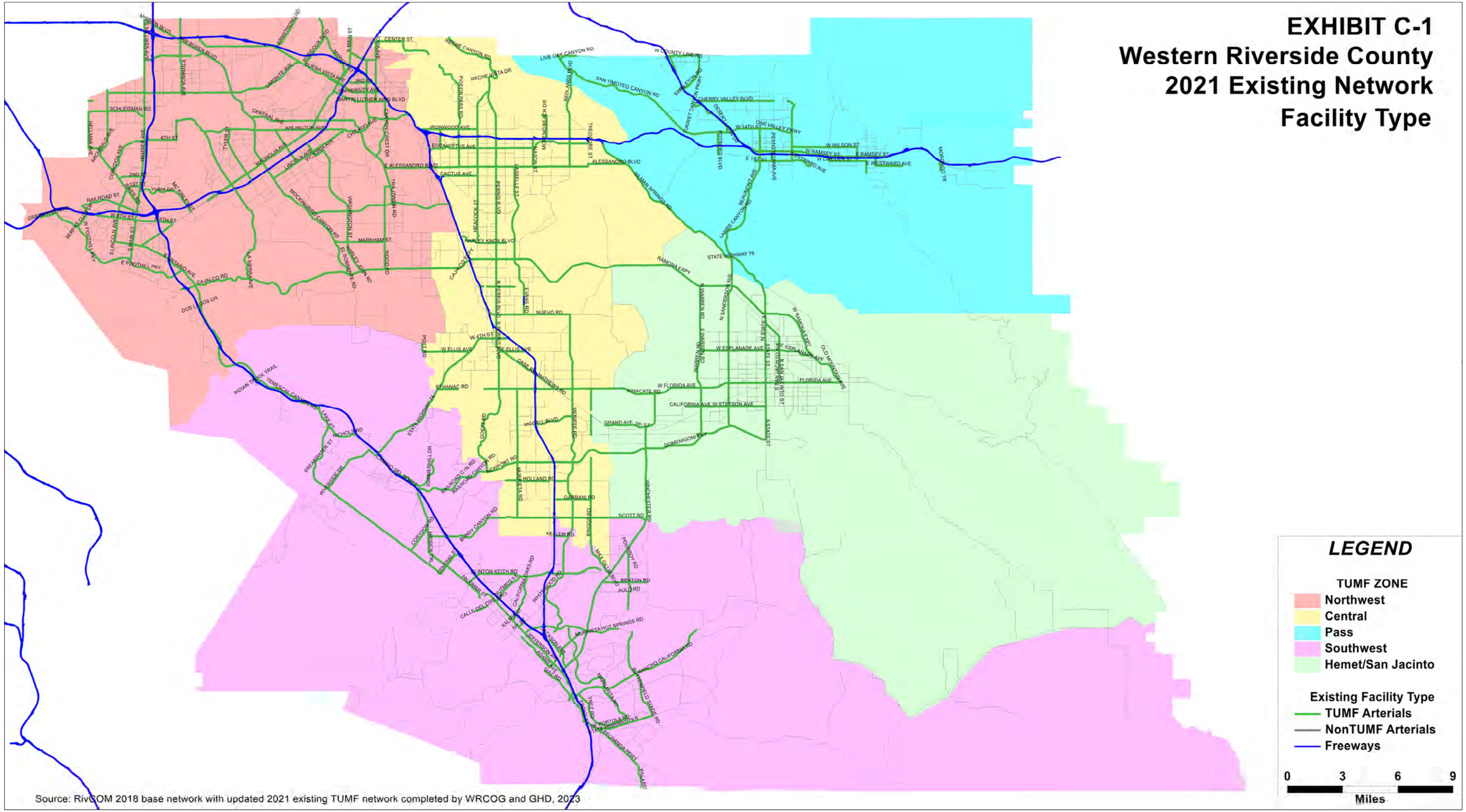
- VMT = Link Distance * Total Daily Volume
- VHT = Average Loaded (Congested) Link Travel Time * Total Daily Volume
- VHD = VHT – (Free-flow (Uncongested) Link Travel Time * Total Daily Volume)
- VMT LOS E or F = VMT (on links where Daily V/C exceeded 0.90)[13]

[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

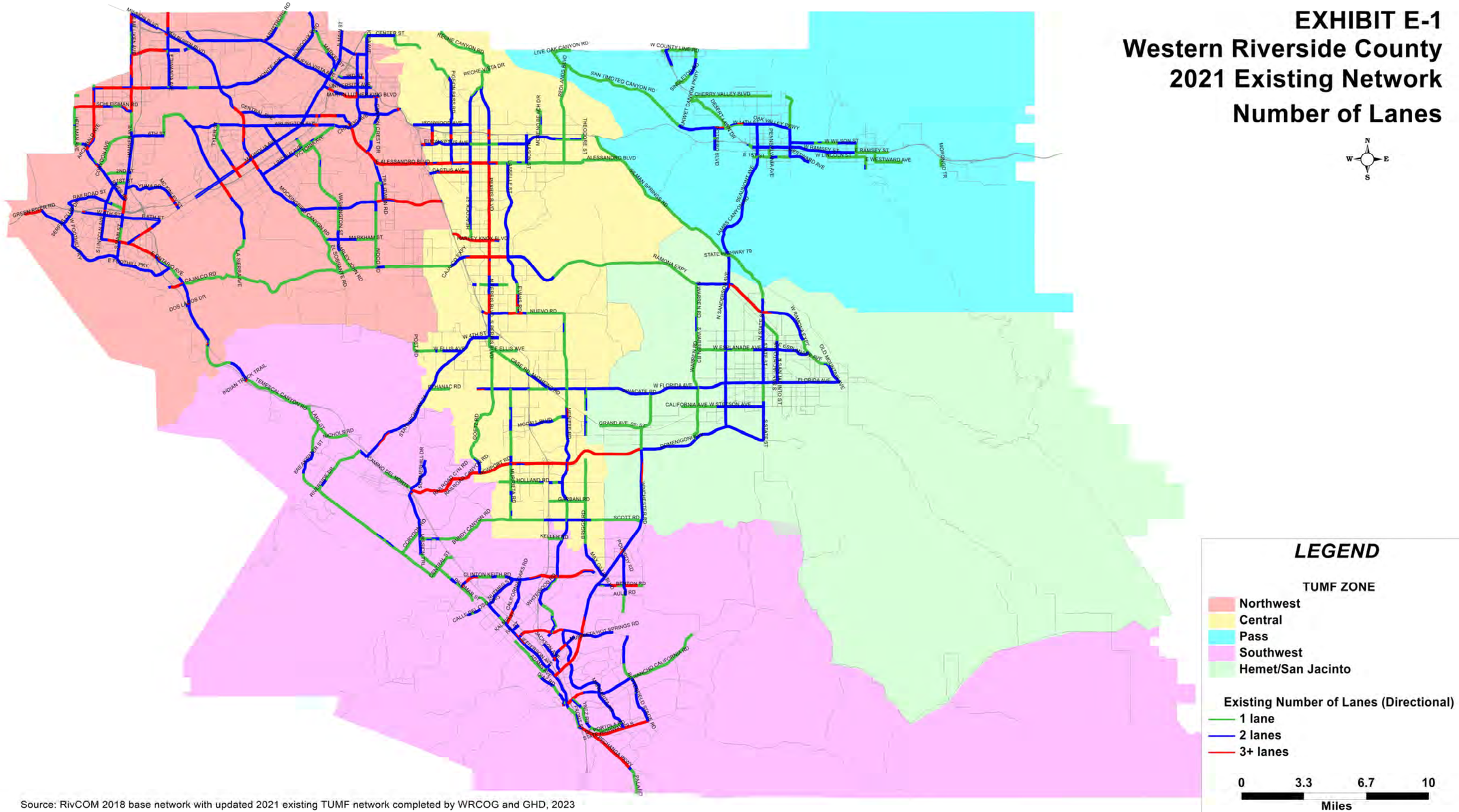
Plan Circulation Elements, primarily to confirm existing and future number of lanes and appropriateness of the facilities identified. The initial draft network was subsequently revised to consolidate appropriate General Plan Circulation Elements, including the identification of proposed new facilities 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.

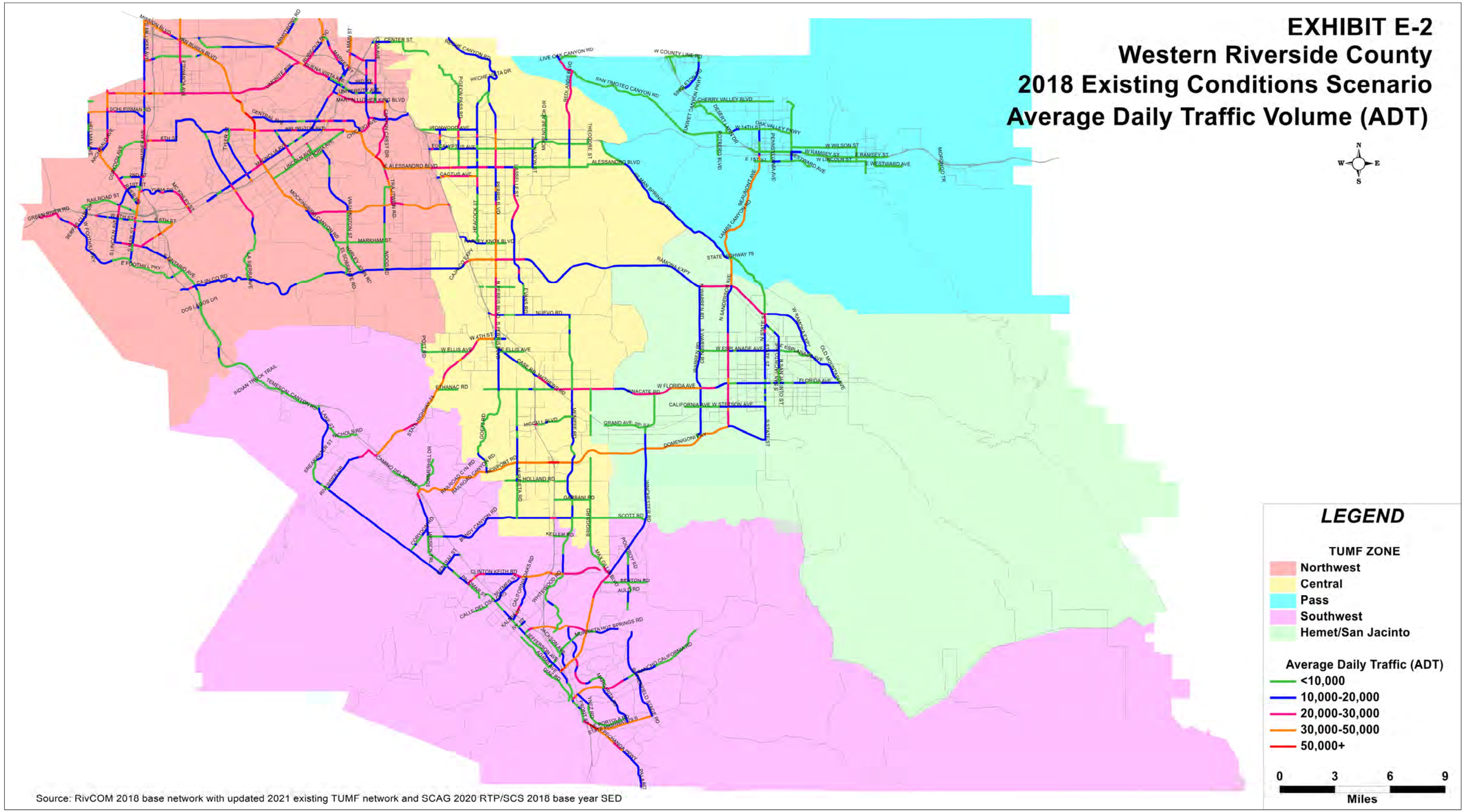
For the 2024 update of the TUMF Nexus Study, the Regional System of Highways and Arterials was reassessed. Consistent with the changing rate of new development forecast for Western Riverside County as part of the SCAG 2020 RTP/SCS, including reductions in the overall level of non-residential employment, 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



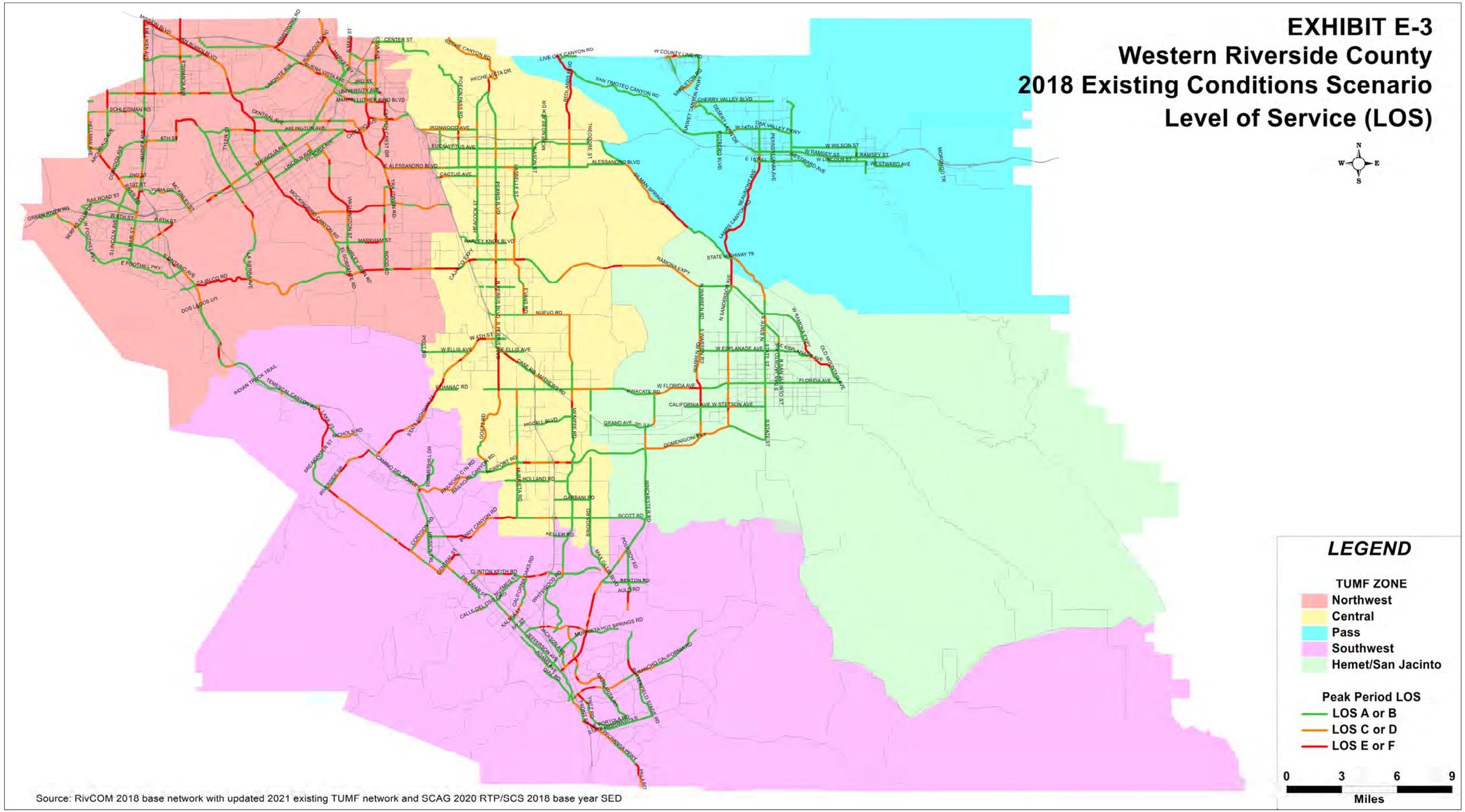
Source: RivCOM 2018 base network with updated 2021 existing TUMF network completed by WRCOG and GHD, 2023

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



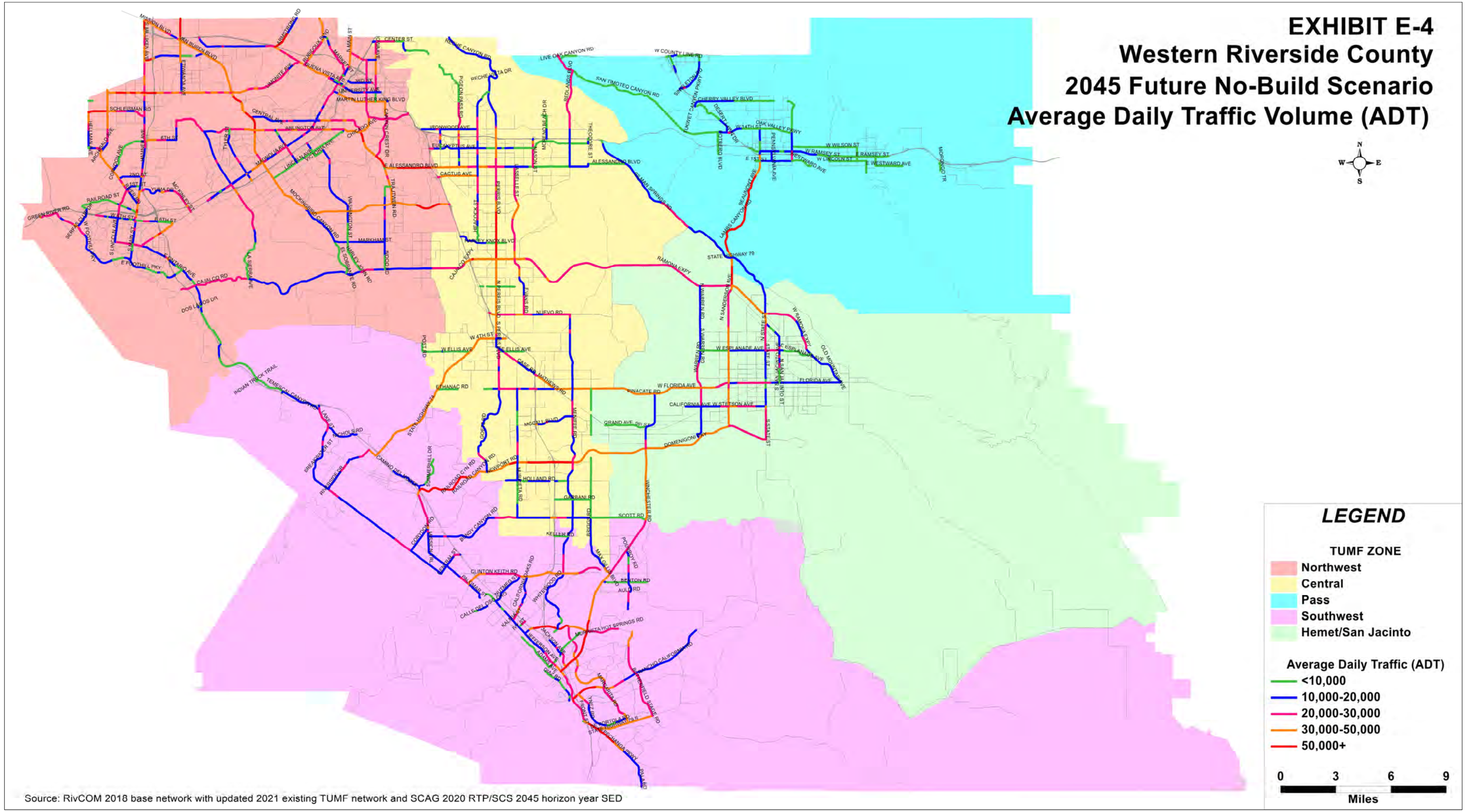
Source: RivCOM 2018 base network with updated 2021 existing TUMF network and SCAG 2020 RTP/SCS 2018 base year SED

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



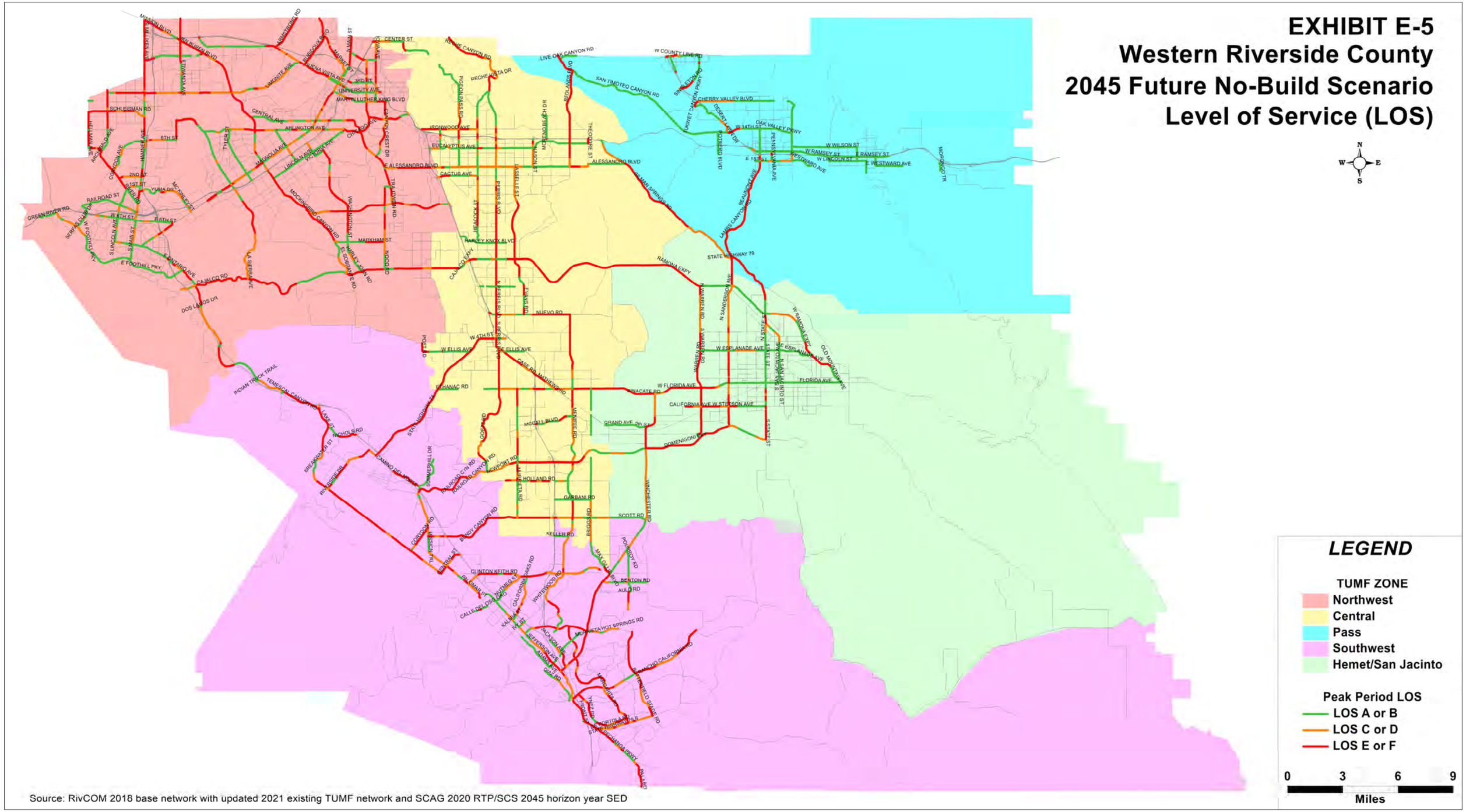
Source: RivCOM 2018 base network with updated 2021 existing TUMF network and SCAG 2020 RTP/SCS 2018 base year SED

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



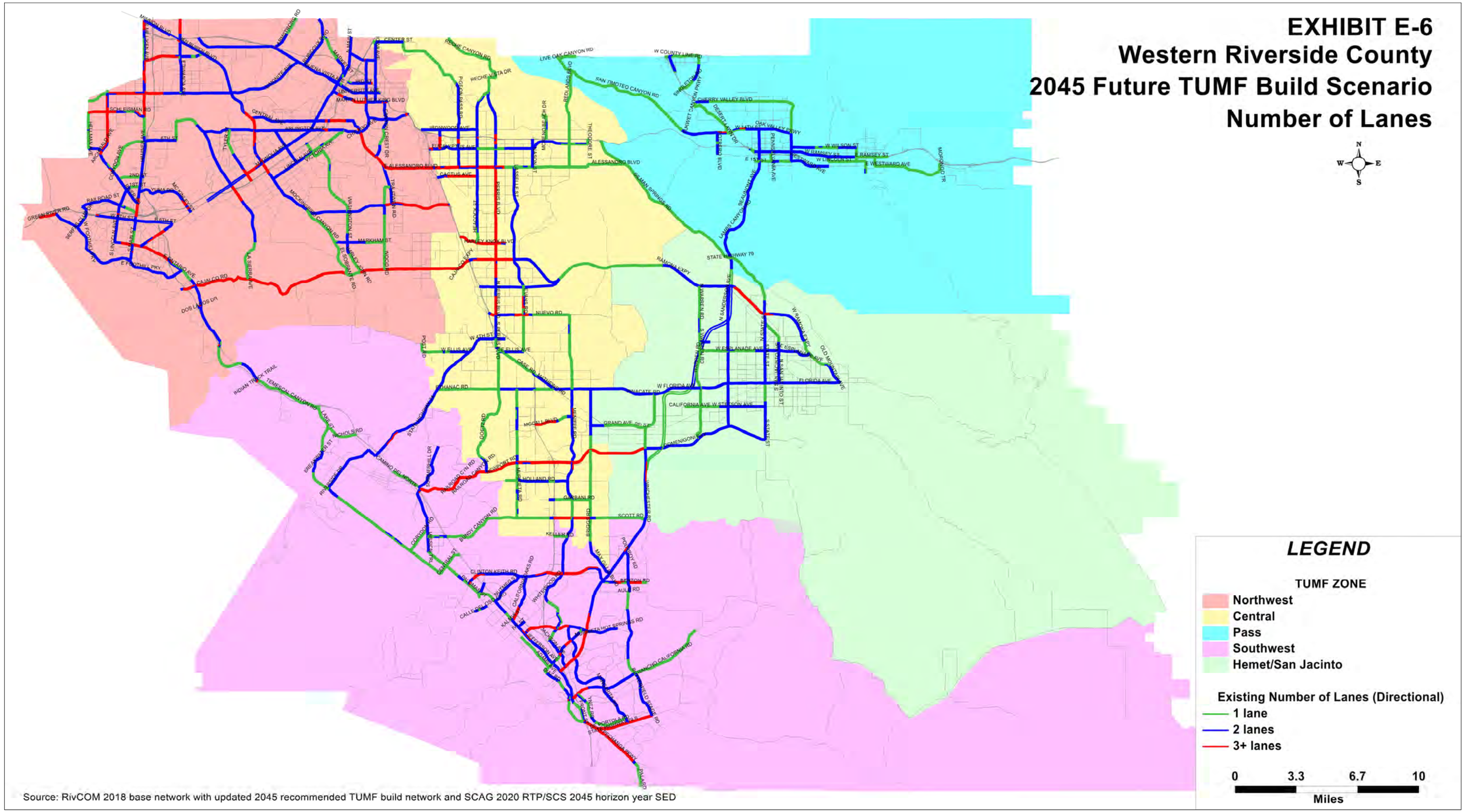
Source: RivCOM 2018 base network with updated 2021 existing TUMF network and SCAG 2020 RTP/SCS 2045 horizon year SED

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



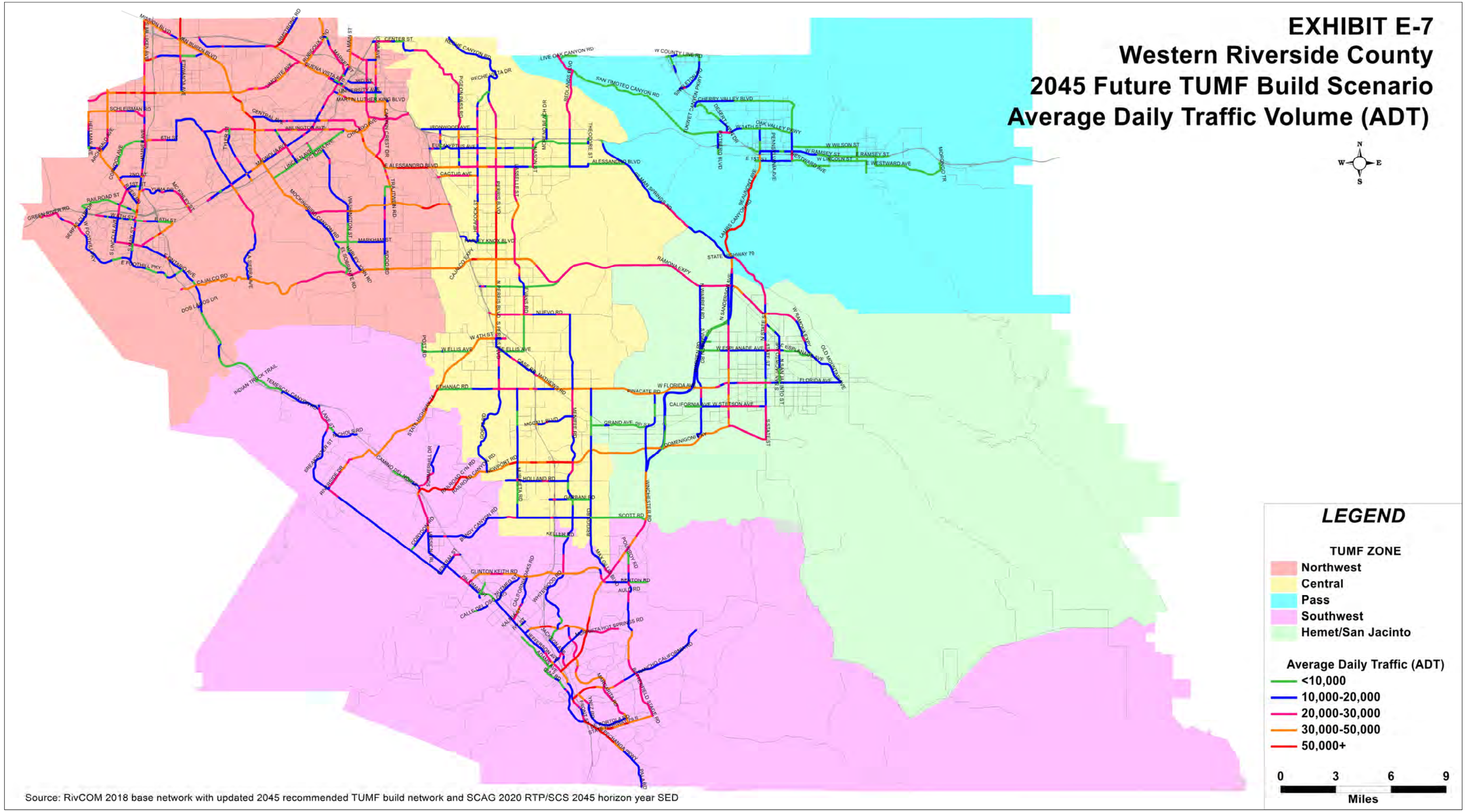
Source: RivCOM 2018 base network with updated 2021 existing TUMF network and SCAG 2020 RTP/SCS 2045 horizon year SED

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



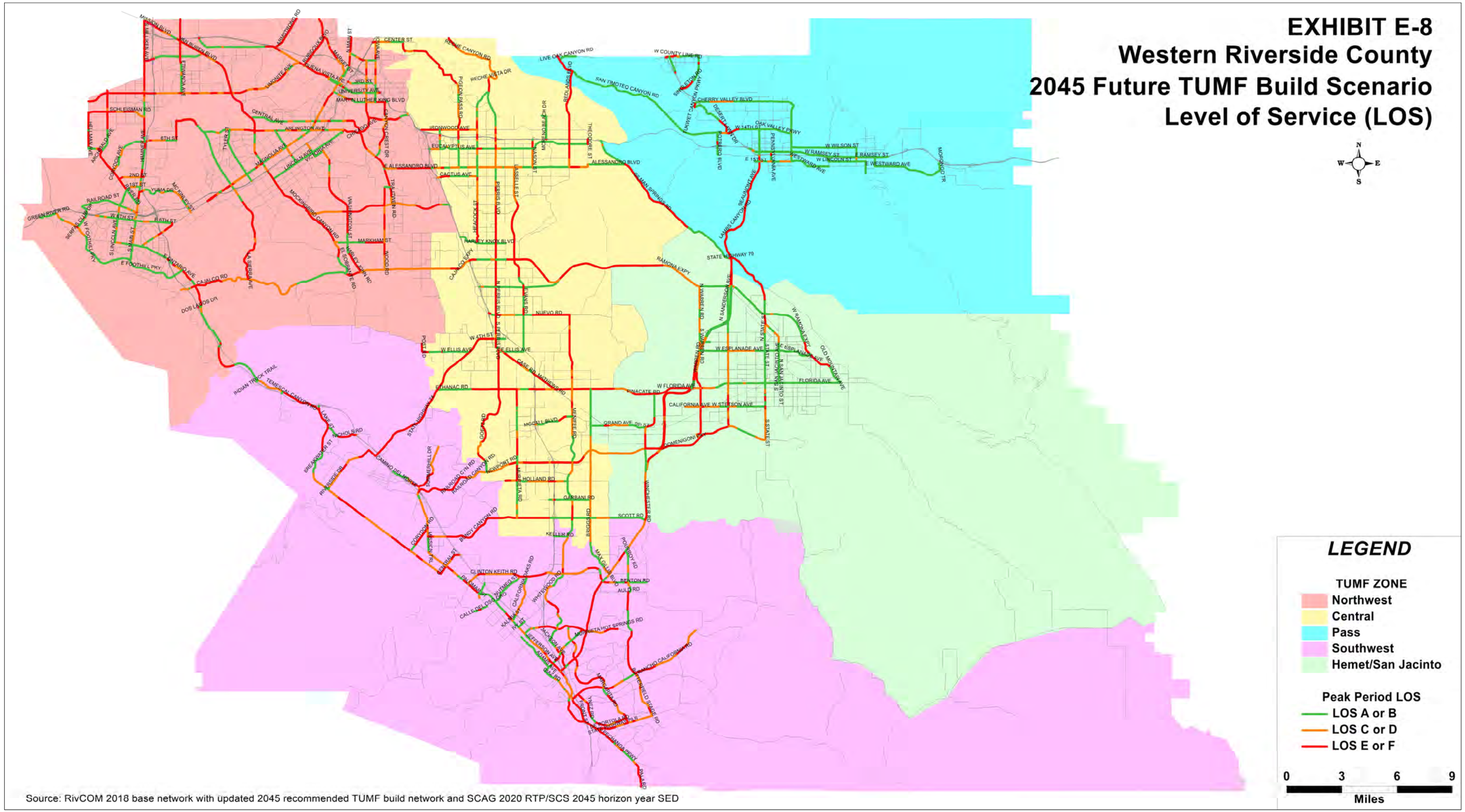
Source: RivCOM 2018 base network with updated 2045 recommended TUMF build network and SCAG 2020 RTP/SCS 2045 horizon year SED

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;

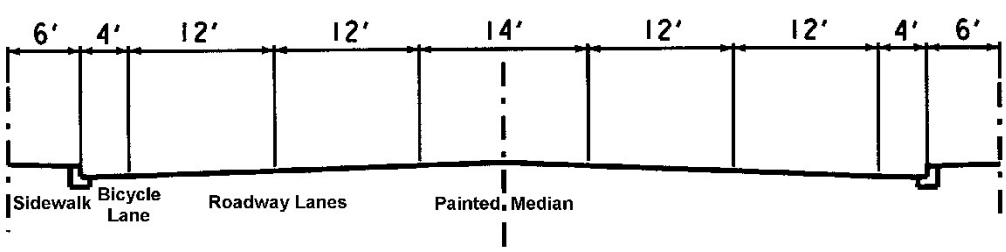
4. Construction of new Network bridge structures;
5. Expansion of existing Network interchanges with freeways;
6. Construction of new Network interchanges with freeways;
7. Grade separation of existing Network at-grade railroad crossings;
8. Expansion of existing Network-to-Network intersections;
9. 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:

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[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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Table of Contents

1. INTRODUCTION AND KEY FINDINGS 1

Background 1
Original and Existing Fee Schedule 2
Updated Mitigation Fee Schedules 3
Key Drivers of Fee Change 6
Organization of Report 8

2. MSHCP POLICIES, GOALS, AND FINANCING STRATEGY 9

MSHCP Purpose, Basis, and Goals 9
MSHCP Financing Strategy 11
MSHCP Implementation Costs and Funding Sources 13
Development Mitigation Fees and Calculation 16

3. HABITAT PROTECTION TO DATE AND FUTURE CONSERVATION SCENARIO 18

Habitat Protection Accomplishments Through 2019 18
Conservation Goals and Progress 18
Land Dedications 20
Future Conservation Scenario 21

4. FORECASTS OF DEVELOPMENT, DEDICATION, FEE PAYMENT 25

Historic Development and HCP Fees 25
Growth Projections 26

5. MSHCP IMPLEMENTATION COSTS 31

Land Costs 31
Other Costs—Administration, Management, and Monitoring 35
Endowment Funding 38
Total Implementation Costs 40

6. RCA NON-FEE REVENUES 43

MSHCP Forecast of Non-Fee Revenues 43
New Forecast of Non-Fee Revenues 44

7. MITIGATION FEE CALCULATION 46

8. MITIGATION FEE ACT (NEXUS) FINDINGS 52

Purpose of Fee 52
Use of Fee Revenues 53
Relationship 53
Need 54
Proportionality 54

9. FEE IMPLEMENTATION 56

Adoption of Revised LDMF 56
Securing Supplemental Funding 56
Annual Review 56
Surplus Funds 57
Annual and Periodic Updates 57

Appendix I: Detailed Time Series of Implementation Costs, Excluding Endowment Funding

Appendix II: Detailed Time Series of Endowment Funding

List of Tables

Table 1 2004 and 2021 MSHCP Fee Schedule 3

Table 2 Updated MSHCP Implementation Costs and Per Acre Mitigation Fees 4

Table 3 Updated Mitigation Fee Schedule by Extension Scenario 6

Table 4 MSHCP Goals by Area Plan 11

Table 5 2004 Estimates: MSHCP Implementation Costs and Funding Sources 14

Table 6 2004 and 2021 MSHCP Fee Schedule 17

Table 7 Conservation Through End of 2019 18

Table 8 Required Acquisition Acres to Achieve ARL Goals 24

Table 9 Projected Growth in Western Riverside County, through 2050 29

Table 10 Projected Developed Acres in Western Riverside County, by Extension Scenario 30

Table 11 Per-Acre Land Value Estimates—2003 Dollars (2003 Nexus Study) 32

Table 12 Local Conservation Costs Through 2018 32

Table 13 Planning Level Per Acre Land Value Estimates by Category 33

Table 14 Illustrative Distribution of Land Acquisitions by Land Use and Size 34

Table 15 Aggregate Land Value of Remaining Areas (2017 dollars) 34

Table 16 Administrative and Professional Services Costs 36

Table 17 Management and Monitoring Anticipated Costs in 2004 and 2019 Dollars 38

Table 18 Annual Implementation Cost Estimate (2019$) 39

Table 19 Endowment Funding (2019$), by Extension Scenario 40

Table 20 Total Implementation Costs (2019$*), by Extension Scenario 41

Table 21 Average Annual Implementation Costs (2019$), by Extension Scenario 42

Table 22 2004 MSHCP Anticipated Funding Sources 44

Table 23 Annual Non-Fee Revenue Projection (2019$s) 45

Table 24 MSHCP Implementation Costs and Per Acre Mitigation Fees 47

Table 25 Recommended Fee Level—No Extension 48

Table 26 Recommended Fee Level—5-Year Extension 49

Table 27 Recommended Fee Level—10-Year Extension 50

Table 28 Recommended Fee Level—15-Year Extension 51

List of Figures

Figure 1 State of Conservation in 2003: Conserved Land, Additional Reserve Land to be Acquired, and Total MSHCP Conservation Area Needed 10

Figure 2 MSHCP Estimated Annual Costs in Millions, 2004 Dollars 15

Figure 3 MSHCP Estimated Annual Revenues in Millions, 2004 Dollars 16

Figure 4 MSHCP Conservation Goals, 2019 and 2029 Goals Highlighted 19

Figure 5 Progress Towards ARL Through End of 2019 20

Figure 6 Residential Unit Development, Western Riverside County, 2005-2019 25

Figure 7 New Housing Units per Year, SCAG and MSHCP Projections and Historic Production (2005-2019) 27

Figure 8 Newly Developed Commercial Acres per Year 27

Figure 9 Comparison of Costs by Category 40

Figure 10 2004 MSHCP Anticipated Funding Sources 44

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]

[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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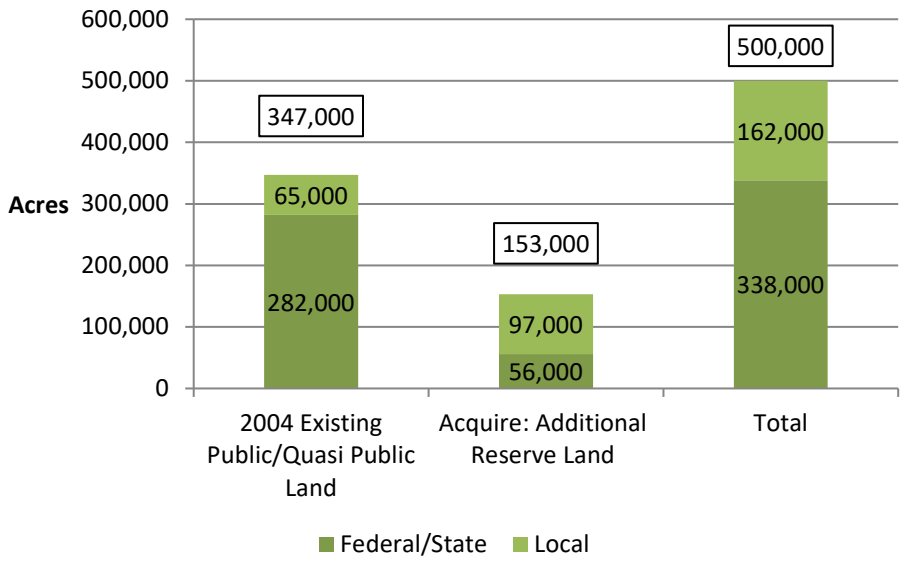
[12] The Wildlife Agencies include the US Fish and Wildlife Service and the California Department of Fish and Wildlife and the Permittees include all of the other parties to the Implementing Agreement.

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.

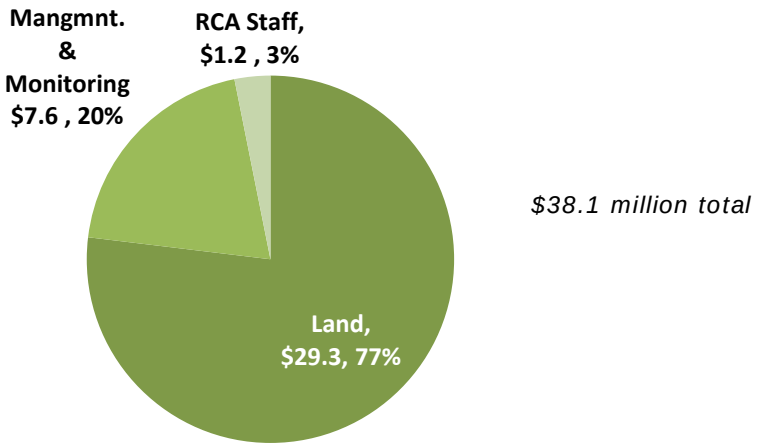
Table 5 2004 Estimates: MSHCP Implementation Costs and Funding Sources

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.

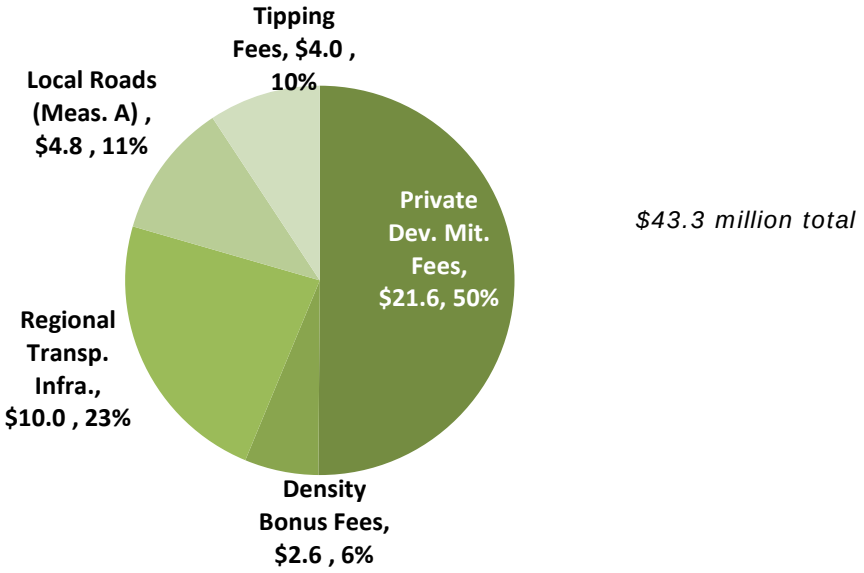
Figure 2 MSHCP Estimated Annual Costs in Millions, 2004 Dollars



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

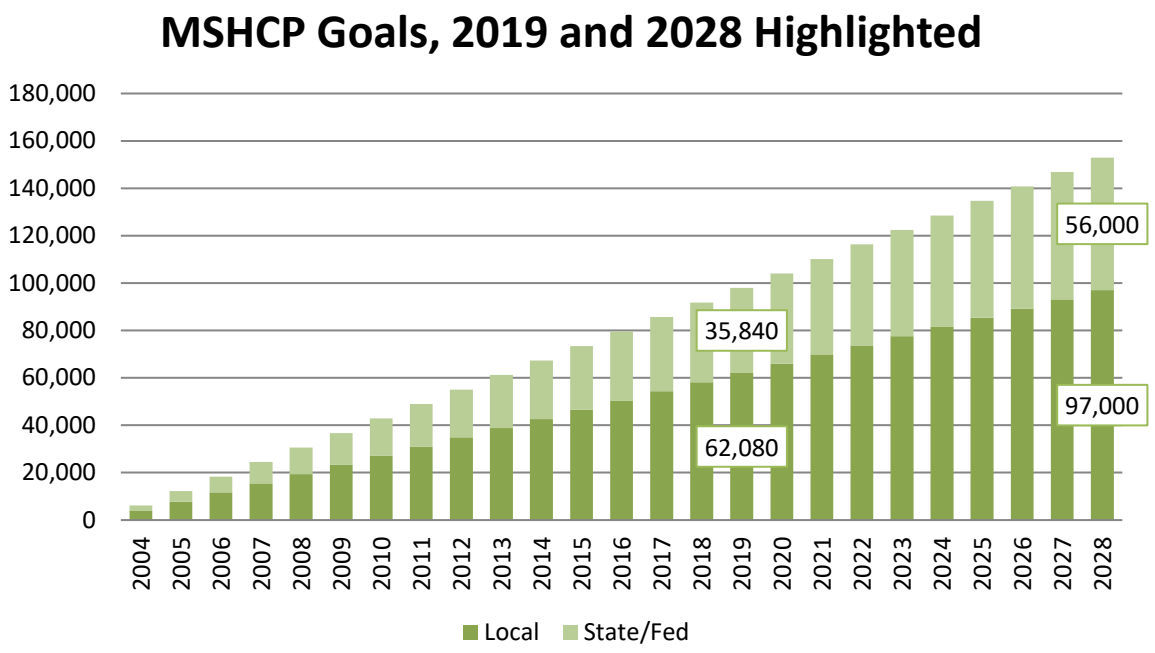
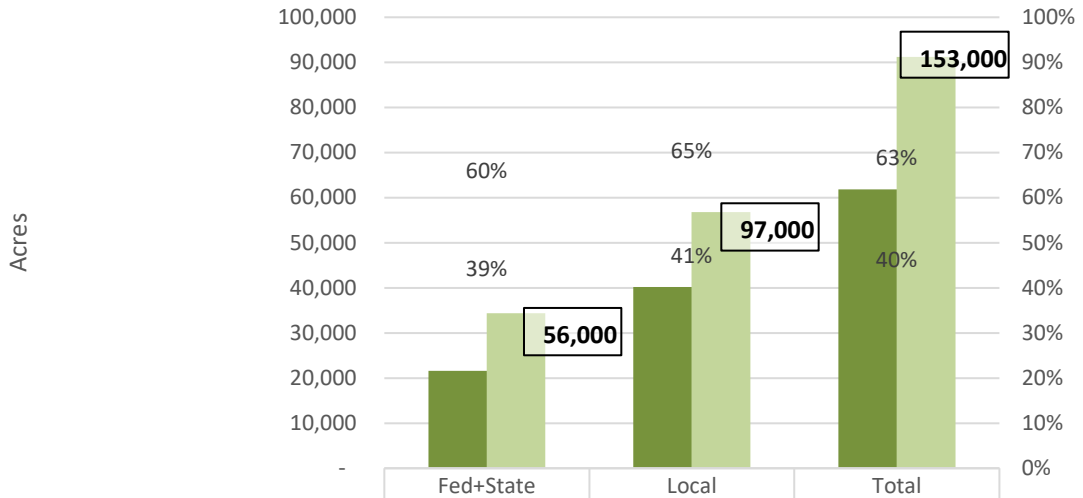


Figure 5 Progress Towards ARL Through End of 2019



	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.

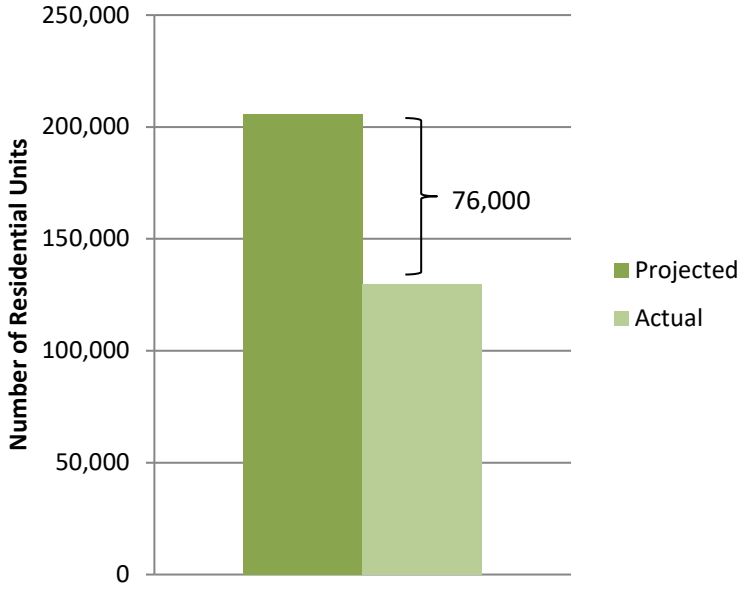
4. FORECASTS OF DEVELOPMENT, DEDICATION, FEE PAYMENT

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)

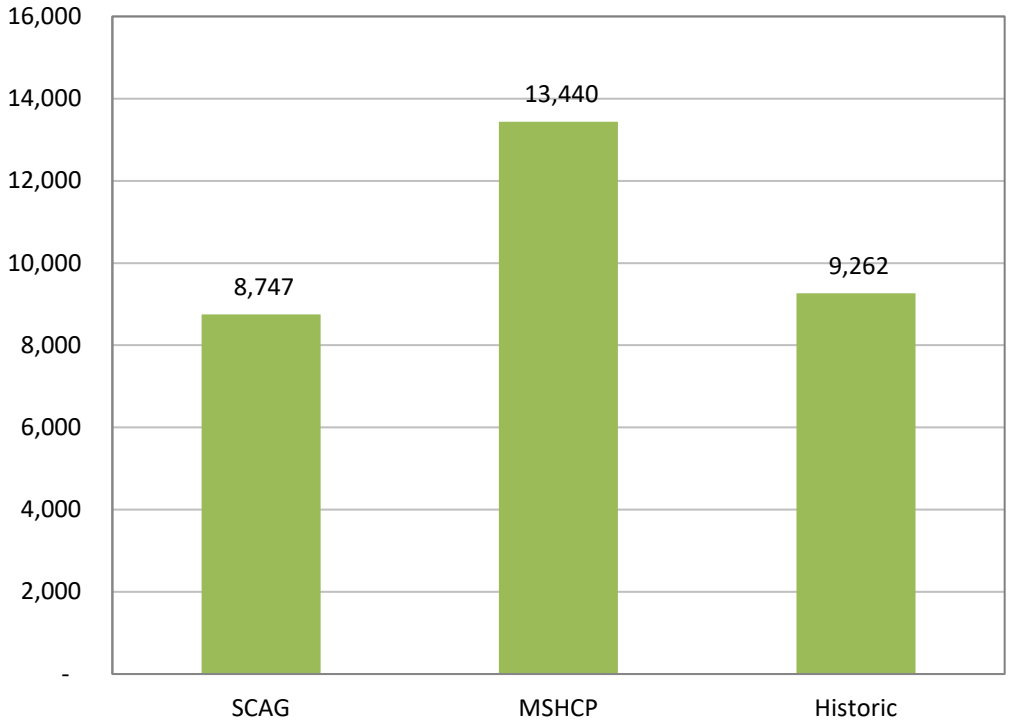
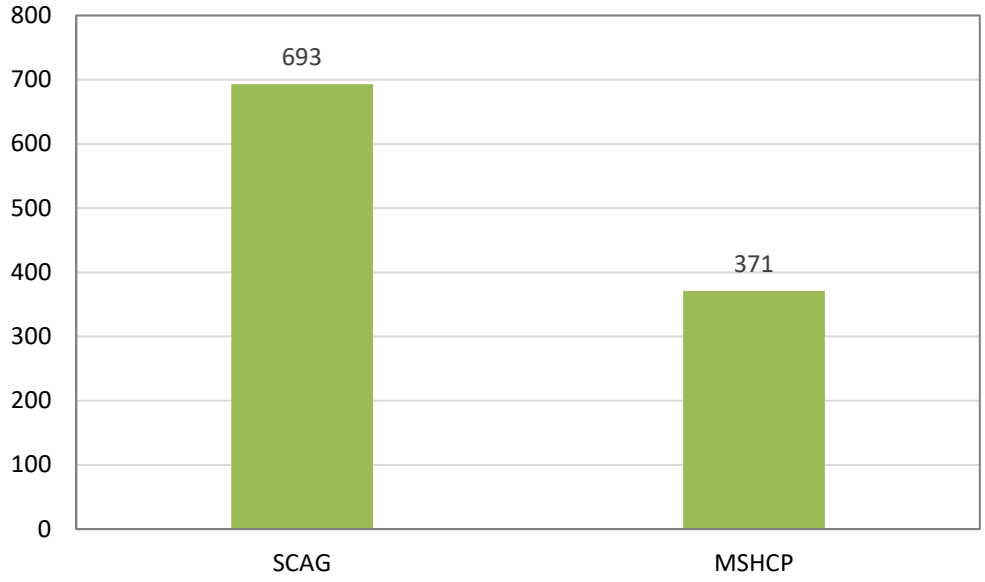


Figure 8 Newly Developed Commercial Acres per Year

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

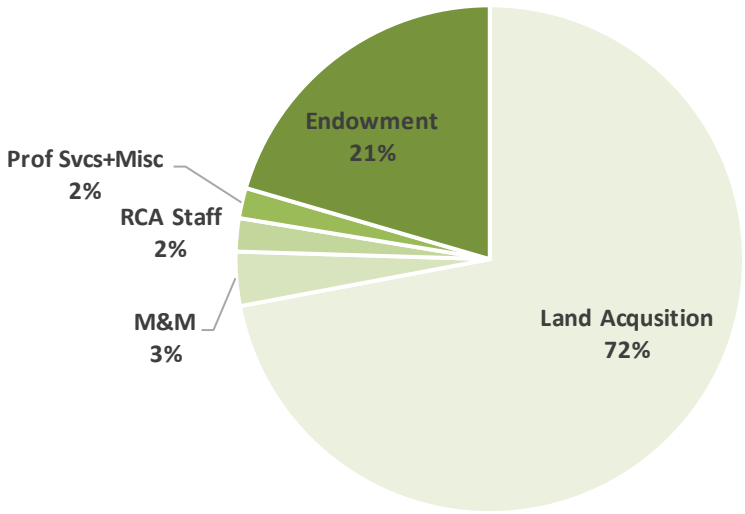
Item	No Extension	5-Year Extension	10-Year Extension	15-Year Extension
Total Endowment Funding Required	$225,208,133	$225,208,133	$225,208,133	$225,208,133
(Less) Endowment Interest	($25,695,187)	($40,679,628)	($54,846,349)	($68,206,990)
Net Endowment Funding Required	$199,512,947	$184,528,506	$170,361,785	$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.

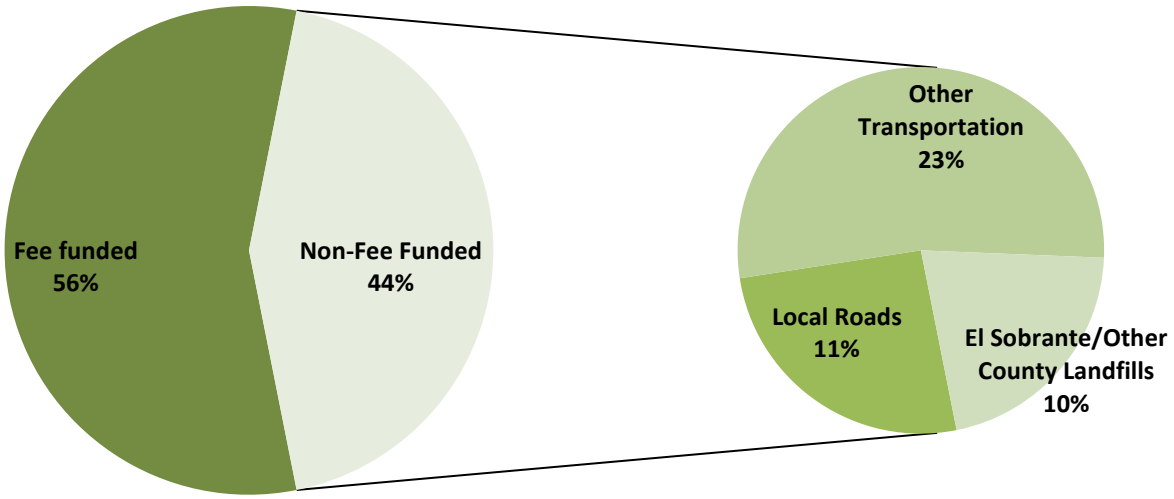
As described further below, at this point, the average annual funding from non-fee revenues sources are well below the MSCHP forecast. Measure A, a voter-approved ½ cent sales tax measure did provide substantial funding as envisioned (though is now fully used/ allocated) and, collectively, the other 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

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[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	Domenigoni	Stetson	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	$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 Cerro and Santa Ana River	40%	40%	0.86	1.06		$0	$5,181,000	$0	$135,000	$0	$0	$0
Northwest		Jurupa Valley	Market	Santa Ana River	bridge	$13,920,000	$6,204,000	$214,000		0%	0%	1.13	1.32	45%	$7,716,000	$0	$7,716,000	$480,000	$0	$0	$7,716,000
Northwest		Jurupa Valley	Mission	Milliken	SR-60	$0	$0	$0	Between Milliken and Wineville, and SR-60 to SR-60 EB Off Ramp	58%	58%	0.90	1.06		$0	$0	$0	$0	$0	$0	$0
Northwest		Jurupa Valley	Mission	SR-60	Santa Ana River	$0	$0	$0	Between Jurupa and Canal, Riverview and Rubidoux, and Crestmore and Santa Ana River	13%	13%	0.57	0.78		$0	$0	$0	$0	$0	$0	$0
Northwest		Jurupa Valley	Riverview	Limonite	Mission	$0	$0	$0		0%	0%	0.55	0.56		$0	$0	$0	$0	$0	$0	$0
Northwest		Jurupa Valley	Rubidoux	Pine	Mission	$0	$0	$0	Between SR-60 WB and 30th, and 24th and Market	9%	9%	0.86	1.11		$0	$0	$0	$0	$0	$0	$0
Northwest		Jurupa Valley	Rubidoux	SR-60	interchange	$32,698,000	$9,051,000	$0		0%	0%	1.61	1.88	28%	$23,647,000	$0	$23,647,000	$0	$0	$0	$23,647,000
Northwest		Jurupa Valley	Valley	Armstrong	Mission	$0	$0	$0	Between Armstrong and Mission	100%	100%	1.22	1.47	44%	$0	$0	$0	$0	$0	$0	$0
Northwest		Norco	1st	Parkridge	Mountain	$0	$0	$0		0%	0%	0.75	0.89		$0	$0	$0	$0	$0	$0	$0
Northwest		Norco	1st	Mountain	Hamner	$0	$0	$0		0%	0%	0.38	0.51		$0	$0	$0	$0	$0	$0	$0
Northwest		Norco	2nd	River	I-15	$0	$0	$0	Between Hamner and I-15 SB On Ramp	7%	7%	0.74	0.85		$0	$0	$0	$0	$0	$0	$0
Northwest		Norco	6th	Hamner	California	$0	$0	$0	Between Hamner and I-15 NB On Ramp	9%	9%	0.68	0.76		$0	$0	$0	$0	$0	$0	$0
Northwest		Norco	6th	I-15	interchange	$32,698,000	$3,489,000	$0		0%	0%	2.57	2.77	11%	$29,209,000	$0	$29,209,000	$0	$0	$0	$29,209,000
Northwest		Norco	Arlington	Crestview	Fairhaven	$4,342,000	$4,342,000	$113,000	Between Crestview and Fairhaven	100%	100%	0.79	0.94		$0	$0	$0	$113,000	$0	$0	$0
Northwest		Norco	California	Arlington	6th	$15,237,000	$12,525,000	$93,000	Between Arlington and 7th, and Green Tree ans 6th	78%	78%	0.96	1.14	77%	$2,712,000	$0	$2,712,000	$113,000	$20,000	$20,000	$2,732,000
Northwest		Norco	Corydon	River	5th	$0	$0	$0		0%	0%	0.52	0.78		$0	$0	$0	$0	$0	$0	$0
Northwest		Norco	Hamner	Santa Ana River	bridge	$33,408,000	$11,455,000	$395,000		0%	0%	1.41	1.67	34%	$21,953,000	$21,621,000	$332,000	$1,152,000	$0	$0	$332,000
Northwest		Norco	Hamner	Santa Ana River	Hidden Valley	$49,591,000	$49,591,000	$368,000	Between Detroit and Santa Ana River	6%	6%	0.65	0.80		$0	$0	$0	$368,000	$0	$0	$0
Northwest		Norco	Hidden Valley	I-15	Norco Hills	$0	$0	$0	Between I-15 to I-15 NB On Ramp	3%	3%	0.55	0.70		$0	$0	$0	$0	$0	$0	$0
Northwest		Norco	Hidden Valley	Hamner	I-15	$0	$0	$0	Between Hamner and I-15	100%	100%	1.14	1.23	27%	$0	$0	$0	$0	$0	$0	$0
Northwest		Norco	Norco	Corydon	Hamner	$0	$0	$0		0%	0%	0.33	0.48		$0	$0	$0	$0	$0	$0	$0
Northwest		Norco	North	California	Crestview	$0	$0	$0	Between California and Crestview	100%	100%	0.96	1.19	80%	$0	$0	$0	$0	$0	$0	$0
Northwest		Norco	River	Archibald	Corydon	$1,743,000	$1,109,000	$8,000	Between Archibald and Sundance	79%	79%	1.20	1.56	54%	$634,000	$0	$634,000	$13,000	$5,000	$5,000	$639,000
Northwest		Riverside	14th	Market	Martin Luther King	$0	$0	$0		0%	0%	0.66	0.76		$0	$0	$0	$0	$0	$0	$0
Northwest		Riverside	1st	Market	Main	$0	$0	$0		0%	0%	0.24	0.50		$0	$0	$0	$0	$0	$0	$0
Northwest		Riverside	3rd	SR-91	I-215	$1,941,000	$1,941,000	$14,000		0%	0%	0.49	0.59		$0	$0	$0	$14,000	$0	$0	$0
Northwest		Riverside	3rd	BNSF	railroad crossing	$105,560,000	$30,560,000	$1,054,000		0%	0%	0.77	0.90		$0	$75,000,000	$0	$3,640,000	$0	$0	$0
Northwest		Riverside	Adams	Arlington	SR-91	$0	$0	$0		0%	0%	0.49	0.48		$0	$0	$0	$0	$0	$0	$0
Northwest		Riverside	Adams	SR-91	Lincoln	$0	$0	$0		0%	0%	0.44	0.64		$0	$0	$0	$0	$0	$0	$0
Northwest		Riverside	Adams	SR-91	interchange	$32,698,000	$3,262,000	$0		0%	0%	1.46	1.52	10%	$29,436,000	$935,000	$28,501,000	$0	$0	$0	$28,501,000
Northwest		Riverside	Arlington	Fairhaven	La Sierra	$0	$0	$0		0%	0%	0.68	0.77		$0	$0	$0	$0	$0	$0	$0
Northwest		Riverside	Buena Vista	Santa Ana River	Redwood	$0	$0	$0		0%	0%	0.83	1.17		$0	$0	$0	$0	$0	$0	$0
Northwest		Riverside	Canyon Crest	Martin Luther King	Central	$0	$0	$0	Between Martin Luther King and El Cerrito	71%	71%	1.02	1.16	55%	$0	$0	$0	$0	$0	$0	$0
Northwest		Riverside	Canyon Crest	Central	Country Club	$0	$0	$0		0%	0%	0.70	0.77		$0	$0	$0	$0	$0	$0	$0
Northwest		Riverside	Canyon Crest	Country Club	Via Vista	$4,996,000	$1,593,000	$45,000	between Country Club and Via Vista	100%	100%	1.30	1.48	32%	$3,403,000	$0	$3,403,000	$142,000	$97,000	$97,000	$3,500,000
Northwest		Riverside	Canyon Crest	Via Vista	Alessandro	$0	$0	$0		0%	0%	0.59	0.72		$0	$0	$0	$0	$0	$0	$0
Northwest		Riverside	Central	Chicago	I-215/SR-60	$0	$0	$0	Between Chicago and Chapala, and Canyon Crest and Quail Run	32%	32%	0.80	0.96		$0	$0	$0	$0	$0	$0	$0
Northwest		Riverside	Central	SR-91	Magnolia	$0	$0	$0	Between SR-91 and SR-91 SB On Ramp	6%	6%	0.64	0.71		$0	$0	$0	$0	$0	$0	$0
Northwest		Riverside	Central	Alessandro	SR-91	$0	$0	$0	Between SR-91 and SR-91 NB On Ramp, and Nottingham and 420 ft West	5%	5%	0.75	0.87		$0	$0	$0	$0	$0	$0	$0
Northwest		Riverside	Central	Van Buren	Magnolia	$0	$0	$0		0%	0%	0.43	0.53		$0	$0	$0	$0	$0	$0	$0
Northwest		Riverside	Chicago	Alessandro	Spruce	$0	$0	$0	Between Martin Luther King and Ransom	43%	43%	0.85	0.99		$0	$0	$0	$0	$0	$0	$0
Northwest		Riverside	Chicago	Spruce	Columbia	$0	$0	$0		0%	0%	0.72	0.85		$0	$0	$0	$0	$0	$0	$0
Northwest		Riverside	Columbia	Main	Iowa	$0	$0	$0		0%	0%	0.62	0.71		$0	$0	$0	$0	$0	$0	$0
Northwest		Riverside	Columbia	I-215	interchange	$32,698,000	$9,050,000	$0		0%	0%	2.96	3.74	28%	$23,648,000	$0	$23,648,000	$0	$0	$0	$23,648,000
Northwest		Riverside	Iowa	Center	3rd	$30,272,000	$30,272,000	$225,000	Between Palmyrita and Columbia	11%	11%	0.82	0.93		$0	$0	$0	$225,000	$0	$0	$0
Northwest		Riverside	Iowa	3rd	University	$0	$0	$0		0%	0%	0.65	0.73		$0	$0	$0	$0	$0	$0	$0
Northwest		Riverside	Iowa	University	Martin Luther King	$0	$0	$0		0%	0%	0.24	0.36		$0	$0	$0	$0	$0	$0	$0
Northwest		Riverside	JFK	Trautwein	Wood	$1,880,000	$1,880,000	$49,000		0%	0%	0.54	0.68		$0	$0	$0	$49,000	$0	$0	$0
Northwest		Riverside	La Sierra	Arlington	SR-91	$0	$0	$0		0%	0%	0.43	0.51		$0	$0	$0	$0	$0	$0	$0
Northwest		Riverside	La Sierra	SR-91	Indiana	$192,000	$192,000	$0		0%	0%	0.77	0.85		$0	$0	$0	$0	$0	$0	$0
Northwest		Riverside	La Sierra	Indiana	Victoria	$778,000	$778,000	$0		0%	0%	0.71	0.80		$0	$0	$0	$0	$0	$0	$0
Northwest		Riverside	Lemon (NB One way)	Mission Inn	University	$0	$0	$0		0%	0%	0.11	0.15		$0	$0	$0	$0	$0	$0	$0
Northwest		Riverside	Lincoln	Van Buren	Jefferson	$0	$0	$0		0%	0%	0.23	0.48		$0	$0	$0	$0	$0	$0	$0
Northwest		Riverside	Lincoln	Jefferson	Washington	$0	$0	$0		0%	0%	0.26	0.49		$0	$0	$0	$0	$0	$0	$0
Northwest		Riverside	Lincoln	Washington	Victoria	$0	$0	$0		0%	0%	0.39	0.56		$0	$0	$0	$0	$0	$0	$0
Northwest		Riverside	Madison	SR-91	Victoria	$853,000	$853,000	$0		0%	0%	0.65	0.66		$0	$0	$0	$0	$0	$0	$0
Northwest		Riverside	Madison	BNSF	railroad crossing	$20,010,000	$20,010,000	$690,000		0%	0%	0.81	0.80		$0	$0	$0	$690,000	$0	$0	$0
Northwest		Riverside	Magnolia	BNSF Railroad	Tyler	$0	$0	$0	Between Buchanan and SR-91 EB On Ramp, and SR-91 to La Sierra	53%	53%	0.82	0.96		$0	$0	$0	$0	$0	$0	$0
Northwest		Riverside	Magnolia	BNSF	railroad crossing	$0	$0	$0		0%	0%	0.90	1.04		$0	$0	$0	$0	$0	$0	$0
Northwest		Riverside	Magnolia	Tyler	Harrison	$0	$0	$0		0%	0%	0.52	0.66		$0	$0	$0	$0	$0	$0	$0
Northwest		Riverside	Magnolia	Harrison	14th	$0	$0	$0		0%	0%	0.62	0.79		$0	$0	$0	$0	$0	$0	$0
Northwest		Riverside	Main	1st	San Bernardino County	$0	$0	$0	Between Columbia and San Bernardino County, and SR-60 WB On Ramp to SR-60 EB On Ramp	43%	43%	0.76	0.94		$0	$0	$0	$0	$0	$0	$0
Northwest		Riverside	Market	14th	Santa Ana River	$9,491,000	$9,491,000	$70,000	Between Rivera and Santa Ana River	21%	21%	0.72	0.92		$0	$0	$0	$70,000	$0	$0	$0
Northwest		Riverside	Martin Luther King	14th	I-215/SR-60	$24,031,000	$24,031,000	$178,000	Between Victoria and Sedgwick, and Iowa and I-215 SB On Ramp	41%	41%	0.78	0.87		$0	$0	$0	$178,000	$0	$0	$0
Northwest		Riverside	Mission Inn	Redwood	Lemon	$0	$0	$0		0%	0%	0.26	0.47		$0	$0	$0	$0	$0	$0	$0
Northwest		Riverside	Redwood (SB One way)	Mission Inn	University	$0	$0	$0		0%	0%	0.59	0.74		$0	$0	$0	$0	$0	$0	$0
Northwest		Riverside	Trautwein	Alessandro	Van Buren	$0	$0	$0	Between Mission Grove and Orange Terrace	43%	43%	0.88	1.04		$0	$0	$0	$0	$0	$0	$0
Northwest		Riverside	Tyler	SR-91	Magnolia	$0	$0	$0		0%	0%	0.31	0.37		$0	$0	$0	$0	$0	$0	$0
Northwest		Riverside	Tyler	SR-91	interchange	$63,061,000	$21,814,000	$0		0%	0%	1.56	1.90	35%	$41,247,000	$0	$41,247,000	$0	$0	$0	$41,247,000
Northwest		Riverside	Tyler	Magnolia	Hole	$0	$0	$0		0%	0%	0.30	0.30		$0	$0	$0	$0	$0	$0	$0
Northwest		Riverside	Tyler	Hole	Wells	$0	$0	$0		0%	0%	0.52	0.53		$0	$0	$0	$0	$0	$0	$0
Northwest		Riverside	Tyler	Wells	Arlington	$0	$0	$0		0%	0%	0.59	0.62		$0	$0	$0	$0	$0	$0	$0
Northwest		Riverside	University	Redwood	SR-91	$859,000	$859,000	$0		0%	0%	0.60	0.71		$0	$0	$0	$0	$0	$0	$0
Northwest		Riverside	University	SR-91	I-215/SR-60	$2,067,000	$2,067,000	$0	Between SR-60 and SR-60 SB On Ramp	2%	2%	0.52	0.65		$0	$0	$0	$0	$0	$0	$0
Northwest		Riverside	Victoria	Lincoln	Arlington	$0	$0	$0		0%	0%	0.86	1.11		$0	$0	$0	$0	$0	$0	$0
Northwest		Riverside	Victoria	Madison	Washington	$0	$0	$0		0%	0%	0.36	0.55		$0	$0	$0	$0	$0	$0	$0
Northwest		Riverside	Washington	Victoria	Hermosa	$27,018,000	$27,018,000	$201,000	Between Dufferin and Overlook, and Bradley and Hermosa	34%	34%	0.83	0.94		$0	$0	$0	$201,000	$0	$0	$0
Northwest		Riverside	Wood	JFK	Van Buren	$3,053,000	$3,053,000	$79,000		0%	0%	0.81	1.03		$0	$0	$0	$79,000	$0	$0	$0
Northwest		Riverside	Wood	Van Buren	Bergamont	$0	$0	$0		0%	0%	0.50	0.69		$0	$0	$0	$0	$0	$0	$0
Northwest		Riverside	Wood	Bergamont	Krameria	$0	$0	$0		0%	0%	0.55	0.77		$0	$0	$0	$0	$0	$0	$0

EXHIBIT H-2 TUMF Network Detailed Cost Estimate - Existing Need and Obligated Funding

Updated: July 23, 2024

AREA	PLAN DIST	CITY	STREETNAME	SEGMENTFROM	SEGMENTTO	TOTAL COST	MAXIMUM TUMF SHARE	MAX TUMF MSHCP SHARE	EXIST NEED LOS E&F SEGMENT DESCRIPTION	% EXIST NEED	>2 LANE ADJST	EXIST V/C	FUTURE V/C	TUMF V/C SHARE	EXIST NEED	OBLIGATED	UNFUND EXIST NEED	MSHCP	MSHCP EXIST NEED	MSHCP UNFUND EXIST NEED	COMBINED UNFUND EXIST NEED
Northwest		Unincorporatec	Cantu-Galleano Ranch	Hamner	Wineville	$0	$0	$0		0%	0%	0.47	0.95		$0	$0	$0	$0	$0	$0	$0
Northwest		Unincorporatec	Dos Lagos (Weirick)	Temescal Canyon	I-15	$0	$0	$0	Between I-15 and I-15 NB On Ramp	22%	22%	0.52	0.72		$0	$0	$0	$0	$0	$0	$0
Northwest		Unincorporatec	El Cerrito	I-15	Ontario	$0	$0	$0		0%	0%	0.15	0.26		$0	$0	$0	$0	$0	$0	$0
Northwest		Unincorporatec	El Sobrante	Mockingbird Canyon	Cajalco	$0	$0	$0		0%	0%	0.62	0.78		$0	$0	$0	$0	$0	$0	$0
Northwest		Unincorporatec	Harley John	Washington	Scottsdale	$0	$0	$0		0%	0%	0.38	0.65		$0	$0	$0	$0	$0	$0	$0
Northwest		Unincorporatec	Harley John	Scottsdale	Cajalco	$0	$0	$0		0%	0%	0.38	0.73		$0	$0	$0	$0	$0	$0	$0
Northwest		Unincorporatec	La Sierra	Victoria	El Sobrante	$0	$0	$0	Between Victoria and Orchard View	40%	40%	0.85	1.03		$0	$0	$0	$0	$0	$0	$0
Northwest		Unincorporatec	La Sierra	El Sobrante	Cajalco	$0	$0	$0		0%	0%	0.50	0.83		$0	$0	$0	$0	$0	$0	$0
Northwest		Unincorporatec	Mockingbird Canyon	Van Buren	El Sobrante	$20,871,000	$20,871,000	$593,000	Between Van Buren and Lindina	31%	31%	0.76	0.97		$0	$0	$0	$593,000	$0	$0	$0
Northwest		Unincorporatec	Temescal Canyon	El Cerrito	Tuscany	$3,168,000	$0	$0		0%	0%	0.68	1.07		$0	$3,168,000	$0	$90,000	$0	$0	$0
Northwest		Unincorporatec	Temescal Canyon	Tuscany	Dos Lagos	$0	$0	$0		0%	0%	0.72	1.08		$0	$0	$0	$0	$0	$0	$0
Northwest		Unincorporatec	Temescal Canyon	Dos Lagos	Leroy	$0	$0	$0		0%	0%	0.48	0.74		$0	$0	$0	$0	$0	$0	$0
Northwest		Unincorporatec	Temescal Canyon	Leroy	Dawson Canyon	$0	$0	$0		0%	0%	0.46	0.71		$0	$0	$0	$0	$0	$0	$0
Northwest		Unincorporatec	Temescal Canyon	Dawson Canyon	I-15	$0	$0	$0	Between I-15 NB On Ramp and 1000 ft North	43%	43%	0.66	1.01		$0	$0	$0	$0	$0	$0	$0
Northwest		Unincorporatec	Temescal Canyon	I-15	interchange	$32,698,000	$32,698,000	$0		0%	0%	0.85	1.35		$0	$0	$0	$0	$0	$0	$0
Northwest		Unincorporatec	Temescal Canyon	I-15	Park Canyon	$14,329,000	$14,329,000	$427,000	Between I-15 SB On Ramp and Squaw Mountain	27%	27%	0.69	1.02		$0	$0	$0	$427,000	$0	$0	$0
Northwest		Unincorporatec	Temescal Canyon	Park Canyon	Indian Truck Trail	$0	$0	$0		0%	0%	0.02	0.12		$0	$0	$0	$0	$0	$0	$0
Northwest		Unincorporatec	Washington	Hermosa	Harley John	$12,787,000	$12,787,000	$332,000		0%	0%	0.73	0.92		$0	$0	$0	$332,000	$0	$0	$0
Northwest		Unincorporatec	Wood	Krameria	Cajalco	$12,537,000	$12,537,000	$325,000	Between Krameria and Mariposa	17%	17%	0.56	0.83		$0	$0	$0	$325,000	$0	$0	$0
Pass		Banning	8th	Wilson	I-10	$0	$0	$0		0%	0%	0.25	0.37		$0	$0	$0	$0	$0	$0	$0
Pass		Banning	Lincoln	Sunset	SR-243	$0	$0	$0		0%	0%	0.14	0.16		$0	$0	$0	$0	$0	$0	$0
Pass		Banning	Ramsey	I-10	8th	$0	$0	$0		0%	0%	0.10	0.13		$0	$0	$0	$0	$0	$0	$0
Pass		Banning	Ramsey	8th	Highland Springs	$0	$0	$0		0%	0%	0.24	0.33		$0	$0	$0	$0	$0	$0	$0
Pass		Banning	SR-243	I-10	Wesley	$0	$0	$0		0%	0%	0.31	0.46		$0	$0	$0	$0	$0	$0	$0
Pass		Banning	Sun Lakes	Highland Home	Sunset	$30,502,000	$30,502,000	$226,000		0%	0%	0.10	0.11		$0	$0	$0	$226,000	$0	$0	$0
Pass		Banning	Sun Lakes	Smith Creek	bridge	$8,352,000	$8,352,000	$288,000		0%	0%	0.10	0.11		$0	$0	$0	$288,000	$0	$0	$0
Pass		Banning	Sun Lakes	Montgomery Creek	bridge	$5,568,000	$5,568,000	$192,000		0%	0%	0.10	0.11		$0	$0	$0	$192,000	$0	$0	$0
Pass		Banning	Sun Lakes	Highland Springs	Highland Home	$0	$0	$0		0%	0%	0.04	0.05		$0	$0	$0	$0	$0	$0	$0
Pass		Banning	Sunset	Ramsey	Lincoln	$0	$0	$0		0%	0%	0.13	0.23		$0	$0	$0	$0	$0	$0	$0
Pass		Banning	Sunset	I-10	interchange	$32,698,000	$32,698,000	$0		0%	0%	0.53	0.91		$0	$0	$0	$0	$0	$0	$0
Pass		Banning	Wilson	Highland Home	8th	$0	$0	$0		0%	0%	0.06	0.12		$0	$0	$0	$0	$0	$0	$0
Pass		Banning	Wilson	Highland Springs	Highland Home	$0	$0	$0		0%	0%	0.14	0.24		$0	$0	$0	$0	$0	$0	$0
Pass		Beaumont	1st	Viele	Pennsylvania	$0	$0	$0		0%	0%	0.48	0.57		$0	$0	$0	$0	$0	$0	$0
Pass		Beaumont	1st	Pennsylvania	Highland Springs	$0	$0	$0		0%	0%	0.51	0.71		$0	$0	$0	$0	$0	$0	$0
Pass		Beaumont	6th	I-10	Highland Springs	$0	$0	$0		0%	0%	0.23	0.47		$0	$0	$0	$0	$0	$0	$0
Pass		Beaumont	Desert Lawn	Champions	Oak Valley (STC)	$0	$0	$0		0%	0%	0.45	0.80		$0	$0	$0	$0	$0	$0	$0
Pass		Beaumont	Oak Valley (14th)	Highland Springs	Pennsylvania	$0	$0	$0		0%	0%	0.05	0.11		$0	$0	$0	$0	$0	$0	$0
Pass		Beaumont	Oak Valley (14th)	Pennsylvania	Oak View	$0	$0	$0		0%	0%	0.14	0.26		$0	$0	$0	$0	$0	$0	$0
Pass		Beaumont	Oak Valley (14th)	Oak View	I-10	$0	$0	$0		0%	0%	0.69	1.04		$0	$0	$0	$0	$0	$0	$0
Pass		Beaumont	Oak Valley (14th)	I-10	interchange	$63,061,000	$62,401,000	$0		0%	0%	0.90	1.14	99%	$660,000	$0	$660,000	$0	$0	$0	$660,000
Pass		Beaumont	Oak Valley (STC)	UP Railroad	Tukwet Canyon	$0	$0	$0		0%	0%	0.01	0.23		$0	$0	$0	$0	$0	$0	$0
Pass		Beaumont	Oak Valley (STC)	Tukwet Canyon	I-10	$0	$0	$0		0%	0%	0.09	0.38		$0	$0	$0	$0	$0	$0	$0
Pass		Beaumont	Pennsylvania	6th	1st	$6,588,000	$6,588,000	$49,000		0%	0%	0.52	0.74		$0	$0	$0	$49,000	$0	$0	$0
Pass		Beaumont	Pennsylvania	I-10	interchange	$0	$0	$0		0%	0%	0.51	0.63		$0	$0	$0	$0	$0	$0	$0
Pass		Calimesa	Bryant	County Line	Avenue L	$0	$0	$0		0%	0%	0.38	0.61		$0	$0	$0	$0	$0	$0	$0
Pass		Calimesa	Calimesa	County Line	I-10	$0	$0	$0		0%	0%	0.13	0.38		$0	$0	$0	$0	$0	$0	$0
Pass		Calimesa	Calimesa	I-10	interchange	$63,061,000	$63,061,000	$0		0%	0%	0.54	1.59		$0	$0	$0	$0	$0	$0	$0
Pass		Calimesa	County Line	7th	Bryant	$0	$0	$0	Between I-10 WB On Ramp and Calimesa, and Park and 5th	13%	13%	0.54	0.71		$0	$0	$0	$0	$0	$0	$0
Pass		Calimesa	County Line	I-10	interchange	$32,698,000	$32,698,000	$0		0%	0%	0.88	1.26		$0	$0	$0	$0	$0	$0	$0
Pass		Calimesa	Desert Lawn	Palmer	Champions	$0	$0	$0		0%	0%	0.04	0.44		$0	$0	$0	$0	$0	$0	$0
Pass		Calimesa	Singleton	Avenue L	Condit	$0	$0	$0		0%	0%	0.43	0.64		$0	$0	$0	$0	$0	$0	$0
Pass		Calimesa	Singleton	Condit	Roberts	$12,972,000	$12,972,000	$96,000		0%	0%	0.74	1.14		$0	$0	$0	$96,000	$0	$0	$0
Pass		Calimesa	Singleton	I-10	interchange	$63,061,000	$0	$0		0%	0%	1.04	0.99	0%	$63,061,000	$0	$63,061,000	$0	$0	$0	$63,061,000
Pass		Calimesa	Tukwet Canyon	Roberts Rd	Palmer	$0	$0	$0		0%	0%	0.71	1.37		$0	$0	$0	$0	$0	$0	$0
Pass		Unincorporatec	Live Oak Canyon	Oak Valley (STC)	San Bernardino County	$0	$0	$0		0%	0%	0.36	0.47		$0	$0	$0	$0	$0	$0	$0
Pass		Unincorporatec	San Timoteo Canyon	San Bernardino County	UP Railroad	$0	$0	$0	Between San Bernardino County and Redlands	22%	22%	0.31	0.66		$0	$0	$0	$0	$0	$0	$0
Pass		Unincorporatec	San Timoteo Canyon	UP Railroad	railroad crossing	$52,780,000	$52,780,000	$1,820,000		0%	0%	0.08	0.48		$0	$0	$0	$1,820,000	$0	$0	$0
San Jacinto		Hemet	Sanderson	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
1059	Riverside	Central	Menifee
1060	Riverside	Central	Menifee
1061	Riverside	Central	Menifee
1062	Riverside	Central	Menifee
1063	Riverside	Central	Menifee
1064	Riverside	Central	Menifee
1065	Riverside	Central	Menifee
1066	Riverside	Central	Menifee
1067	Riverside	Central	Menifee
1068	Riverside	Central	Menifee
1069	Riverside	Central	Menifee
1070	Riverside	Central	Menifee
1071	Riverside	Central	Menifee
1072	Riverside	Central	Menifee
1073	Riverside	Central	Menifee
1074	Riverside	Central	Menifee
1075	Riverside	Central	Menifee
1076	Riverside	Central	Menifee
1077	Riverside	Central	Menifee
1078	Riverside	Central	Menifee
1079	Riverside	Central	Menifee
1080	Riverside	Central	Menifee
1081	Riverside	Central	Menifee
1082	Riverside	Central	Menifee
1083	Riverside	Central	Menifee
1084	Riverside	Central	Menifee
1085	Riverside	Central	Menifee
1086	Riverside	Central	Menifee
1087	Riverside	Central	Menifee
1088	Riverside	Central	Menifee
1089	Riverside	Central	Menifee
1090	Riverside	Central	Menifee
1091	Riverside	Central	Menifee
1092	Riverside	Central	Menifee
1093	Riverside	Central	Menifee
1094	Riverside	Central	Menifee
1095	Riverside	Central	Menifee
1096	Riverside	Central	Menifee
1097	Riverside	Central	Menifee
1098	Riverside	Central	Menifee
1099	Riverside	Central	Menifee
1100	Riverside	Central	Menifee
1101	Riverside	Central	Menifee
1102	Riverside	Central	Menifee
1103	Riverside	Central	Menifee
1104	Riverside	Central	Menifee
1105	Riverside	Central	Menifee
1106	Riverside	Central	Menifee
1107	Riverside	Central	Menifee
1108	Riverside	Central	Menifee
1109	Riverside	Central	Menifee
1110	Riverside	Central	Menifee
1111	Riverside	Central	Menifee
1112	Riverside	Central	Menifee
1113	Riverside	Central	Menifee
1114	Riverside	Central	Menifee
1115	Riverside	Central	Menifee
1116	Riverside	Central	Menifee
1117	Riverside	Central	Menifee
1118	Riverside	Central	Menifee
1119	Riverside	Central	Menifee
1120	Riverside	Central	Menifee
1121	Riverside	Central	Menifee
1122	Riverside	Central	Menifee
1123	Riverside	Central	Menifee
1124	Riverside	Central	Menifee
1125	Riverside	Central	Menifee
1126	Riverside	Central	Menifee
1127	Riverside	Central	Menifee
1128	Riverside	Central	Menifee
1129	Riverside	Central	Menifee
1130	Riverside	Central	Menifee
1131	Riverside	Central	Menifee
1132	Riverside	Central	Menifee
1133	Riverside	Central	Menifee
1134	Riverside	Central	Menifee
1135	Riverside	Central	Menifee
1136	Riverside	Central	Menifee
1137	Riverside	Central	Menifee
1138	Riverside	Central	Menifee
1139	Riverside	Central	Menifee
1140	Riverside	Central	Menifee
1141	Riverside	Central	Menifee
1142	Riverside	Central	Menifee
1143	Riverside	Central	Moreno Valley
1144	Riverside	Central	Moreno Valley
1145	Riverside	Central	Moreno Valley
1146	Riverside	Central	Moreno Valley
1147	Riverside	Central	Moreno Valley
1148	Riverside	Central	Moreno Valley
1149	Riverside	Central	Moreno Valley
1150	Riverside	Central	Moreno Valley
1151	Riverside	Central	Moreno Valley
1152	Riverside	Central	Moreno Valley
1153	Riverside	Central	Moreno Valley
1154	Riverside	Central	Moreno Valley
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1189	Riverside	Central	Moreno Valley
1190	Riverside	Central	Moreno Valley
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1194	Riverside	Central	Moreno Valley
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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
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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
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1874	Riverside	Central	Perris
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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
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2344	Riverside	Central	Unincorporated
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2682	Riverside	Central	Unincorporated
2683	Riverside	Central	Unincorporated
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2795	Riverside	Central	Unincorporated
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2825	Riverside	Central	Unincorporated
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2869	Riverside	Central	Unincorporated
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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
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705	Riverside	Hemet/San Jacinto	Hemet
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712	Riverside	Hemet/San Jacinto	Hemet
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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
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2146	Riverside	Hemet/San Jacinto	San Jacinto
2147	Riverside	Hemet/San Jacinto	San Jacinto
2148	Riverside	Hemet/San Jacinto	San Jacinto
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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
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2200	Riverside	Hemet/San Jacinto	San Jacinto
2201	Riverside	Hemet/San Jacinto	San Jacinto
2202	Riverside	Hemet/San Jacinto	San Jacinto
2203	Riverside	Hemet/San Jacinto	San Jacinto
2204	Riverside	Hemet/San Jacinto	San Jacinto
2205	Riverside	Hemet/San Jacinto	San Jacinto
2206	Riverside	Hemet/San Jacinto	San Jacinto
2207	Riverside	Hemet/San Jacinto	San Jacinto
2324	Riverside	Hemet/San Jacinto	Unincorporated
2325	Riverside	Hemet/San Jacinto	Unincorporated
2326	Riverside	Hemet/San Jacinto	Unincorporated
2338	Riverside	Hemet/San Jacinto	Unincorporated
2340	Riverside	Hemet/San Jacinto	Unincorporated
2342	Riverside	Hemet/San Jacinto	Unincorporated
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2360	Riverside	Hemet/San Jacinto	Unincorporated
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2491	Riverside	Hemet/San Jacinto	Unincorporated
2493	Riverside	Hemet/San Jacinto	Unincorporated
2494	Riverside	Hemet/San Jacinto	Unincorporated
2625	Riverside	Hemet/San Jacinto	Unincorporated
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2628	Riverside	Hemet/San Jacinto	Unincorporated
2630	Riverside	Hemet/San Jacinto	Unincorporated
2631	Riverside	Hemet/San Jacinto	Unincorporated

TAZ	County	WRCOG Zone	City
2625	Riverside	Hemet/San Jacinto	Unincorporated
2626	Riverside	Hemet/San Jacinto	Unincorporated
2628	Riverside	Hemet/San Jacinto	Unincorporated
2630	Riverside	Hemet/San Jacinto	Unincorporated
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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
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2938	Riverside	Hemet/San Jacinto	Unincorporated
3194	Riverside	Hemet/San Jacinto	Unincorporated
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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
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1961	Riverside	Northwest	Riverside
1962	Riverside	Northwest	Riverside
1963	Riverside	Northwest	Riverside
1964	Riverside	Northwest	Riverside
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1971	Riverside	Northwest	Riverside
1972	Riverside	Northwest	Riverside
1973	Riverside	Northwest	Riverside
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2097	Riverside	Northwest	Riverside
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2099	Riverside	Northwest	Riverside
2100	Riverside	Northwest	Riverside
2101	Riverside	Northwest	Riverside
2102	Riverside	Northwest	Riverside
2103	Riverside	Northwest	Riverside
2104	Riverside	Northwest	Riverside
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2106	Riverside	Northwest	Riverside
2107	Riverside	Northwest	Riverside
2108	Riverside	Northwest	Riverside
2109	Riverside	Northwest	Riverside
2110	Riverside	Northwest	Riverside
2111	Riverside	Northwest	Riverside
2112	Riverside	Northwest	Riverside
2113	Riverside	Northwest	Riverside
2114	Riverside	Northwest	Riverside
2115	Riverside	Northwest	Riverside
2116	Riverside	Northwest	Riverside
2117	Riverside	Northwest	Riverside
2118	Riverside	Northwest	Riverside
2119	Riverside	Northwest	Riverside
2120	Riverside	Northwest	Riverside
2121	Riverside	Northwest	Riverside
2122	Riverside	Northwest	Riverside
2123	Riverside	Northwest	Riverside
2124	Riverside	Northwest	Riverside
2125	Riverside	Northwest	Riverside
2129	Riverside	Northwest	Riverside
2130	Riverside	Northwest	Riverside
2131	Riverside	Northwest	Riverside
2132	Riverside	Northwest	Riverside
2133	Riverside	Northwest	Riverside
2134	Riverside	Northwest	Riverside
2321	Riverside	Northwest	Unincorporated
2322	Riverside	Northwest	Unincorporated
2370	Riverside	Northwest	Unincorporated
2371	Riverside	Northwest	Unincorporated
2372	Riverside	Northwest	Unincorporated
2373	Riverside	Northwest	Unincorporated
2374	Riverside	Northwest	Unincorporated
2375	Riverside	Northwest	Unincorporated
2376	Riverside	Northwest	Unincorporated
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2383	Riverside	Northwest	Unincorporated
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2409	Riverside	Northwest	Unincorporated
2410	Riverside	Northwest	Unincorporated
2411	Riverside	Northwest	Unincorporated
2412	Riverside	Northwest	Unincorporated
2413	Riverside	Northwest	Unincorporated
2586	Riverside	Northwest	Unincorporated
2587	Riverside	Northwest	Unincorporated
2588	Riverside	Northwest	Unincorporated
2589	Riverside	Northwest	Unincorporated
2590	Riverside	Northwest	Unincorporated
2591	Riverside	Northwest	Unincorporated
2592	Riverside	Northwest	Unincorporated
2593	Riverside	Northwest	Unincorporated
2594	Riverside	Northwest	Unincorporated
2595	Riverside	Northwest	Unincorporated
2596	Riverside	Northwest	Unincorporated
2597	Riverside	Northwest	Unincorporated
2598	Riverside	Northwest	Unincorporated
2599	Riverside	Northwest	Unincorporated
2600	Riverside	Northwest	Unincorporated
2601	Riverside	Northwest	Unincorporated
2602	Riverside	Northwest	Unincorporated
2603	Riverside	Northwest	Unincorporated
2604	Riverside	Northwest	Unincorporated
2605	Riverside	Northwest	Unincorporated
2606	Riverside	Northwest	Unincorporated
2607	Riverside	Northwest	Unincorporated
2664	Riverside	Northwest	Unincorporated
2666	Riverside	Northwest	Unincorporated
2671	Riverside	Northwest	Unincorporated
2672	Riverside	Northwest	Unincorporated
2680	Riverside	Northwest	Unincorporated
2681	Riverside	Northwest	Unincorporated
2705	Riverside	Northwest	Unincorporated
2706	Riverside	Northwest	Unincorporated
2707	Riverside	Northwest	Unincorporated
2726	Riverside	Northwest	Unincorporated
2730	Riverside	Northwest	Unincorporated
2731	Riverside	Northwest	Unincorporated
2732	Riverside	Northwest	Unincorporated
2734	Riverside	Northwest	Unincorporated
2735	Riverside	Northwest	Unincorporated
2736	Riverside	Northwest	Unincorporated
2737	Riverside	Northwest	Unincorporated
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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
69	Riverside	Pass	Beaumont
70	Riverside	Pass	Beaumont
71	Riverside	Pass	Beaumont
72	Riverside	Pass	Beaumont
73	Riverside	Pass	Beaumont
74	Riverside	Pass	Beaumont
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77	Riverside	Pass	Beaumont
78	Riverside	Pass	Beaumont
79	Riverside	Pass	Beaumont
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81	Riverside	Pass	Beaumont
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84	Riverside	Pass	Beaumont
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89	Riverside	Pass	Beaumont
90	Riverside	Pass	Beaumont
91	Riverside	Pass	Beaumont
92	Riverside	Pass	Beaumont
93	Riverside	Pass	Beaumont
94	Riverside	Pass	Beaumont
95	Riverside	Pass	Beaumont
96	Riverside	Pass	Beaumont
97	Riverside	Pass	Beaumont
98	Riverside	Pass	Beaumont
99	Riverside	Pass	Beaumont
100	Riverside	Pass	Beaumont
101	Riverside	Pass	Beaumont
102	Riverside	Pass	Beaumont
103	Riverside	Pass	Beaumont
104	Riverside	Pass	Beaumont
105	Riverside	Pass	Beaumont
106	Riverside	Pass	Beaumont
107	Riverside	Pass	Beaumont
108	Riverside	Pass	Beaumont
109	Riverside	Pass	Beaumont
110	Riverside	Pass	Beaumont
111	Riverside	Pass	Beaumont
112	Riverside	Pass	Beaumont
113	Riverside	Pass	Beaumont
114	Riverside	Pass	Beaumont

TAZ	County	WRCOG Zone	City
128	Riverside	Pass	Calimesa
129	Riverside	Pass	Calimesa
130	Riverside	Pass	Calimesa
131	Riverside	Pass	Calimesa
132	Riverside	Pass	Calimesa
133	Riverside	Pass	Calimesa
134	Riverside	Pass	Calimesa
135	Riverside	Pass	Calimesa
136	Riverside	Pass	Calimesa
137	Riverside	Pass	Calimesa
138	Riverside	Pass	Calimesa
139	Riverside	Pass	Calimesa
140	Riverside	Pass	Calimesa
141	Riverside	Pass	Calimesa
142	Riverside	Pass	Calimesa
143	Riverside	Pass	Calimesa
144	Riverside	Pass	Calimesa
145	Riverside	Pass	Calimesa
146	Riverside	Pass	Calimesa
147	Riverside	Pass	Calimesa
148	Riverside	Pass	Calimesa
149	Riverside	Pass	Calimesa
150	Riverside	Pass	Calimesa
151	Riverside	Pass	Calimesa
152	Riverside	Pass	Calimesa
153	Riverside	Pass	Calimesa
154	Riverside	Pass	Calimesa
1278	Riverside	Pass	Moreno Valley
2323	Riverside	Pass	Unincorporated
2355	Riverside	Pass	Unincorporated
2356	Riverside	Pass	Unincorporated
2357	Riverside	Pass	Unincorporated
2363	Riverside	Pass	Unincorporated
2364	Riverside	Pass	Unincorporated
2365	Riverside	Pass	Unincorporated
2627	Riverside	Pass	Unincorporated
2629	Riverside	Pass	Unincorporated
2638	Riverside	Pass	Unincorporated
2639	Riverside	Pass	Unincorporated
2640	Riverside	Pass	Unincorporated
2650	Riverside	Pass	Unincorporated
2656	Riverside	Pass	Unincorporated
2657	Riverside	Pass	Unincorporated
2658	Riverside	Pass	Unincorporated
2659	Riverside	Pass	Unincorporated
2661	Riverside	Pass	Unincorporated
2667	Riverside	Pass	Unincorporated
2674	Riverside	Pass	Unincorporated
2858	Riverside	Pass	Unincorporated
2859	Riverside	Pass	Unincorporated
2896	Riverside	Pass	Unincorporated
2897	Riverside	Pass	Unincorporated
2898	Riverside	Pass	Unincorporated
2899	Riverside	Pass	Unincorporated
2900	Riverside	Pass	Unincorporated
2901	Riverside	Pass	Unincorporated
2902	Riverside	Pass	Unincorporated
2903	Riverside	Pass	Unincorporated
2904	Riverside	Pass	Unincorporated
2908	Riverside	Pass	Unincorporated
2909	Riverside	Pass	Unincorporated
2910	Riverside	Pass	Unincorporated
2911	Riverside	Pass	Unincorporated
2912	Riverside	Pass	Unincorporated
2913	Riverside	Pass	Unincorporated
2914	Riverside	Pass	Unincorporated
2915	Riverside	Pass	Unincorporated
2916	Riverside	Pass	Unincorporated
2917	Riverside	Pass	Unincorporated
2927	Riverside	Pass	Unincorporated
2939	Riverside	Pass	Unincorporated
2940	Riverside	Pass	Unincorporated
2941	Riverside	Pass	Unincorporated
2942	Riverside	Pass	Unincorporated
2943	Riverside	Pass	Unincorporated
2944	Riverside	Pass	Unincorporated
2945	Riverside	Pass	Unincorporated
2946	Riverside	Pass	Unincorporated
2947	Riverside	Pass	Unincorporated
2948	Riverside	Pass	Unincorporated
2949	Riverside	Pass	Unincorporated
2950	Riverside	Pass	Unincorporated
2951	Riverside	Pass	Unincorporated
2952	Riverside	Pass	Unincorporated
3042	Riverside	Pass	Unincorporated
3156	Riverside	Pass	Unincorporated
3157	Riverside	Pass	Unincorporated
3158	Riverside	Pass	Unincorporated
3159	Riverside	Pass	Unincorporated
3160	Riverside	Pass	Unincorporated
3161	Riverside	Pass	Unincorporated
3164	Riverside	Pass	Unincorporated
3216	Riverside	Pass	Unincorporated
3217	Riverside	Pass	Unincorporated
3218	Riverside	Pass	Unincorporated
3219	Riverside	Pass	Unincorporated
3220	Riverside	Pass	Unincorporated
3221	Riverside	Pass	Unincorporated
3222	Riverside	Pass	Unincorporated
3223	Riverside	Pass	Unincorporated

EXHIBIT I-1 (continued)
RivCoM TAZ Correspondence by WRCOG TUMF Zone - Southwest

TAZ	County	WRCOG Zone	City
155	Riverside	Southwest	Canyon Lake
156	Riverside	Southwest	Canyon Lake
157	Riverside	Southwest	Canyon Lake
158	Riverside	Southwest	Canyon Lake
159	Riverside	Southwest	Canyon Lake
160	Riverside	Southwest	Canyon Lake
161	Riverside	Southwest	Canyon Lake
938	Riverside	Southwest	Lake Elsinore
939	Riverside	Southwest	Lake Elsinore
940	Riverside	Southwest	Lake Elsinore
941	Riverside	Southwest	Lake Elsinore
942	Riverside	Southwest	Lake Elsinore
943	Riverside	Southwest	Lake Elsinore
944	Riverside	Southwest	Lake Elsinore
945	Riverside	Southwest	Lake Elsinore
946	Riverside	Southwest	Lake Elsinore
947	Riverside	Southwest	Lake Elsinore
948	Riverside	Southwest	Lake Elsinore
949	Riverside	Southwest	Lake Elsinore
950	Riverside	Southwest	Lake Elsinore
951	Riverside	Southwest	Lake Elsinore
952	Riverside	Southwest	Lake Elsinore
953	Riverside	Southwest	Lake Elsinore
954	Riverside	Southwest	Lake Elsinore
955	Riverside	Southwest	Lake Elsinore
956	Riverside	Southwest	Lake Elsinore
957	Riverside	Southwest	Lake Elsinore
958	Riverside	Southwest	Lake Elsinore
959	Riverside	Southwest	Lake Elsinore
960	Riverside	Southwest	Lake Elsinore
961	Riverside	Southwest	Lake Elsinore
962	Riverside	Southwest	Lake Elsinore
963	Riverside	Southwest	Lake Elsinore
964	Riverside	Southwest	Lake Elsinore
965	Riverside	Southwest	Lake Elsinore
966	Riverside	Southwest	Lake Elsinore
967	Riverside	Southwest	Lake Elsinore
968	Riverside	Southwest	Lake Elsinore
969	Riverside	Southwest	Lake Elsinore
970	Riverside	Southwest	Lake Elsinore
971	Riverside	Southwest	Lake Elsinore
972	Riverside	Southwest	Lake Elsinore
973	Riverside	Southwest	Lake Elsinore
974	Riverside	Southwest	Lake Elsinore
975	Riverside	Southwest	Lake Elsinore
976	Riverside	Southwest	Lake Elsinore
977	Riverside	Southwest	Lake Elsinore
978	Riverside	Southwest	Lake Elsinore
979	Riverside	Southwest	Lake Elsinore
980	Riverside	Southwest	Lake Elsinore
981	Riverside	Southwest	Lake Elsinore
982	Riverside	Southwest	Lake Elsinore
983	Riverside	Southwest	Lake Elsinore
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TAZ	County	WRCOG Zone	City
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TAZ	County	WRCOG Zone	City
1531	Riverside	Southwest	Murrieta
1532	Riverside	Southwest	Murrieta
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1539	Riverside	Southwest	Murrieta
2208	Riverside	Southwest	Temecula
2209	Riverside	Southwest	Temecula
2210	Riverside	Southwest	Temecula
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2212	Riverside	Southwest	Temecula
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2222	Riverside	Southwest	Temecula
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2240	Riverside	Southwest	Temecula
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2319	Riverside	Southwest	Temecula
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2396	Riverside	Southwest	Unincorporated
2414	Riverside	Southwest	Unincorporated
2422	Riverside	Southwest	Unincorporated
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TAZ	County	WRCOG Zone	City
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3097	Riverside	Southwest	Unincorporated
3098	Riverside	Southwest	Unincorporated
3099	Riverside	Southwest	Unincorporated
3100	Riverside	Southwest	Unincorporated
3101	Riverside	Southwest	Unincorporated
3102	Riverside	Southwest	Unincorporated
3103	Riverside	Southwest	Unincorporated
3104	Riverside	Southwest	Unincorporated
3105	Riverside	Southwest	Unincorporated
3106	Riverside	Southwest	Unincorporated
3108	Riverside	Southwest	Unincorporated
3109	Riverside	Southwest	Unincorporated
3110	Riverside	Southwest	Unincorporated
3111	Riverside	Southwest	Unincorporated
3112	Riverside	Southwest	Unincorporated
3113	Riverside	Southwest	Unincorporated
3114	Riverside	Southwest	Unincorporated
3115	Riverside	Southwest	Unincorporated
3116	Riverside	Southwest	Unincorporated
3117	Riverside	Southwest	Unincorporated
3118	Riverside	Southwest	Unincorporated
3119	Riverside	Southwest	Unincorporated
3120	Riverside	Southwest	Unincorporated
3121	Riverside	Southwest	Unincorporated
3122	Riverside	Southwest	Unincorporated
3123	Riverside	Southwest	Unincorporated
3124	Riverside	Southwest	Unincorporated
3125	Riverside	Southwest	Unincorporated
3126	Riverside	Southwest	Unincorporated
3127	Riverside	Southwest	Unincorporated
3128	Riverside	Southwest	Unincorporated
3129	Riverside	Southwest	Unincorporated
3130	Riverside	Southwest	Unincorporated
3131	Riverside	Southwest	Unincorporated
3132	Riverside	Southwest	Unincorporated
3133	Riverside	Southwest	Unincorporated
3134	Riverside	Southwest	Unincorporated
3135	Riverside	Southwest	Unincorporated
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
3201	Riverside	Southwest	Unincorporated
3202	Riverside	Southwest	Unincorporated
3205	Riverside	Southwest	Unincorporated
3207	Riverside	Southwest	Unincorporated
3212	Riverside	Southwest	Unincorporated
3213	Riverside	Southwest	Unincorporated
3214	Riverside	Southwest	Unincorporated
3224	Riverside	Southwest	Unincorporated
3226	Riverside	Southwest	Unincorporated
3234	Riverside	Southwest	Unincorporated
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
169	Riverside	Outside TUMF Zones	Cathedral City
170	Riverside	Outside TUMF Zones	Cathedral City
171	Riverside	Outside TUMF Zones	Cathedral City
172	Riverside	Outside TUMF Zones	Cathedral City
173	Riverside	Outside TUMF Zones	Cathedral City
174	Riverside	Outside TUMF Zones	Cathedral City
175	Riverside	Outside TUMF Zones	Cathedral City
176	Riverside	Outside TUMF Zones	Cathedral City
177	Riverside	Outside TUMF Zones	Cathedral City
178	Riverside	Outside TUMF Zones	Cathedral City
179	Riverside	Outside TUMF Zones	Cathedral City
180	Riverside	Outside TUMF Zones	Cathedral City
181	Riverside	Outside TUMF Zones	Cathedral City
182	Riverside	Outside TUMF Zones	Cathedral City
183	Riverside	Outside TUMF Zones	Cathedral City
184	Riverside	Outside TUMF Zones	Cathedral City
185	Riverside	Outside TUMF Zones	Cathedral City
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187	Riverside	Outside TUMF Zones	Cathedral City
188	Riverside	Outside TUMF Zones	Cathedral City
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201	Riverside	Outside TUMF Zones	Cathedral City
202	Riverside	Outside TUMF Zones	Cathedral City
203	Riverside	Outside TUMF Zones	Cathedral City
204	Riverside	Outside TUMF Zones	Cathedral City
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238	Riverside	Outside TUMF Zones	Cathedral City
239	Riverside	Outside TUMF Zones	Cathedral City
240	Riverside	Outside TUMF Zones	Cathedral City
241	Riverside	Outside TUMF Zones	Coachella
242	Riverside	Outside TUMF Zones	Coachella
243	Riverside	Outside TUMF Zones	Coachella
244	Riverside	Outside TUMF Zones	Coachella
245	Riverside	Outside TUMF Zones	Coachella
246	Riverside	Outside TUMF Zones	Coachella
247	Riverside	Outside TUMF Zones	Coachella
248	Riverside	Outside TUMF Zones	Coachella
249	Riverside	Outside TUMF Zones	Coachella
250	Riverside	Outside TUMF Zones	Coachella
251	Riverside	Outside TUMF Zones	Coachella
252	Riverside	Outside TUMF Zones	Coachella
253	Riverside	Outside TUMF Zones	Coachella
254	Riverside	Outside TUMF Zones	Coachella
255	Riverside	Outside TUMF Zones	Coachella
256	Riverside	Outside TUMF Zones	Coachella
257	Riverside	Outside TUMF Zones	Coachella
258	Riverside	Outside TUMF Zones	Coachella
259	Riverside	Outside TUMF Zones	Coachella
260	Riverside	Outside TUMF Zones	Coachella
261	Riverside	Outside TUMF Zones	Coachella
262	Riverside	Outside TUMF Zones	Coachella
263	Riverside	Outside TUMF Zones	Coachella
264	Riverside	Outside TUMF Zones	Coachella
265	Riverside	Outside TUMF Zones	Coachella
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267	Riverside	Outside TUMF Zones	Coachella
268	Riverside	Outside TUMF Zones	Coachella
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270	Riverside	Outside TUMF Zones	Coachella
271	Riverside	Outside TUMF Zones	Coachella
272	Riverside	Outside TUMF Zones	Coachella
273	Riverside	Outside TUMF Zones	Coachella
274	Riverside	Outside TUMF Zones	Coachella
275	Riverside	Outside TUMF Zones	Coachella
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281	Riverside	Outside TUMF Zones	Coachella
282	Riverside	Outside TUMF Zones	Coachella
283	Riverside	Outside TUMF Zones	Coachella
284	Riverside	Outside TUMF Zones	Coachella
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286	Riverside	Outside TUMF Zones	Coachella
287	Riverside	Outside TUMF Zones	Coachella
288	Riverside	Outside TUMF Zones	Coachella
289	Riverside	Outside TUMF Zones	Coachella
290	Riverside	Outside TUMF Zones	Coachella
291	Riverside	Outside TUMF Zones	Coachella
292	Riverside	Outside TUMF Zones	Coachella
293	Riverside	Outside TUMF Zones	Coachella
294	Riverside	Outside TUMF Zones	Coachella
295	Riverside	Outside TUMF Zones	Coachella
296	Riverside	Outside TUMF Zones	Coachella
297	Riverside	Outside TUMF Zones	Coachella
298	Riverside	Outside TUMF Zones	Coachella
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300	Riverside	Outside TUMF Zones	Coachella
301	Riverside	Outside TUMF Zones	Coachella
302	Riverside	Outside TUMF Zones	Coachella
303	Riverside	Outside TUMF Zones	Coachella
304	Riverside	Outside TUMF Zones	Coachella
305	Riverside	Outside TUMF Zones	Coachella
306	Riverside	Outside TUMF Zones	Coachella
307	Riverside	Outside TUMF Zones	Coachella
308	Riverside	Outside TUMF Zones	Coachella
309	Riverside	Outside TUMF Zones	Coachella
310	Riverside	Outside TUMF Zones	Coachella
311	Riverside	Outside TUMF Zones	Coachella
312	Riverside	Outside TUMF Zones	Coachella
313	Riverside	Outside TUMF Zones	Coachella
314	Riverside	Outside TUMF Zones	Coachella
315	Riverside	Outside TUMF Zones	Coachella
316	Riverside	Outside TUMF Zones	Coachella
317	Riverside	Outside TUMF Zones	Coachella
318	Riverside	Outside TUMF Zones	Coachella
319	Riverside	Outside TUMF Zones	Coachella
320	Riverside	Outside TUMF Zones	Coachella
321	Riverside	Outside TUMF Zones	Coachella
322	Riverside	Outside TUMF Zones	Coachella
323	Riverside	Outside TUMF Zones	Coachella
324	Riverside	Outside TUMF Zones	Coachella
325	Riverside	Outside TUMF Zones	Coachella
326	Riverside	Outside TUMF Zones	Coachella
327	Riverside	Outside TUMF Zones	Coachella
328	Riverside	Outside TUMF Zones	Coachella
329	Riverside	Outside TUMF Zones	Coachella
330	Riverside	Outside TUMF Zones	Coachella
331	Riverside	Outside TUMF Zones	Coachella
570	Riverside	Outside TUMF Zones	Desert Hot Springs
571	Riverside	Outside TUMF Zones	Desert Hot Springs
572	Riverside	Outside TUMF Zones	Desert Hot Springs
573	Riverside	Outside TUMF Zones	Desert Hot Springs
574	Riverside	Outside TUMF Zones	Desert Hot Springs
575	Riverside	Outside TUMF Zones	Desert Hot Springs
576	Riverside	Outside TUMF Zones	Desert Hot Springs
577	Riverside	Outside TUMF Zones	Desert Hot Springs
578	Riverside	Outside TUMF Zones	Desert Hot Springs
579	Riverside	Outside TUMF Zones	Desert Hot Springs
580	Riverside	Outside TUMF Zones	Desert Hot Springs
581	Riverside	Outside TUMF Zones	Desert Hot Springs
582	Riverside	Outside TUMF Zones	Desert Hot Springs
583	Riverside	Outside TUMF Zones	Desert Hot Springs
584	Riverside	Outside TUMF Zones	Desert Hot Springs
585	Riverside	Outside TUMF Zones	Desert Hot Springs
586	Riverside	Outside TUMF Zones	Desert Hot Springs
587	Riverside	Outside TUMF Zones	Desert Hot Springs
588	Riverside	Outside TUMF Zones	Desert Hot Springs
589	Riverside	Outside TUMF Zones	Desert Hot Springs
590	Riverside	Outside TUMF Zones	Desert Hot Springs
591	Riverside	Outside TUMF Zones	Desert Hot Springs
592	Riverside	Outside TUMF Zones	Desert Hot Springs
593	Riverside	Outside TUMF Zones	Desert Hot Springs
594	Riverside	Outside TUMF Zones	Desert Hot Springs
595	Riverside	Outside TUMF Zones	Desert Hot Springs
596	Riverside	Outside TUMF Zones	Desert Hot Springs
597	Riverside	Outside TUMF Zones	Desert Hot Springs
598	Riverside	Outside TUMF Zones	Desert Hot Springs
599	Riverside	Outside TUMF Zones	Desert Hot Springs
600	Riverside	Outside TUMF Zones	Desert Hot Springs
601	Riverside	Outside TUMF Zones	Desert Hot Springs
602	Riverside	Outside TUMF Zones	Desert Hot Springs

TAZ	County	WRCOG Zone	City
739	Riverside	Outside TUMF Zones	Indian Wells
740	Riverside	Outside TUMF Zones	Indian Wells
741	Riverside	Outside TUMF Zones	Indian Wells
742	Riverside	Outside TUMF Zones	Indian Wells
743	Riverside	Outside TUMF Zones	Indian Wells
744	Riverside	Outside TUMF Zones	Indian Wells
745	Riverside	Outside TUMF Zones	Indian Wells
746	Riverside	Outside TUMF Zones	Indian Wells
747	Riverside	Outside TUMF Zones	Indian Wells
748	Riverside	Outside TUMF Zones	Indian Wells
749	Riverside	Outside TUMF Zones	Indian Wells
750	Riverside	Outside TUMF Zones	Indian Wells
751	Riverside	Outside TUMF Zones	Indian Wells
752	Riverside	Outside TUMF Zones	Indio
753	Riverside	Outside TUMF Zones	Indio
754	Riverside	Outside TUMF Zones	Indio
755	Riverside	Outside TUMF Zones	Indio
756	Riverside	Outside TUMF Zones	Indio
757	Riverside	Outside TUMF Zones	Indio
758	Riverside	Outside TUMF Zones	Indio
759	Riverside	Outside TUMF Zones	Indio
760	Riverside	Outside TUMF Zones	Indio
761	Riverside	Outside TUMF Zones	Indio
762	Riverside	Outside TUMF Zones	Indio
763	Riverside	Outside TUMF Zones	Indio
764	Riverside	Outside TUMF Zones	Indio
765	Riverside	Outside TUMF Zones	Indio
766	Riverside	Outside TUMF Zones	Indio
767	Riverside	Outside TUMF Zones	Indio
768	Riverside	Outside TUMF Zones	Indio
769	Riverside	Outside TUMF Zones	Indio
770	Riverside	Outside TUMF Zones	Indio
771	Riverside	Outside TUMF Zones	Indio
772	Riverside	Outside TUMF Zones	Indio
773	Riverside	Outside TUMF Zones	Indio
774	Riverside	Outside TUMF Zones	Indio
775	Riverside	Outside TUMF Zones	Indio
776	Riverside	Outside TUMF Zones	Indio
777	Riverside	Outside TUMF Zones	Indio
778	Riverside	Outside TUMF Zones	Indio
779	Riverside	Outside TUMF Zones	Indio
780	Riverside	Outside TUMF Zones	Indio
781	Riverside	Outside TUMF Zones	Indio
782	Riverside	Outside TUMF Zones	Indio
783	Riverside	Outside TUMF Zones	Indio
784	Riverside	Outside TUMF Zones	Indio
785	Riverside	Outside TUMF Zones	Indio
786	Riverside	Outside TUMF Zones	Indio
787	Riverside	Outside TUMF Zones	Indio
788	Riverside	Outside TUMF Zones	Indio
789	Riverside	Outside TUMF Zones	Indio
790	Riverside	Outside TUMF Zones	Indio
791	Riverside	Outside TUMF Zones	Indio
792	Riverside	Outside TUMF Zones	Indio
793	Riverside	Outside TUMF Zones	Indio
794	Riverside	Outside TUMF Zones	Indio
795	Riverside	Outside TUMF Zones	Indio
796	Riverside	Outside TUMF Zones	Indio
797	Riverside	Outside TUMF Zones	Indio
798	Riverside	Outside TUMF Zones	Indio
799	Riverside	Outside TUMF Zones	Indio
800	Riverside	Outside TUMF Zones	Indio
801	Riverside	Outside TUMF Zones	Indio
802	Riverside	Outside TUMF Zones	Indio
803	Riverside	Outside TUMF Zones	Indio
804	Riverside	Outside TUMF Zones	Indio
805	Riverside	Outside TUMF Zones	Indio
806	Riverside	Outside TUMF Zones	Indio
807	Riverside	Outside TUMF Zones	Indio
808	Riverside	Outside TUMF Zones	Indio
809	Riverside	Outside TUMF Zones	Indio
810	Riverside	Outside TUMF Zones	Indio
811	Riverside	Outside TUMF Zones	Indio
812	Riverside	Outside TUMF Zones	Indio
813	Riverside	Outside TUMF Zones	Indio
814	Riverside	Outside TUMF Zones	Indio
815	Riverside	Outside TUMF Zones	Indio
816	Riverside	Outside TUMF Zones	Indio
817	Riverside	Outside TUMF Zones	Indio
818	Riverside	Outside TUMF Zones	Indio
819	Riverside	Outside TUMF Zones	Indio
820	Riverside	Outside TUMF Zones	Indio
821	Riverside	Outside TUMF Zones	Indio
822	Riverside	Outside TUMF Zones	Indio
823	Riverside	Outside TUMF Zones	Indio
824	Riverside	Outside TUMF Zones	Indio
825	Riverside	Outside TUMF Zones	Indio
826	Riverside	Outside TUMF Zones	Indio
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828	Riverside	Outside TUMF Zones	Indio
829	Riverside	Outside TUMF Zones	Indio
830	Riverside	Outside TUMF Zones	Indio
831	Riverside	Outside TUMF Zones	Indio
832	Riverside	Outside TUMF Zones	Indio
833	Riverside	Outside TUMF Zones	Indio
834	Riverside	Outside TUMF Zones	Indio
835	Riverside	Outside TUMF Zones	Indio
836	Riverside	Outside TUMF Zones	Indio
837	Riverside	Outside TUMF Zones	Indio
838	Riverside	Outside TUMF Zones	Indio
839	Riverside	Outside TUMF Zones	Indio
840	Riverside	Outside TUMF Zones	Indio
841	Riverside	Outside TUMF Zones	Indio
904	Riverside	Outside TUMF Zones	La Quinta
905	Riverside	Outside TUMF Zones	La Quinta
906	Riverside	Outside TUMF Zones	La Quinta
907	Riverside	Outside TUMF Zones	La Quinta
908	Riverside	Outside TUMF Zones	La Quinta
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912	Riverside	Outside TUMF Zones	La Quinta
913	Riverside	Outside TUMF Zones	La Quinta
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915	Riverside	Outside TUMF Zones	La Quinta
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918	Riverside	Outside TUMF Zones	La Quinta
919	Riverside	Outside TUMF Zones	La Quinta
920	Riverside	Outside TUMF Zones	La Quinta
921	Riverside	Outside TUMF Zones	La Quinta
922	Riverside	Outside TUMF Zones	La Quinta
923	Riverside	Outside TUMF Zones	La Quinta
924	Riverside	Outside TUMF Zones	La Quinta
925	Riverside	Outside TUMF Zones	La Quinta
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930	Riverside	Outside TUMF Zones	La Quinta
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935	Riverside	Outside TUMF Zones	La Quinta
936	Riverside	Outside TUMF Zones	La Quinta
937	Riverside	Outside TUMF Zones	La Quinta
1569	Riverside	Outside TUMF Zones	Palm Desert
1570	Riverside	Outside TUMF Zones	Palm Desert
1571	Riverside	Outside TUMF Zones	Palm Desert
1572	Riverside	Outside TUMF Zones	Palm Desert
1573	Riverside	Outside TUMF Zones	Palm Desert
1574	Riverside	Outside TUMF Zones	Palm Desert
1575	Riverside	Outside TUMF Zones	Palm Desert
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1589	Riverside	Outside TUMF Zones	Palm Desert
1590	Riverside	Outside TUMF Zones	Palm Desert
1591	Riverside	Outside TUMF Zones	Palm Desert
1592	Riverside	Outside TUMF Zones	Palm Desert
1593	Riverside	Outside TUMF Zones	Palm Desert
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1595	Riverside	Outside TUMF Zones	Palm Desert
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1598	Riverside	Outside TUMF Zones	Palm Desert
1599	Riverside	Outside TUMF Zones	Palm Desert
1600	Riverside	Outside TUMF Zones	Palm Desert
1601	Riverside	Outside TUMF Zones	Palm Desert
1602	Riverside	Outside TUMF Zones	Palm Desert
1603	Riverside	Outside TUMF Zones	Palm Desert
1604	Riverside	Outside TUMF Zones	Palm Desert
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1606	Riverside	Outside TUMF Zones	Palm Desert
1607	Riverside	Outside TUMF Zones	Palm Desert
1608	Riverside	Outside TUMF Zones	Palm Desert
1609	Riverside	Outside TUMF Zones	Palm Desert
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1613	Riverside	Outside TUMF Zones	Palm Desert
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1658	Riverside	Outside TUMF Zones	Palm Desert
1659	Riverside	Outside TUMF Zones	Palm Desert
1660	Riverside	Outside TUMF Zones	Palm Desert

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
1664	Riverside	Outside TUMF Zones	Palm Desert
1665	Riverside	Outside TUMF Zones	Palm Desert
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1680	Riverside	Outside TUMF Zones	Palm Desert
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1684	Riverside	Outside TUMF Zones	Palm Desert
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1689	Riverside	Outside TUMF Zones	Palm Desert
1690	Riverside	Outside TUMF Zones	Palm Desert
1691	Riverside	Outside TUMF Zones	Palm Desert
1692	Riverside	Outside TUMF Zones	Palm Springs
1693	Riverside	Outside TUMF Zones	Palm Springs
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1700	Riverside	Outside TUMF Zones	Palm Springs
1701	Riverside	Outside TUMF Zones	Palm Springs
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1733	Riverside	Outside TUMF Zones	Palm Springs
1734	Riverside	Outside TUMF Zones	Palm Springs
1735	Riverside	Outside TUMF Zones	Palm Springs
1736	Riverside	Outside TUMF Zones	Palm Springs
1737	Riverside	Outside TUMF Zones	Palm Springs
1738	Riverside	Outside TUMF Zones	Palm Springs
1739	Riverside	Outside TUMF Zones	Palm Springs
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1744	Riverside	Outside TUMF Zones	Palm Springs
1745	Riverside	Outside TUMF Zones	Palm Springs
1746	Riverside	Outside TUMF Zones	Palm Springs
1747	Riverside	Outside TUMF Zones	Palm Springs
1748	Riverside	Outside TUMF Zones	Palm Springs
1749	Riverside	Outside TUMF Zones	Palm Springs
1750	Riverside	Outside TUMF Zones	Palm Springs
1751	Riverside	Outside TUMF Zones	Palm Springs
1752	Riverside	Outside TUMF Zones	Palm Springs
1753	Riverside	Outside TUMF Zones	Palm Springs
1754	Riverside	Outside TUMF Zones	Palm Springs
1755	Riverside	Outside TUMF Zones	Palm Springs
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1757	Riverside	Outside TUMF Zones	Palm Springs
1758	Riverside	Outside TUMF Zones	Palm Springs
1759	Riverside	Outside TUMF Zones	Palm Springs
1760	Riverside	Outside TUMF Zones	Palm Springs
1761	Riverside	Outside TUMF Zones	Palm Springs
1762	Riverside	Outside TUMF Zones	Palm Springs
1763	Riverside	Outside TUMF Zones	Palm Springs
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
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3349	Orange	Outside TUMF Zones
3350	Orange	Outside TUMF Zones
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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
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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
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3414	San Bernardino	Outside TUMF Zones
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3473	San Bernardino	Outside TUMF Zones
3474	San Bernardino	Outside TUMF Zones
3475	San Bernardino	Outside TUMF Zones
3476	San Bernardino	Outside TUMF Zones
3477	San Bernardino	Outside TUMF Zones
3478	San Bernardino	Outside TUMF Zones
3479	San Bernardino	Outside TUMF Zones
3480	San Bernardino	Outside TUMF Zones
3481	San Bernardino	Outside TUMF Zones
3482	San Bernardino	Outside TUMF Zones

TAZ	County	WRCOG Zone
3370	San Diego	Outside TUMF Zones
3371	San Diego	Outside TUMF Zones
3372	San Diego	Outside TUMF Zones
3373	San Diego	Outside TUMF Zones
3374	San Diego	Outside TUMF Zones
3375	San Diego	Outside TUMF Zones
3376	San Diego	Outside TUMF Zones
3377	San Diego	Outside TUMF Zones
3378	San Diego	Outside TUMF Zones
3379	San Diego	Outside TUMF Zones
3380	San Diego	Outside TUMF Zones
3381	San Diego	Outside TUMF Zones
3382	San Diego	Outside TUMF Zones
3383	San Diego	Outside TUMF Zones

EXHIBIT I-2 - 2045 AM Peak Period Vehicle Trips by WRCOG Zone*

TO / FROM	Central	Hemet/San Jacinto	Northwest	Pass Area	Southwest	Outside WRCOG	TOTAL
Central	187,280	10,596	40,037	2,900	24,865	25,446	**291,124**
Hemet/San Jacinto	13,060	93,350	3,815	3,847	7,263	8,090	**129,424**
Northwest	26,655	1,189	333,593	1,239	4,956	86,710	**454,342**
Pass Area	3,663	3,372	2,768	49,166	402	14,458	**73,828**
Southwest	25,061	7,304	14,708	914	298,362	27,954	**374,302**
Outside WRCOG	15,413	3,353	86,546	11,208	14,949		**131,469**
TOTAL	**271,131**	**119,163**	**481,467**	**69,274**	**350,797**	**162,658**	**1,454,490**

* Based on RIVCOM Year 2045 No-Build Scenario, February 2024

EXHIBIT I-3 - 2045 AM Peak Period Percent Vehicle Trips by WRCOG Zone*

TO / FROM	Central	Hemet/San Jacinto	Northwest	Pass Area	Southwest	Outside WRCOG	TOTAL
Central	64.3%	3.6%	13.8%	1.0%	8.5%	8.7%	**100%**
Hemet/San Jacinto	10.1%	72.1%	2.9%	3.0%	5.6%	6.3%	**100%**
Northwest	5.9%	0.3%	73.4%	0.3%	1.1%	19.1%	**100%**
Pass Area	5.0%	4.6%	3.7%	66.6%	0.5%	19.6%	**100%**
Southwest	6.7%	2.0%	3.9%	0.2%	79.7%	7.5%	**100%**

* Based on RIVCOM Year 2045 No-Build Scenario, February 2024

EXHIBIT I-4 - 2045 PM Peak Period Vehicle Trips by WRCOG Zone*

FROM / TO	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*

FROM / TO	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*

FROM \ TO	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*

FROM \ TO	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

From \ To	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

To / From	Central	Hemet/San Jacinto	Northwest	Pass Area	Southwest	Outside WRCOG	TOTAL
Central	29,899	1,018	5,963	112	4,495	1,879	**43,367**
Hemet/San Jacinto	2,171	11,723	46	212	743	22	**14,915**
Northwest	5,315	22	59,984	8	572	16,387	**82,287**
Pass Area	367	460	31	4,489	2	1,358	**6,707**
Southwest	5,242	828	1,239	2	37,812	304	**45,428**
Outside WRCOG	1,679	106	16,999	1,337	2,522	1,608,845	**1,631,488**
TOTAL	**44,671**	**14,158**	**84,261**	**6,159**	**46,147**	**1,628,796**	**1,824,191**

Based on RivCOM Year 2018 Existing Scenario, November 2023

EXHIBIT J-11
VMT BY WRCOG TUMF ZONE
OFF PEAK NON-HOME-BASED TRIPS ONLY - 2018 EXISTING

To / From	Central	Hemet/San Jacinto	Northwest	Pass Area	Southwest	Outside WRCOG	TOTAL
Central	171,868	26,165	127,774	9,573	74,861	103,539	**513,780**
Hemet/San Jacinto	31,023	89,467	11,465	16,561	25,978	33,500	**207,994**
Northwest	88,808	4,136	620,263	4,317	21,165	472,709	**1,211,397**
Pass Area	19,327	17,223	13,991	73,960	3,239	74,839	**202,580**
Southwest	61,789	19,268	45,891	1,951	356,701	84,988	**570,589**
Outside WRCOG	103,831	20,636	536,313	43,581	141,283	33,374,718	**34,220,361**
TOTAL	**476,647**	**176,895**	**1,355,697**	**149,943**	**623,228**	**34,144,292**	**36,926,701**

Based on RivCOM Year 2018 Existing Scenario, November 2023

EXHIBIT J-12
VMT BY WRCOG TUMF ZONE
OFF PEAK HOME-BASED-UNIVERSITY TRIPS ONLY - 2018 EXISTING

To / From	Central	Hemet/San Jacinto	Northwest	Pass Area	Southwest	Outside WRCOG	TOTAL
Central	17,594	12,628	51,247	218	2,019	38,566	**122,272**
Hemet/San Jacinto	2,097	11,286	4,124	136	292	6,709	**24,645**
Northwest	6,858	2,539	103,163	86	517	83,488	**196,652**
Pass Area	1,849	5,259	5,127	313	49	9,947	**22,544**
Southwest	16,062	18,302	48,598	219	12,688	116,334	**212,202**
Outside WRCOG	15,304	13,712	189,575	784	2,172	2,068,303	**2,289,850**
TOTAL	**59,764**	**63,727**	**401,834**	**1,755**	**17,738**	**2,323,347**	**2,868,164**

Based on RivCOM Year 2018 Existing Scenario, November 2023

EXHIBIT J-13
VMT BY WRCOG TUMF ZONE
TOTAL DAILY TRIPS FOR ALL PURPOSES - 2018 EXISTING

From \ To	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

From \ To	Central	Hemet/San Jacinto	Northwest	Pass Area	Southwest	Outside WRCOG	TOTAL
Central	229,295	82,007	575,590	91,051	276,409	1,740,397	**2,994,749**
Hemet/San Jacinto	98,516	74,328	180,712	68,847	143,988	812,107	**1,378,498**
Northwest	201,151	52,731	935,927	74,986	192,540	2,732,003	**4,189,337**
Pass Area	36,574	22,095	92,709	47,281	27,201	433,163	**659,022**
Southwest	231,030	106,243	529,869	70,200	568,071	2,445,955	**3,951,368**
Outside WRCOG	608,054	245,727	2,541,054	375,209	1,075,753	63,102,754	**67,948,550**
TOTAL	**1,404,620**	**583,131**	**4,855,859**	**727,574**	**2,283,962**	**71,266,379**	**81,121,525**

Based on RivCOM Year 2018 Existing Scenario, November 2023

EXHIBIT J-15
VMT BY WRCOG TUMF ZONE
DAILY HOME-BASED-OTHER TRIPS ONLY - 2018 EXISTING

To / From	Central	Hemet/San Jacinto	Northwest	Pass Area	Southwest	Outside WRCOG	TOTAL
Central	1,192,127	150,772	655,160	47,898	407,857	686,170	**3,139,984**
Hemet/San Jacinto	178,686	536,686	92,843	61,811	149,158	277,118	**1,296,302**
Northwest	420,789	36,015	2,976,272	24,442	145,031	2,189,015	**5,791,564**
Pass Area	80,549	58,070	76,610	228,537	18,300	306,138	**768,205**
Southwest	415,659	145,147	362,155	19,425	1,810,733	760,724	**3,513,843**
Outside WRCOG	588,064	175,138	2,252,036	195,127	685,865	96,434,568	**100,330,798**
TOTAL	**2,875,873**	**1,101,828**	**6,415,076**	**577,241**	**3,216,945**	**100,653,734**	**114,840,696**

Based on RivCOM Year 2018 Existing Scenario, November 2023

EXHIBIT J-16
VMT BY WRCOG TUMF ZONE
DAILY HOME-BASED-SCHOOL TRIPS ONLY - 2018 EXISTING

To / From	Central	Hemet/San Jacinto	Northwest	Pass Area	Southwest	Outside WRCOG	TOTAL
Central	140,634	4,660	27,913	499	20,981	7,934	**202,622**
Hemet/San Jacinto	10,175	54,954	207	877	3,469	92	**69,775**
Northwest	25,540	101	281,274	36	2,663	73,208	**382,822**
Pass Area	1,692	2,157	134	21,053	9	6,297	**31,343**
Southwest	24,977	3,864	5,832	9	176,673	1,388	**212,743**
Outside WRCOG	7,814	508	77,939	6,454	13,470	7,587,452	**7,693,638**
TOTAL	**210,832**	**66,244**	**393,299**	**28,928**	**217,266**	**7,676,372**	**8,592,941**

Based on RivCOM Year 2018 Existing Scenario, November 2023

EXHIBIT J-17
VMT BY WRCOG TUMF ZONE
DAILY NON-HOME-BASED TRIPS ONLY - 2018 EXISTING

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

From \ To	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

From \ To	Central	Hemet/San Jacinto	Northwest	Pass Area	Southwest	Outside WRCOG	TOTAL
Central	139,109	48,317	252,879	40,263	116,636	745,260	**1,342,464**
Hemet/San Jacinto	68,574	47,643	92,129	35,673	67,839	402,851	**714,710**
Northwest	98,150	23,283	337,214	28,227	65,852	940,673	**1,493,399**
Pass Area	28,513	15,183	50,763	26,317	12,905	221,065	**354,746**
Southwest	143,010	60,883	254,955	32,890	244,955	1,155,616	**1,892,308**
Outside WRCOG	302,064	116,183	938,244	166,464	326,211	21,226,888	**23,076,054**
TOTAL	**779,420**	**311,492**	**1,926,184**	**329,834**	**834,398**	**24,692,353**	**28,873,681**

Based on RivCOM Year 2045 No-Build Scenario, November 2023

EXHIBIT J-27
VMT BY WRCOG TUMF ZONE
OFF PEAK HOME-BASED-OTHER TRIPS ONLY - 2045 NO BUILD

To / From	Central	Hemet/San Jacinto	Northwest	Pass Area	Southwest	Outside WRCOG	TOTAL
Central	817,753	121,802	362,911	33,093	271,714	415,042	**2,022,315**
Hemet/San Jacinto	161,868	374,441	65,747	46,266	116,874	172,568	**937,763**
Northwest	270,238	25,096	1,486,279	16,476	90,978	1,281,165	**3,170,231**
Pass Area	61,546	47,031	50,231	174,731	11,410	223,207	**568,155**
Southwest	303,367	111,492	202,017	12,889	1,405,767	465,133	**2,500,666**
Outside WRCOG	387,066	126,440	1,130,769	140,486	452,722	49,373,980	**51,611,462**
TOTAL	**2,001,838**	**806,301**	**3,297,953**	**423,940**	**2,349,465**	**51,931,094**	**60,810,592**

Based on RivCOM Year 2045 No-Build Scenario, November 2023

EXHIBIT J-28
VMT BY WRCOG TUMF ZONE
OFF PEAK HOME-BASED-SCHOOL TRIPS ONLY - 2045 NO BUILD

To / From	Central	Hemet/San Jacinto	Northwest	Pass Area	Southwest	Outside WRCOG	TOTAL
Central	37,552	1,684	7,015	142	5,504	2,210	**54,106**
Hemet/San Jacinto	4,077	15,458	110	341	1,168	42	**21,196**
Northwest	6,276	32	64,909	10	605	20,422	**92,254**
Pass Area	563	684	47	7,234	2	2,659	**11,190**
Southwest	6,927	1,090	1,449	3	62,653	584	**72,705**
Outside WRCOG	2,040	166	19,074	1,704	3,185	1,683,458	**1,709,627**
TOTAL	**57,435**	**19,114**	**92,604**	**9,433**	**73,117**	**1,709,376**	**1,961,079**

Based on RivCOM Year 2045 No-Build Scenario, November 2023

EXHIBIT J-29
VMT BY WRCOG TUMF ZONE
OFF PEAK NON-HOME-BASED TRIPS ONLY - 2045 NO BUILD

To / From	Central	Hemet/San Jacinto	Northwest	Pass Area	Southwest	Outside WRCOG	TOTAL
Central	299,738	55,092	169,871	16,381	115,948	153,204	**810,234**
Hemet/San Jacinto	70,174	166,706	18,278	29,966	46,159	47,597	**378,880**
Northwest	131,414	7,633	681,134	6,136	29,764	610,663	**1,466,744**
Pass Area	31,940	31,225	18,232	113,898	3,385	123,898	**322,577**
Southwest	104,433	36,376	55,746	2,580	484,258	98,486	**781,879**
Outside WRCOG	151,333	34,517	620,329	70,600	176,455	39,604,640	**40,657,873**
TOTAL	**789,032**	**331,549**	**1,563,590**	**239,561**	**855,969**	**40,638,488**	**44,418,188**

Based on RivCOM Year 2045 No-Build Scenario, November 2023

EXHIBIT J-30
VMT BY WRCOG TUMF ZONE
OFF PEAK HOME-BASED-UNIVERSITY TRIPS ONLY - 2045 NO BUILD

To / From	Central	Hemet/San Jacinto	Northwest	Pass Area	Southwest	Outside WRCOG	TOTAL
Central	24,461	16,612	62,722	237	2,451	46,666	**153,148**
Hemet/San Jacinto	3,155	16,013	5,936	169	440	9,422	**35,134**
Northwest	8,389	2,752	116,708	85	532	92,226	**220,691**
Pass Area	2,763	7,248	7,069	416	50	15,937	**33,483**
Southwest	36,965	44,949	97,968	427	31,554	279,623	**491,486**
Outside WRCOG	15,482	14,869	189,285	835	2,045	2,334,396	**2,556,912**
TOTAL	**91,214**	**102,442**	**479,690**	**2,170**	**37,070**	**2,778,268**	**3,490,855**

Based on RivCOM Year 2045 No-Build Scenario, November 2023

EXHIBIT J-31
VMT BY WRCOG TUMF ZONE
TOTAL DAILY TRIPS FOR ALL PURPOSES - 2045 NO BUILD

From \ To	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

From \ To	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

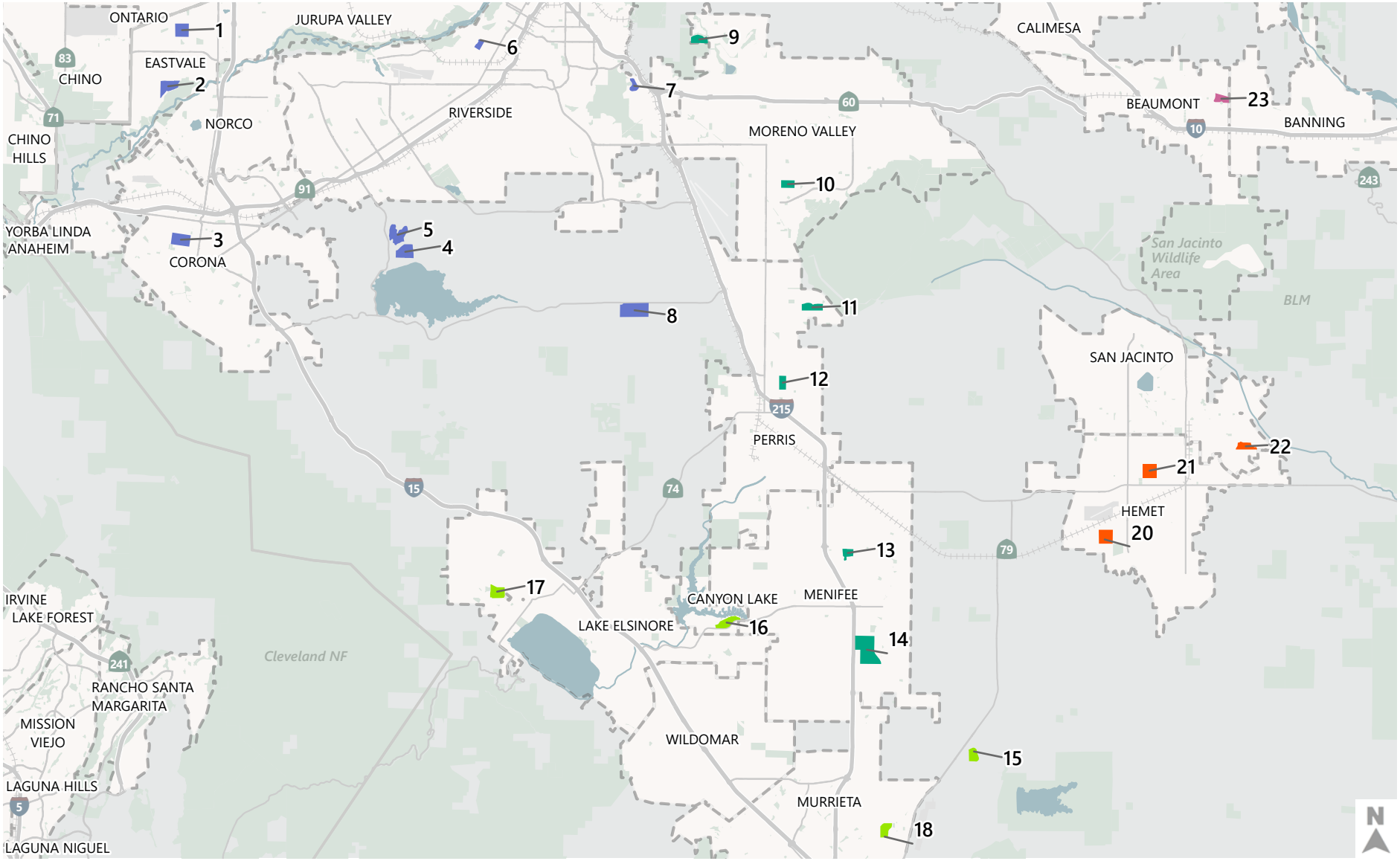
In addition to visual representations of the data, statistical analysis was performed to obtain the correlation between the variables to daily vehicle trips and to determine the regression equations.

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.



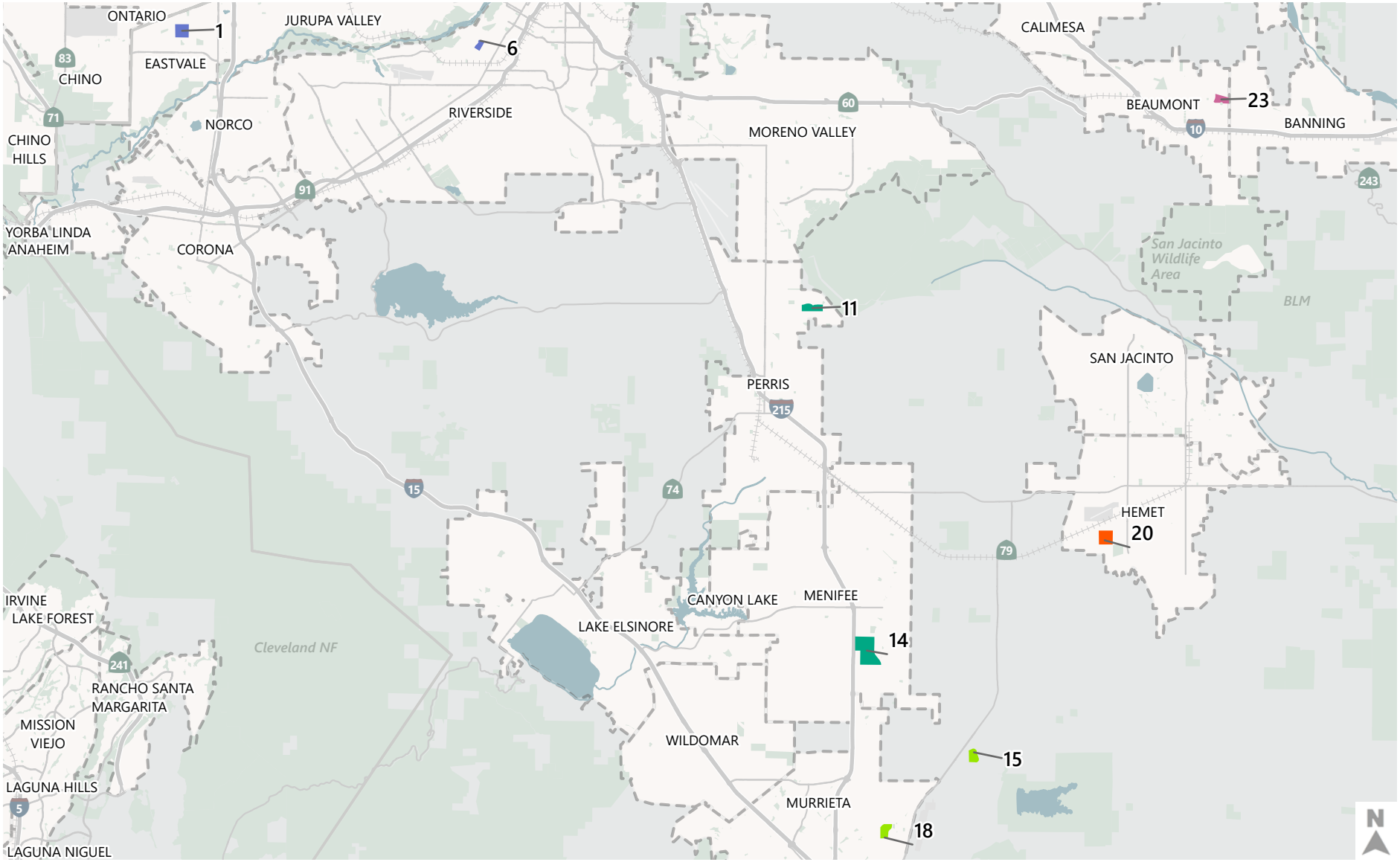
Study Location by TUMF Zone

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

City Boundaries

Figure 1

StreetLight Data Collection Locations



Study Location by TUMF Zone

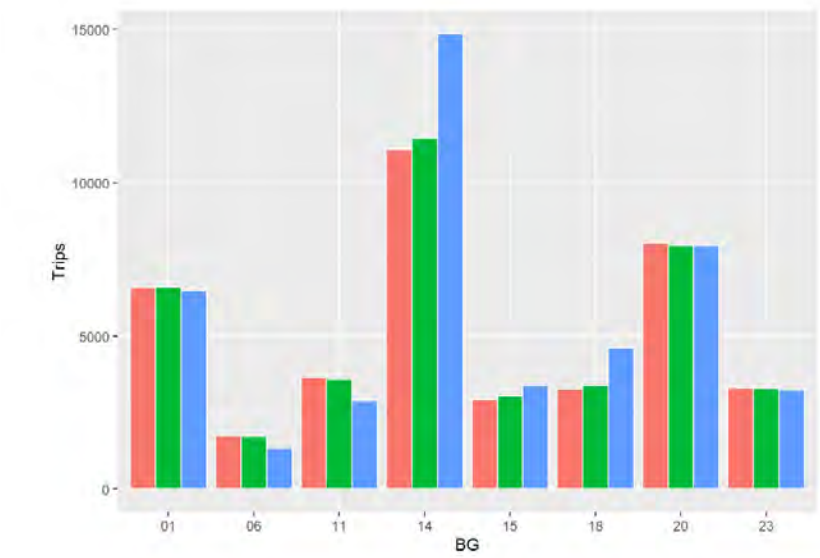
City Boundaries

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

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

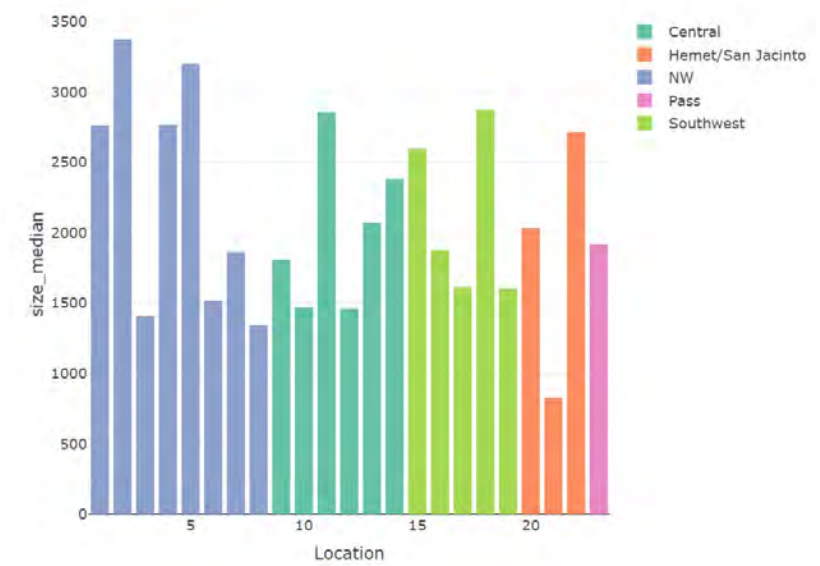


Figure 5 – Average Persons per Household

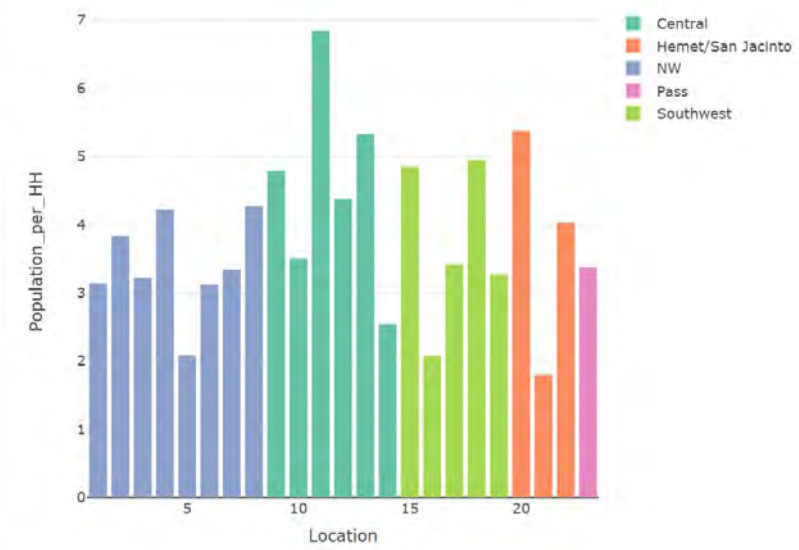


Figure 6 – Average Children per Household

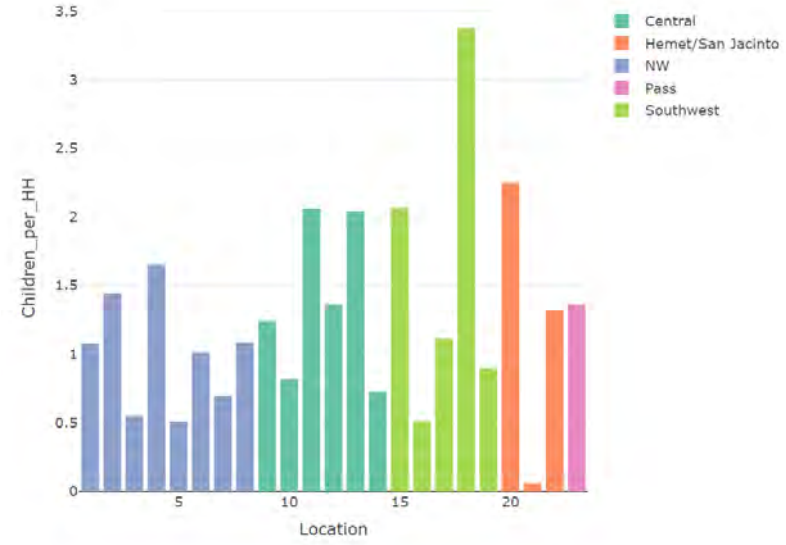


Figure 7 – Average Workers per Household

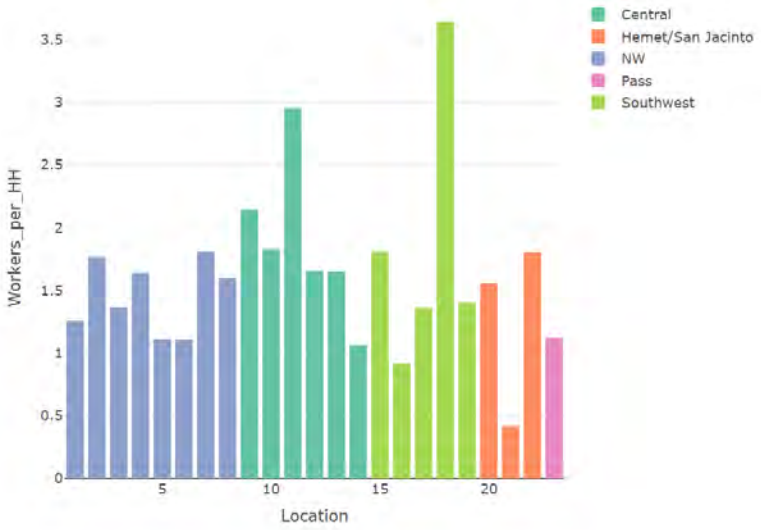


Figure 8 – Median Cost per Square Foot

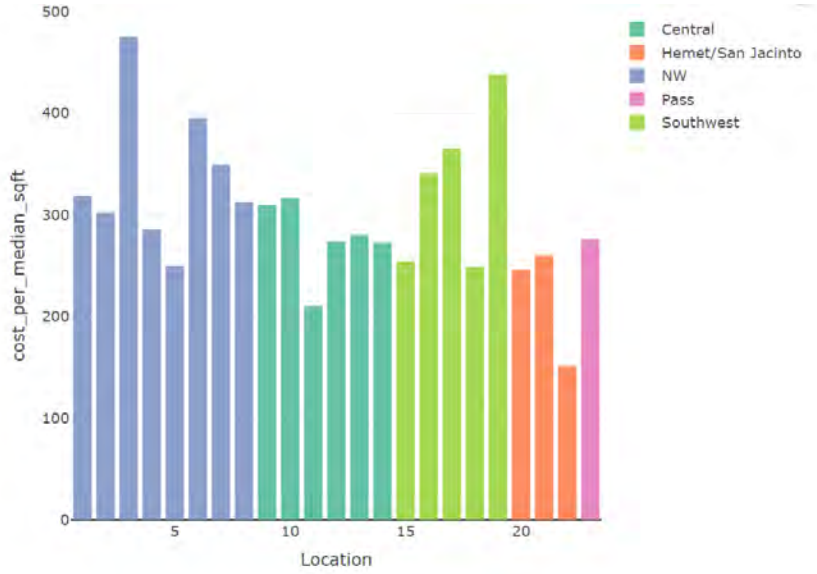


Figure 9 – Daily Vehicle Trips per Median Square Footage

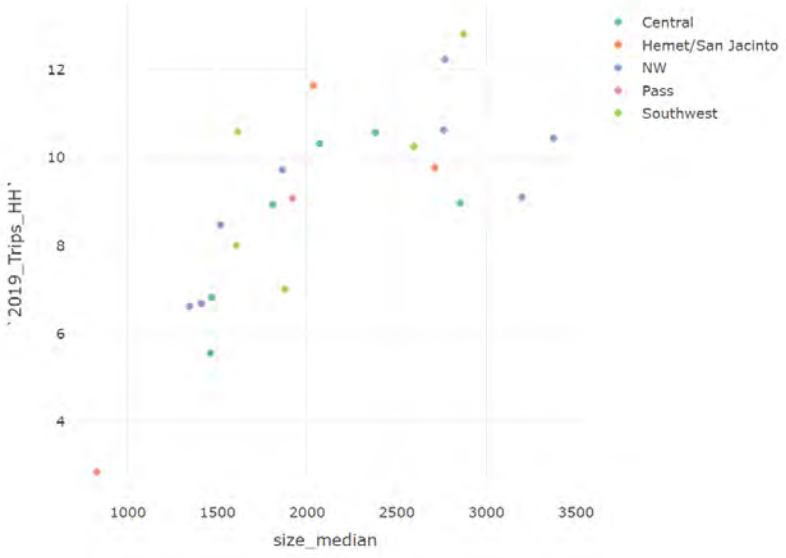


Figure 10 – Daily Vehicle Trips per Average Persons per Household

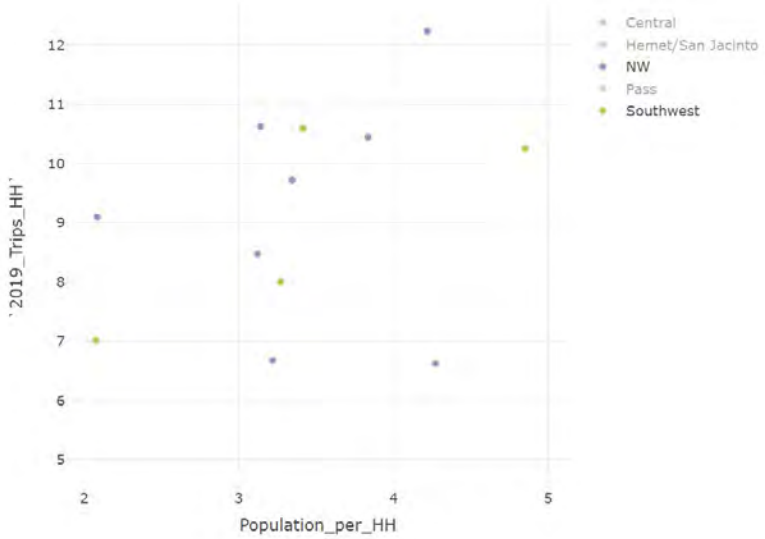


Figure 11 – Daily Vehicle Trips per Average Children per Household

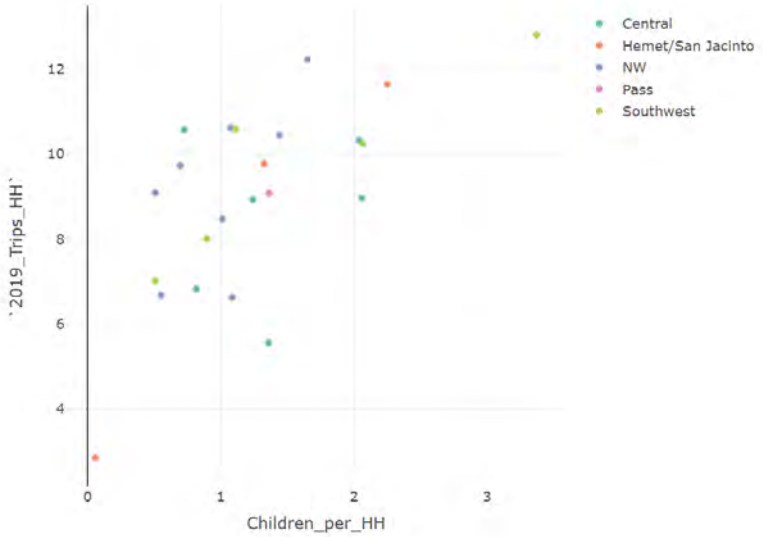


Figure 12 – Daily Vehicle Trips per Average Workers per Household

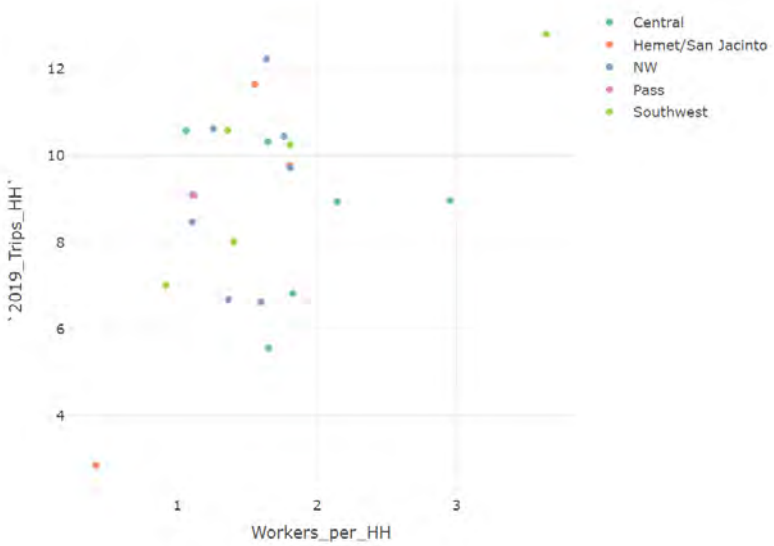


Figure 13 – Daily Vehicle Trips per Median Cost per Square Foot

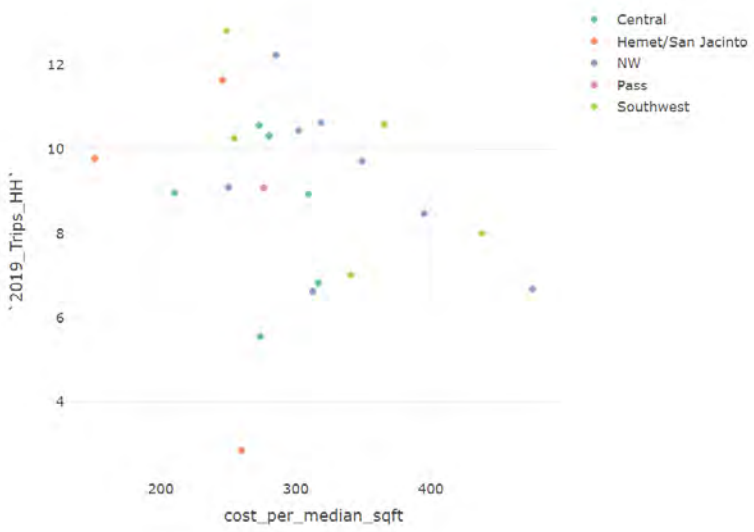


Figure 14 – Correlation Matrix for All Variables

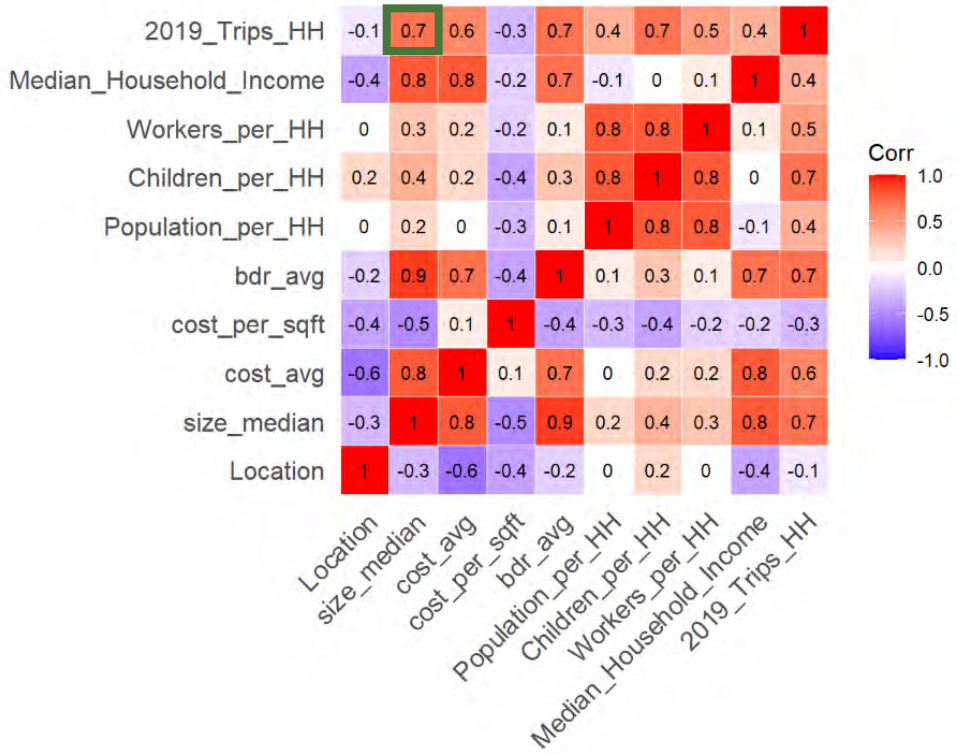


Table 1: Residential Home Data and Sources

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

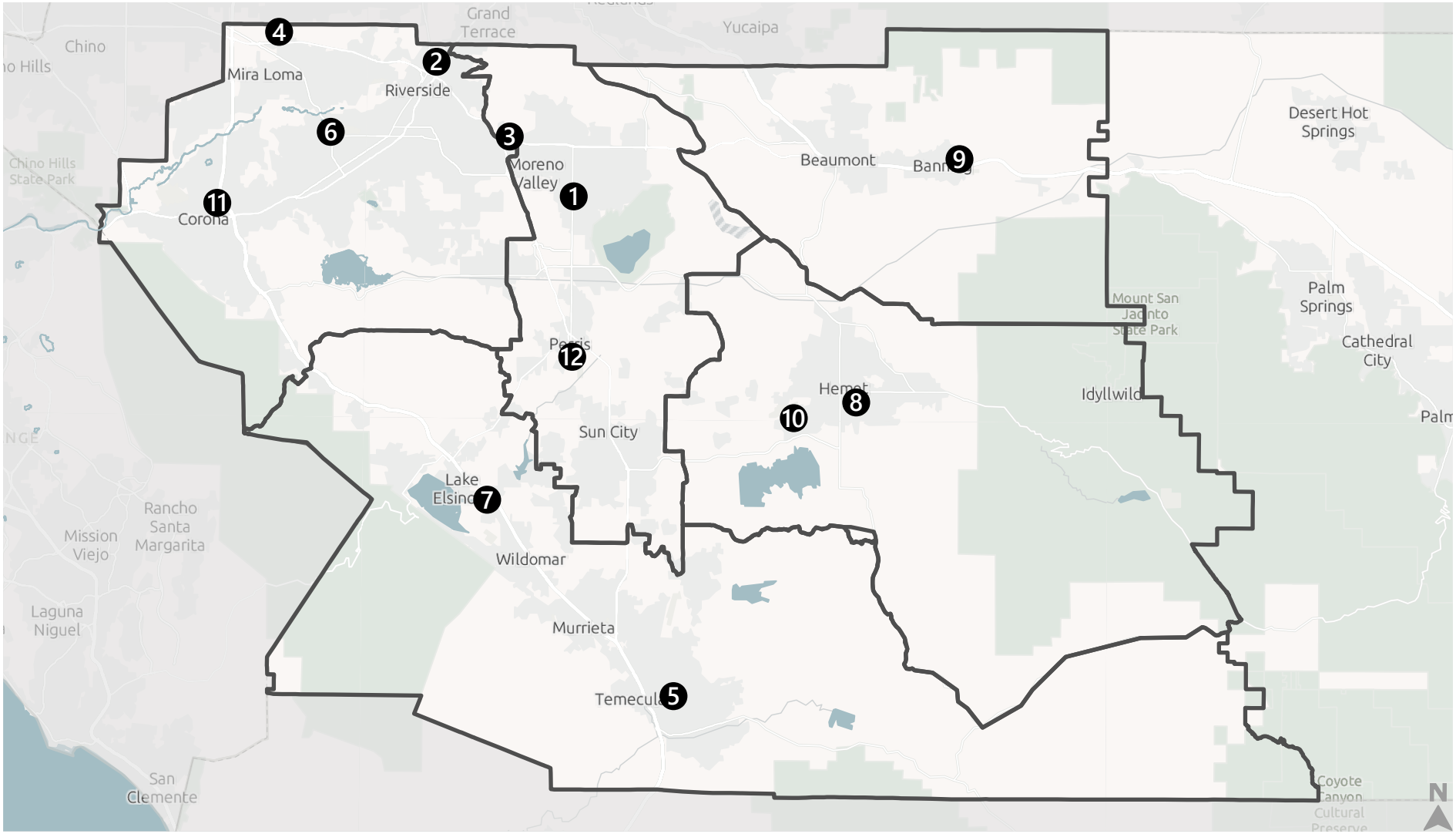
To evaluate the effect of dwelling unit size and number of dwelling unit bedrooms on multifamily trip generation, the following criteria were used to select the apartment complexes within Western Riverside County:

- 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	OUT						PM	OUT					
TIME	1	2	3	4	5	TOTAL	Time	1	2	3	4	5	TOTAL
0:00	1	0	0	0	0	1	12:00	1	0	0	0	0	1
0:15	0	0	0	0	0	0	12:15	0	0	0	0	0	0
0:30	1	0	0	0	0	1	12:30	1	0	1	0	0	2
0:45	0	0	0	0	0	0	12:45	0	0	0	0	0	0
1:00	1	0	0	0	0	1	13:00	0	1	0	0	0	1
1:15	0	0	0	0	0	0	13:15	0	0	0	0	0	0
1:30	1	0	0	0	0	1	13:30	0	0	0	0	0	0
1:45	0	0	0	0	0	0	13:45	2	0	0	0	0	2
2:00	0	0	0	0	0	0	14:00	0	0	0	0	0	0
2:15	0	0	0	0	0	0	14:15	0	0	0	0	0	0
2:30	0	0	0	0	0	0	14:30	0	0	0	0	0	0
2:45	0	0	0	0	0	0	14:45	0	0	0	0	0	0
3:00	0	0	0	0	0	0	15:00	1	0	0	0	0	1
3:15	0	0	0	0	0	0	15:15	0	2	0	0	0	2
3:30	0	0	0	0	0	0	15:30	1	1	0	0	0	2
3:45	1	0	0	0	0	1	15:45	3	1	0	0	0	4
4:00	0	0	0	0	0	0	16:00	1	0	0	0	0	1
4:15	0	0	0	0	0	0	16:15	3	0	0	0	0	3
4:30	0	0	0	0	0	0	16:30	1	0	0	0	0	1
4:45	0	0	0	0	0	0	16:45	0	0	0	0	0	0
5:00	1	0	0	0	0	1	17:00	2	0	0	0	0	2
5:15	1	0	0	0	0	1	17:15	0	0	0	0	0	0
5:30	0	0	0	0	0	0	17:30	1	0	0	0	0	1
5:45	0	0	0	0	0	0	17:45	1	0	0	0	0	1
6:00	1	0	0	0	0	1	18:00	1	0	0	0	0	1
6:15	0	0	0	0	0	0	18:15	1	0	0	0	0	1
6:30	0	0	0	0	0	0	18:30	3	0	0	0	0	3
6:45	0	0	0	0	0	0	18:45	0	0	0	0	0	0
7:00	1	0	0	0	0	1	19:00	2	1	0	0	0	3
7:15	0	3	0	0	0	3	19:15	1	0	0	0	0	1
7:30	0	0	0	0	0	0	19:30	0	0	0	0	0	0
7:45	0	0	0	0	0	0	19:45	1	0	0	0	0	1
8:00	0	0	0	0	0	0	20:00	0	0	0	0	0	0
8:15	0	0	0	0	0	0	20:15	1	0	0	0	0	1
8:30	0	0	0	0	0	0	20:30	0	0	0	0	0	0
8:45	0	0	0	0	0	0	20:45	0	0	0	0	0	0
9:00	0	0	0	0	0	0	21:00	0	0	0	0	0	0
9:15	2	0	0	0	0	2	21:15	1	0	0	0	0	1
9:30	2	1	0	0	0	3	21:30	0	0	0	0	0	0
9:45	0	0	0	0	0	0	21:45	1	0	0	0	0	1
10:00	1	1	0	0	0	2	22:00	1	0	0	0	0	1
10:15	0	0	0	0	0	0	22:15	0	0	0	0	0	0
10:30	0	0	0	0	0	0	22:30	1	0	0	0	0	1
10:45	2	0	0	0	0	2	22:45	0	0	0	0	0	0
11:00	1	0	0	0	0	1	23:00	0	0	0	0	0	0
11:15	0	0	0	0	0	0	23:15	0	0	0	0	0	0
11:30	1	0	0	0	0	1	23:30	0	0	0	0	0	0
11:45	1	0	0	0	0	1	23:45	0	0	0	0	0	0
TOTAL	19	5	0	0	0	24	TOTAL	32	6	1	0	0	39

AM PEAK HOUR	9:15 AM
AM PEAK VOLUME	7

AM PEAK HOUR	3:30 PM
AM PEAK VOLUME	10

CLASS 1	CARS
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4-AXLE TRUCKS
CLASS 5	5-AXLE + TRUCKS

TOTAL: AM+PM	51	11	1	0	0	63
% OF TOTAL	81.0%	17.5%	1.6%	0.0%	0.0%	100.0%
AM PEAK	1	3	0	0	0	4
PM PEAK	6	0	0	0	0	6

A021323

Study Site 1 - Oakwood Apartments

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: THREE DAYS **CITY:** WRCOG

JOB #: SC3826 **LOCATION:** CLASS80 Northern Dwy east of Perris.

AM TIME	IN 1	2	3	4	5	TOTAL	PM Time	IN 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 VOLUME	201

AM PEAK HOUR	3:30 PM
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

	1	2	3	4	5	TOTAL
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 HOUR	3:30 PM
AM PEAK VOLUME	29	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 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	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

	1	2	3	4	5	TOTAL
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 TIME	OUT 1	2	3	4	5	TOTAL	PM Time	OUT 1	2	3	4	5	TOTAL
0:00	7	0	0	0	0	7	12:00	14	0	0	0	0	14
0:15	8	0	0	0	0	8	12:15	18	0	0	0	0	18
0:30	1	0	0	0	0	1	12:30	9	0	0	0	0	9
0:45	0	0	0	0	0	0	12:45	17	0	0	0	0	17
1:00	0	0	0	0	0	0	13:00	14	1	0	0	0	15
1:15	2	0	0	0	0	2	13:15	8	0	0	0	0	8
1:30	4	0	0	0	0	4	13:30	8	1	1	0	0	10
1:45	0	0	0	0	0	0	13:45	13	0	0	0	0	13
2:00	6	0	0	0	0	6	14:00	12	0	0	0	0	12
2:15	1	0	0	0	0	1	14:15	9	0	0	0	0	9
2:30	1	0	0	0	0	1	14:30	11	0	1	0	0	12
2:45	2	0	0	0	0	2	14:45	20	0	0	0	0	20
3:00	0	0	0	0	0	0	15:00	6	0	0	0	0	6
3:15	1	0	0	0	0	1	15:15	20	0	0	0	0	20
3:30	1	0	0	0	0	1	15:30	9	0	0	0	0	9
3:45	0	0	0	0	0	0	15:45	13	0	0	0	0	13
4:00	4	0	0	0	0	4	16:00	16	0	0	0	0	16
4:15	11	0	0	0	0	11	16:15	18	0	0	0	0	18
4:30	14	0	0	0	0	14	16:30	16	0	0	0	0	16
4:45	3	0	0	0	0	3	16:45	19	0	0	0	0	19
5:00	4	0	0	0	0	4	17:00	14	0	0	0	0	14
5:15	5	0	0	0	0	5	17:15	16	0	0	0	0	16
5:30	5	0	0	0	0	5	17:30	18	0	0	0	0	18
5:45	14	0	0	0	0	14	17:45	12	0	0	0	0	12
6:00	8	0	0	0	0	8	18:00	5	0	0	0	0	5
6:15	11	0	0	0	0	11	18:15	9	0	0	0	0	9
6:30	11	0	0	0	0	11	18:30	18	0	0	0	0	18
6:45	9	0	0	0	0	9	18:45	9	0	0	0	0	9
7:00	29	0	0	0	0	29	19:00	6	0	0	0	0	6
7:15	17	0	0	0	0	17	19:15	16	0	0	0	0	16
7:30	12	0	0	0	0	12	19:30	2	0	0	0	0	2
7:45	30	0	0	0	0	30	19:45	9	0	0	0	0	9
8:00	16	0	0	0	0	16	20:00	4	0	0	0	0	4
8:15	9	0	0	0	0	9	20:15	10	0	0	0	0	10
8:30	11	0	0	0	0	11	20:30	10	0	0	0	0	10
8:45	15	0	0	0	0	15	20:45	4	0	0	0	0	4
9:00	7	0	0	0	0	7	21:00	8	0	0	0	0	8
9:15	11	0	0	0	0	11	21:15	7	0	0	0	0	7
9:30	12	0	0	0	0	12	21:30	3	0	0	0	0	3
9:45	14	0	0	0	0	14	21:45	2	0	0	0	0	2
10:00	17	0	0	0	0	17	22:00	2	0	0	0	0	2
10:15	9	0	0	0	0	9	22:15	1	0	0	0	0	1
10:30	14	2	0	0	0	16	22:30	3	0	0	0	0	3
10:45	8	1	0	0	0	9	22:45	4	0	0	0	0	4
11:00	7	0	0	0	0	7	23:00	1	0	0	0	0	1
11:15	8	0	0	0	0	8	23:15	2	0	0	0	0	2
11:30	9	0	0	0	0	9	23:30	0	0	0	0	0	0
11:45	10	1	0	0	0	11	23:45	1	0	0	0	0	1
TOTAL	398	4	0	0	0	402	TOTAL	466	2	2	0	0	470

AM PEAK HOUR	7:00 AM
AM PEAK VOLUME	88

AM PEAK HOUR	4:00 PM
AM PEAK VOLUME	69

CLASS 1	CARS
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4-AXLE TRUCKS
CLASS 5	5-AXLE + TRUCKS

TOTAL: AM+PM	864	6	2	0	0	872
% OF TOTAL	99.1%	0.7%	0.2%	0.0%	0.0%	100.0%
AM PEAK	88	0	0	0	0	88
PM PEAK	69	0	0	0	0	69

A021323

Study Site 4 - Vesada Aparment Homes

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: THREE DAYS **CITY:** WRCOG

JOB #: SC3826 **LOCATION:** CLASS73 Southern Dwy east of Country Village.

AM TIME	IN 1	2	3	4	5	TOTAL	PM Time	IN 1	2	3	4	5	TOTAL
0:00	0	0	0	0	0	0	12:00	0	0	0	0	0	0
0:15	0	0	0	0	0	0	12:15	0	0	0	0	0	0
0:30	0	0	0	0	0	0	12:30	0	0	0	0	0	0
0:45	0	0	0	0	0	0	12:45	0	0	0	0	0	0
1:00	0	0	0	0	0	0	13:00	0	0	0	0	0	0
1:15	0	0	0	0	0	0	13:15	0	0	0	0	0	0
1:30	0	0	0	0	0	0	13:30	0	0	0	0	0	0
1:45	0	0	0	0	0	0	13:45	0	0	0	0	0	0
2:00	0	0	0	0	0	0	14:00	0	0	0	0	0	0
2:15	0	0	0	0	0	0	14:15	0	0	0	0	0	0
2:30	0	0	0	0	0	0	14:30	0	0	0	0	0	0
2:45	0	0	0	0	0	0	14:45	0	0	0	0	0	0
3:00	0	0	0	0	0	0	15:00	0	0	0	0	0	0
3:15	0	0	0	0	0	0	15:15	0	0	0	0	0	0
3:30	0	0	0	0	0	0	15:30	0	0	0	0	0	0
3:45	0	0	0	0	0	0	15:45	0	0	0	0	0	0
4:00	0	0	0	0	0	0	16:00	0	0	0	0	0	0
4:15	0	0	0	0	0	0	16:15	0	0	0	0	0	0
4:30	0	0	0	0	0	0	16:30	0	0	0	0	0	0
4:45	0	0	0	0	0	0	16:45	0	0	0	0	0	0
5:00	0	0	0	0	0	0	17:00	0	0	0	0	0	0
5:15	0	0	0	0	0	0	17:15	0	0	0	0	0	0
5:30	0	0	0	0	0	0	17:30	0	0	0	0	0	0
5:45	0	0	0	0	0	0	17:45	0	0	0	0	0	0
6:00	0	0	0	0	0	0	18:00	0	0	0	0	0	0
6:15	0	0	0	0	0	0	18:15	0	0	0	0	0	0
6:30	0	0	0	0	0	0	18:30	0	0	0	0	0	0
6:45	0	0	0	0	0	0	18:45	0	0	0	0	0	0
7:00	0	0	0	0	0	0	19:00	0	0	0	0	0	0
7:15	0	0	0	0	0	0	19:15	0	0	0	0	0	0
7:30	0	0	0	0	0	0	19:30	0	0	0	0	0	0
7:45	0	0	0	0	0	0	19:45	0	0	0	0	0	0
8:00	0	0	0	0	0	0	20:00	0	0	0	0	0	0
8:15	0	0	0	0	0	0	20:15	0	0	0	0	0	0
8:30	0	0	0	0	0	0	20:30	0	0	0	0	0	0
8:45	0	0	0	0	0	0	20:45	0	0	0	0	0	0
9:00	0	0	0	0	0	0	21:00	0	0	0	0	0	0
9:15	0	0	0	0	0	0	21:15	0	0	0	0	0	0
9:30	0	0	0	0	0	0	21:30	0	0	0	0	0	0
9:45	0	0	0	0	0	0	21:45	0	0	0	0	0	0
10:00	0	0	0	0	0	0	22:00	0	0	0	0	0	0
10:15	0	0	0	0	0	0	22:15	0	0	0	0	0	0
10:30	0	0	0	0	0	0	22:30	0	0	0	0	0	0
10:45	0	0	0	0	0	0	22:45	0	0	0	0	0	0
11:00	0	0	0	0	0	0	23:00	0	0	0	0	0	0
11:15	0	0	0	0	0	0	23:15	0	0	0	0	0	0
11:30	0	0	0	0	0	0	23:30	0	0	0	0	0	0
11:45	0	0	0	0	0	0	23:45	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	TOTAL	0	0	0	0	0	0

AM PEAK HOUR	11:45 AM	AM PEAK 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 VOLUME	13

AM PEAK HOUR	2:15 PM
AM PEAK VOLUME	13

CLASS 1	CARS
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4-AXLE TRUCKS
CLASS 5	5-AXLE + TRUCKS

	1	2	3	4	5	TOTAL
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 VOLUME	24

AM PEAK HOUR	3:45 PM
AM PEAK VOLUME	53

CLASS 1	CARS
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4-AXLE TRUCKS
CLASS 5	5-AXLE + TRUCKS

TOTAL: AM+PM	468	3	0	1	0	472
% OF TOTAL	99.2%	0.6%	0.0%	0.2%	0.0%	100.0%
AM PEAK	23	1	0	0	0	24
PM PEAK	52	0	0	0	0	52

A13123

Study Site 5 - Morning Ridge Apartments

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: THREE DAYS **CITY:** WRCOG

JOB #: SC3826 **LOCATION:** CLASS84 Northern Dwy east of Milky Way.

AM	OUT						PM	OUT					
TIME	1	2	3	4	5	TOTAL	Time	1	2	3	4	5	TOTAL
0:00	2	0	0	0	0	2	12:00	6	0	0	0	0	6
0:15	0	0	0	0	0	0	12:15	11	1	0	0	0	12
0:30	0	0	0	0	0	0	12:30	3	0	0	0	0	3
0:45	2	0	0	0	0	2	12:45	10	1	0	0	0	11
1:00	0	0	0	0	0	0	13:00	7	0	0	0	0	7
1:15	3	0	0	0	0	3	13:15	9	0	0	0	0	9
1:30	1	0	0	0	0	1	13:30	4	2	0	0	0	6
1:45	0	0	0	0	0	0	13:45	11	0	0	0	0	11
2:00	0	0	0	0	0	0	14:00	7	0	0	0	0	7
2:15	1	0	0	0	0	1	14:15	8	0	0	0	0	8
2:30	0	0	0	0	0	0	14:30	13	0	0	0	0	13
2:45	0	0	0	0	0	0	14:45	8	1	0	0	0	9
3:00	1	0	0	0	0	1	15:00	7	0	0	0	0	7
3:15	2	0	0	0	0	2	15:15	6	0	0	0	0	6
3:30	3	0	0	0	0	3	15:30	12	0	0	0	0	12
3:45	1	0	0	0	0	1	15:45	5	0	0	0	0	5
4:00	0	0	0	0	0	0	16:00	19	0	0	0	0	19
4:15	3	0	0	0	0	3	16:15	6	0	0	0	0	6
4:30	3	0	0	0	0	3	16:30	4	0	0	0	0	4
4:45	2	0	0	0	0	2	16:45	9	0	0	0	0	9
5:00	2	0	0	0	0	2	17:00	4	0	0	0	0	4
5:15	3	0	0	0	0	3	17:15	5	1	0	0	0	6
5:30	10	0	0	0	0	10	17:30	11	0	0	0	0	11
5:45	9	0	0	0	0	9	17:45	15	0	0	0	0	15
6:00	3	0	0	0	0	3	18:00	10	0	0	0	0	10
6:15	12	0	0	0	0	12	18:15	5	0	0	0	0	5
6:30	12	0	0	0	0	12	18:30	10	0	0	0	0	10
6:45	5	0	0	0	0	5	18:45	7	0	0	0	0	7
7:00	10	0	0	0	0	10	19:00	3	0	0	0	0	3
7:15	19	0	0	0	0	19	19:15	2	0	0	0	0	2
7:30	13	0	0	0	0	13	19:30	5	0	0	0	0	5
7:45	17	0	0	0	0	17	19:45	3	0	0	0	0	3
8:00	13	0	0	0	0	13	20:00	7	0	0	0	0	7
8:15	15	0	0	0	0	15	20:15	4	0	0	0	0	4
8:30	14	0	0	0	0	14	20:30	4	0	0	0	0	4
8:45	8	0	0	0	0	8	20:45	2	0	0	0	0	2
9:00	9	0	0	0	0	9	21:00	5	0	0	0	0	5
9:15	7	0	0	0	0	7	21:15	3	0	0	0	0	3
9:30	4	1	0	0	0	5	21:30	2	0	0	0	0	2
9:45	10	1	0	0	0	11	21:45	4	0	0	0	0	4
10:00	7	0	0	0	0	7	22:00	0	0	0	0	0	0
10:15	4	0	0	0	0	4	22:15	2	0	0	0	0	2
10:30	10	1	0	0	0	11	22:30	0	0	0	0	0	0
10:45	3	0	0	0	0	3	22:45	1	0	0	0	0	1
11:00	5	1	0	0	0	6	23:00	1	0	0	0	0	1
11:15	9	0	0	0	0	9	23:15	1	0	0	0	0	1
11:30	5	0	0	0	0	5	23:30	1	0	0	0	0	1
11:45	12	0	0	0	0	12	23:45	0	0	0	0	0	0
TOTAL	274	4	0	0	0	278	TOTAL	282	6	0	0	0	288

AM PEAK HOUR	7:15 AM
AM PEAK VOLUME	62

AM PEAK HOUR	5:15 PM
AM PEAK VOLUME	42

CLASS 1	CARS
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4-AXLE TRUCKS
CLASS 5	5-AXLE + TRUCKS

TOTAL: AM+PM	556	10	0	0	0	566
% OF TOTAL	98.2%	1.8%	0.0%	0.0%	0.0%	100.0%
AM PEAK	62	0	0	0	0	62
PM PEAK	38	0	0	0	0	38

A021323

Study Site 5 - Morning Ridge Apartments

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: THREE DAYS **CITY:** WRCOG

JOB #: SC3826 **LOCATION:** CLASS85 Middle Dwy east of Milky Way.

AM 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 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	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 TIME	OUT 1	2	3	4	5	TOTAL	PM Time	OUT 1	2	3	4	5	TOTAL
0:00	0	0	0	0	0	0	12:00	9	0	0	0	0	9
0:15	0	0	0	0	0	0	12:15	13	0	0	0	0	13
0:30	0	0	0	0	0	0	12:30	13	1	0	0	0	14
0:45	2	0	0	0	0	2	12:45	17	0	0	0	0	17
1:00	0	0	0	0	0	0	13:00	6	0	0	0	0	6
1:15	2	0	0	0	0	2	13:15	12	0	0	0	0	12
1:30	1	0	0	0	0	1	13:30	14	1	0	0	0	15
1:45	1	0	0	0	0	1	13:45	20	0	0	0	0	20
2:00	0	0	0	0	0	0	14:00	12	0	0	0	0	12
2:15	3	0	0	0	0	3	14:15	8	0	0	0	0	8
2:30	1	0	0	0	0	1	14:30	13	0	0	0	0	13
2:45	0	0	0	0	0	0	14:45	6	1	0	0	0	7
3:00	0	0	0	0	0	0	15:00	13	0	0	0	0	13
3:15	6	0	0	0	0	6	15:15	12	0	0	0	0	12
3:30	5	0	0	0	0	5	15:30	13	0	0	0	0	13
3:45	6	0	0	0	0	6	15:45	11	0	0	0	0	11
4:00	5	0	0	0	0	5	16:00	12	0	0	0	0	12
4:15	4	0	0	0	0	4	16:15	9	0	0	0	0	9
4:30	6	0	0	0	0	6	16:30	6	0	0	0	0	6
4:45	4	0	0	0	0	4	16:45	12	0	0	0	0	12
5:00	6	0	0	0	0	6	17:00	8	0	0	0	0	8
5:15	7	0	0	0	0	7	17:15	13	0	0	0	0	13
5:30	11	0	0	0	0	11	17:30	14	0	0	0	0	14
5:45	12	0	0	0	0	12	17:45	8	0	0	0	0	8
6:00	1	0	0	0	0	1	18:00	11	0	0	0	0	11
6:15	7	0	0	0	0	7	18:15	9	0	0	0	0	9
6:30	12	0	0	0	0	12	18:30	5	0	0	0	0	5
6:45	17	0	0	0	0	17	18:45	7	0	0	0	0	7
7:00	8	0	0	0	0	8	19:00	8	0	0	0	0	8
7:15	16	0	0	0	0	16	19:15	9	0	0	0	0	9
7:30	21	0	0	0	0	21	19:30	6	0	0	0	0	6
7:45	18	0	0	0	0	18	19:45	8	0	0	0	0	8
8:00	13	0	0	0	0	13	20:00	6	0	0	0	0	6
8:15	5	0	0	0	0	5	20:15	11	0	0	0	0	11
8:30	7	0	0	0	0	7	20:30	7	0	0	0	0	7
8:45	8	0	0	0	0	8	20:45	6	0	0	0	0	6
9:00	10	0	1	0	0	11	21:00	4	0	0	0	0	4
9:15	14	0	0	0	0	14	21:15	4	0	0	0	0	4
9:30	7	1	0	0	0	8	21:30	3	1	0	0	0	4
9:45	7	0	0	0	0	7	21:45	5	1	0	0	0	6
10:00	7	1	0	0	0	8	22:00	4	0	0	0	0	4
10:15	5	1	0	0	0	6	22:15	2	0	0	0	0	2
10:30	5	1	0	0	0	6	22:30	3	0	0	0	0	3
10:45	10	2	0	0	0	12	22:45	0	0	0	0	0	0
11:00	5	1	0	0	0	6	23:00	6	0	0	0	0	6
11:15	4	0	0	0	0	4	23:15	0	0	0	0	0	0
11:30	7	1	0	0	0	8	23:30	2	0	0	0	0	2
11:45	13	0	0	0	0	13	23:45	1	0	0	0	0	1
TOTAL	309	8	1	0	0	318	TOTAL	401	5	0	0	0	406

AM PEAK HOUR	7:15 AM	AM PEAK 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 HOUR	5:00 PM
AM PEAK VOLUME	56	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 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	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 VOLUME	26

AM PEAK HOUR	2:45 PM
AM PEAK VOLUME	56

CLASS 1	CARS
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4-AXLE TRUCKS
CLASS 5	5-AXLE + TRUCKS

TOTAL: AM+PM	495	5	0	1	0	501
% OF TOTAL	98.8%	1.0%	0.0%	0.2%	0.0%	100.0%
AM PEAK	26	0	0	0	0	26
PM PEAK	44	0	0	0	0	44

A13123

Study Site 8 - Mayberry Colony Apartments

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: THREE DAYS **CITY:** WRCOG

JOB #: SC3826 **LOCATION:** CLASS90 Western Dwy south of Mayberry.

AM 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 VOLUME	31

AM PEAK HOUR	2:00 PM
AM PEAK VOLUME	45

CLASS 1	CARS
CLASS 2	2-AXLE TRUCKS
CLASS 3	3-AXLE TRUCKS
CLASS 4	4-AXLE TRUCKS
CLASS 5	5-AXLE + TRUCKS

TOTAL: AM+PM	419	5	0	1	0	425
% OF TOTAL	98.6%	1.2%	0.0%	0.2%	0.0%	100.0%
AM PEAK	31	0	0	0	0	31
PM PEAK	40	1	0	0	0	41

A13123

Study Site 8 - Mayberry Colony Apartments

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

Prepared by AimTD LLC tel. 714 253 7888 cs@aimtd.com

DATE: THREE DAYS **CITY:** WRCOG

JOB #: SC3826 **LOCATION:** CLASS91 Eastern Dwy south of Mayberry.

AM 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	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

	1	2	3	4	5	TOTAL
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

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 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	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 HOUR	1:30 PM
AM PEAK VOLUME	78	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 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	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 HOUR	3:00 PM
AM PEAK VOLUME	24	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	IN						PM	IN					
TIME	1	2	3	4	5	TOTAL	Time	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 TIME	OUT 1	2	3	4	5	TOTAL	PM Time	OUT 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

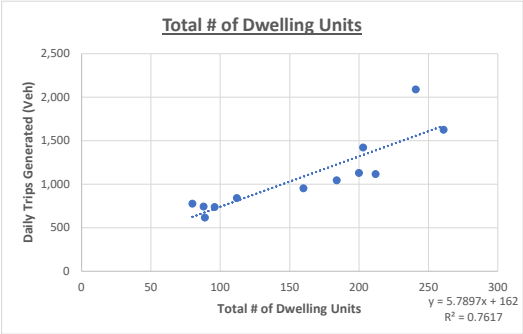
	1	2	3	4	5	TOTAL
TOTAL: AM+PM	2,079	23	3	0	0	2,105
% OF TOTAL	98.8%	1.1%	0.1%	0.0%	0.0%	100.0%
AM PEAK	277	0	0	0	0	277
PM PEAK	125	0	0	0	0	125

Appendix B: Apartment Characteristics

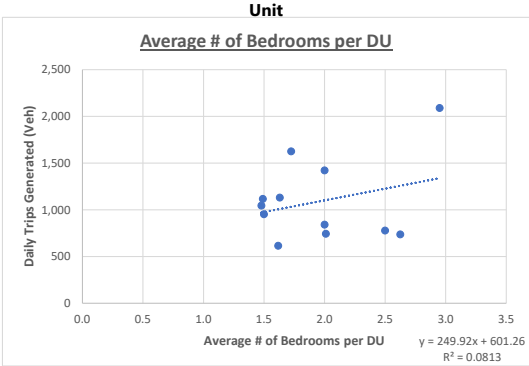
Study Site #	TUMF Zone	Name	Address	Phone #	Apartment Website	# of Apartment Style								Apartment Size (Sq. Ft.)							
						Studio	One Bedroom	Two Bedrooms	Three Bedrooms	Four Bedrooms	Total # of DUs	Total # of Bedrooms	Average # Bedrooms per DU	Studio	One Bedroom	Two Bedrooms	Three Bedrooms	Four 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

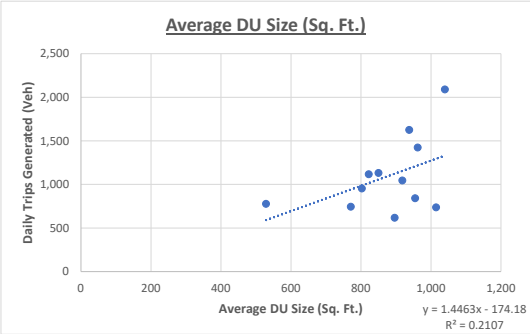
Daily Trip Generation by # of Dwelling Units in Complex



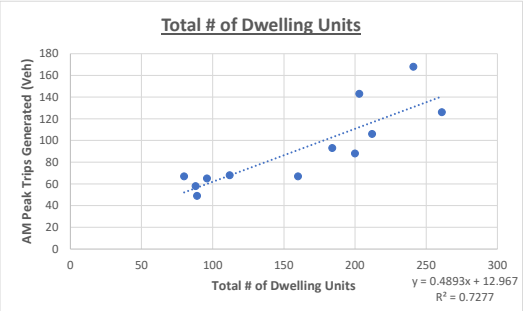
Daily Trip Generation by Average # of Bedrooms Per Dwelling Unit



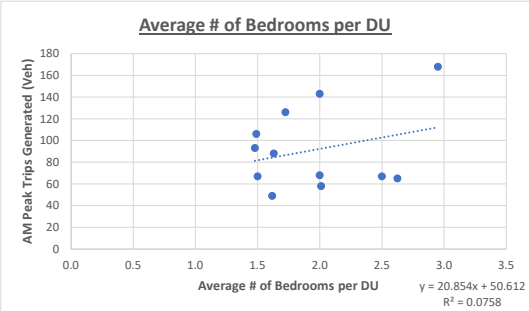
Daily Trip Generation by Average Size of Dwelling Unit



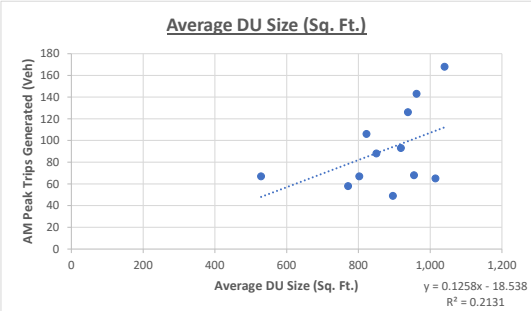
AM Peak Trip Generation by # of Dwelling Units in Complex



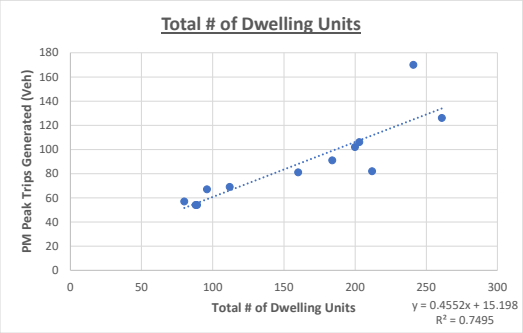
AM Peak Trip Generation by Average # of Bedrooms Per Dwelling Unit



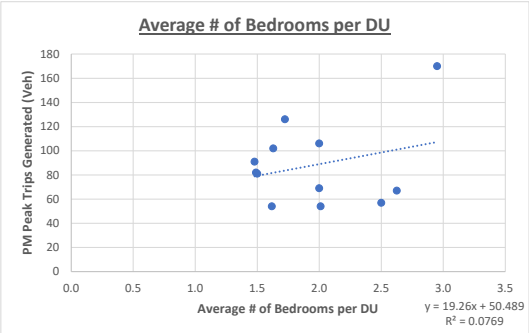
AM Peak Trip Generation by Average Size of Dwelling Unit



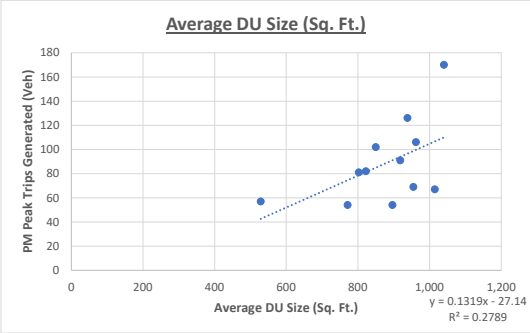
PM Peak Trip Generation by # of Dwelling Units in Complex



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		
	Personnel, 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.

RESOLUTION NO. 25-__

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

WHEREAS, the City of Eastvale ("City") is a member agency of the Western Riverside Council of Governments ("WRCOG"), a joint powers agency comprised of the County of Riverside and seventeen cities located in Western Riverside County; and

WHEREAS, the member agencies of WRCOG recognized that there was insufficient funding to address the impacts of new development on the regional system of highways and arterials in Western Riverside County (the "Regional System"); and

WHEREAS, in order to address this shortfall, the member agencies formulated a plan whereby a transportation mitigation fee would be assessed on new development and would be used to fund the necessary improvements for the Regional System; and

WHEREAS, in furtherance of this plan, the WRCOG Executive Committee adopted the "Western Riverside County Transportation Uniform Fee Nexus Study", dated October 18, 2002 (the "2002 Nexus Study"); and

WHEREAS, based on the 2002 Nexus Study, the County of Riverside adopted Ordinance No. 824 (the "TUMF Ordinance") pursuant to California Government Code sections 66000 *et seq.* authorizing the County to impose the Transportation Uniform Mitigation Fee ("TUMF") upon new development within the unincorporated county, including the area encompassing what is now the City of Eastvale. The TUMF Ordinance is now codified in Chapter 4.72 of the Eastvale Municipal Code; and

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

WHEREAS, on October 11, 2017, the City adopted Ordinance No. 2017-05 which adopted the 2016 Nexus Study and updated the TUMF; and

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

WHEREAS, the City adopted Ordinance No. 2018-14 on December 12, 2018, allowing WRCOG to calculate and collect TUMF on behalf of the City; and

WHEREAS, WRCOG, with the assistance of TUMF Participating Jurisdictions, has

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

WHEREAS, 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.

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

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

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

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

WHEREAS, 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.

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

WHEREAS, 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.

WHEREAS, Section 4.72.040, Subsection C of the TUMF Ordinance authorizes periodic review and adjustment to the applicable TUMF in accordance with any adjustments made by the WRCOG Executive Committee; and

WHEREAS, the fees collected pursuant to this Resolution shall be used to finance the public facilities described or identified in the Nexus Study; and

WHEREAS, the levying of TUMF has been reviewed by the City Council and staff in accordance with the California Environmental Quality Act ("CEQA") and the CEQA Guidelines and it has been determined that the adoption of this ordinance is exempt from CEQA pursuant to Section 15061(b)(3) of the CEQA Guidelines.

NOW, THEREFORE, the City Council of the City of Eastvale does resolve as follows:

SECTION 1. Findings. The recitals set forth above are hereby adopted as findings in support of this Resolution. In addition, the City Council re-adopts the findings contained in Section 4.72.020 of the TUMF Ordinance, as amended by Ordinance No. [INSERT ORDINANCE NUMBER] in support of the adjusted TUMF contained herein.

SECTION 2. TUMF Schedule. In accordance with Section 4.72.040, Subsection C of the TUMF Ordinance, there is hereby adopted the following fee schedule for the TUMF which replaces the fee schedule set forth in Section 2 of Resolution No. 17-64 in its entirety as of April 1, 2025, provided that the fee for retail commercial projects shall go into effect upon the Effective Date set forth in Section 5, below:

A. There is hereby adopted the following TUMF schedule:

(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
(2) $7,816 per multi-family residential unit

(3) $2.33 per square foot of an industrial project
(4) $7.72 per square foot of a retail commercial project
(5) $4.89 per square foot of a service commercial project
(6) $2.45 per square foot of a service Class A and B Office

SECTION 3. Adoption of 2024 Nexus Study. The City Council hereby adopts the 2024 Nexus Study and its findings. The 2024 Nexus Study is attached to Ordinance No. [INSERT ORDINANCE NUMBER] and incorporated herein by reference.

SECTION 4. CEQA Findings. The City Council hereby finds that in accordance with the California Environmental Quality Act ("CEQA") and the CEQA Guidelines the adoption of this Resolution is exempt from CEQA pursuant to Section 15061(b)(3).

SECTION 5. Effective Date. This Resolution shall become effective on April 1, 2025.

PASSED, APPROVED AND ADOPTED this 8th day of January, 2025.

_____
Michael McMinn
Mayor

APPROVED AS TO FORM:

_____
Erica Vega
City Attorney

ATTEST:

_____
Marc A. Donohue, MMC
City Clerk

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